



Bay Trail Steering Committee Meeting

Thursday, January 12, 2012, 1:30 p.m. to 3:30 p.m.
 Metro Center
 101 8th Street, Oakland
 ABAG Conference Room

Agenda

The Committee may act on any item on the agenda

Agenda topics

1:30 – 1:35 pm	Adoption of agenda and approval of 06/29/11 minutes*	
1:35 – 1:50 pm	Announcements by Chair and Boardmembers	
1:50 – 2:10 pm	Staff Announcements	
2:10 – 2:25 pm	Consideration of Support for Santa Clara County Parks Charter Fund* The Friends of Santa Clara County Parks, Trails and Open Space requests the Steering Committee’s endorsement of a set of “Basic Principles” regarding the use of the County Parks Charter Fund for parks and trails of countywide significance. Board member Don Weden will provide an overview.	Weden
2:25 – 2:40 pm	Bay Trail Grant Program* Staff will provide a brief overview of awarded projects and grant program funding availability.	Thompson
2:40 – 3:00 pm	Carquinez Scenic Drive Bay Trail Construction (\$398,000)* Consideration of a \$398,000 grant application submitted by the East Bay Regional Park District for construction of a 1.7-mile segment of Bay Trail along the closed section of Carquinez Scenic Drive between Port Costa and Martinez.	Huo

continued on next page

3:00 – 3:30 pm

Bay Trail Board Chair Transition

Parmer

After 11 years as Chair of the Board, Rick Parmer has announced that he will step down from the role but will remain on the Board of Directors. Brian Wiese has expressed an interest in serving as the new Chair of the Board. The Committee will consider this proposal with a formal recommendation to the full board to consider in Spring 2012.

3:30 pm

Adjourn Meeting

*** materials attached**



Bay Trail Steering Committee Meeting

Thursday, January 12, 2012, 1:30 p.m. to 3:30 p.m.
 Metro Center
 101 8th Street, Oakland
 ABAG Conference Room

Agenda

The Committee may act on any item on the agenda

Agenda topics

1:30 – 1:35 pm	Adoption of agenda and approval of 06/29/11 minutes*	
1:35 – 1:50 pm	Announcements by Chair and Boardmembers	
1:50 – 2:10 pm	Staff Announcements	
2:10 – 2:25 pm	<p>Consideration of Support for Santa Clara County Parks Charter Fund*</p> <p>The Friends of Santa Clara County Parks, Trails and Open Space requests the Steering Committee’s endorsement of a set of “Basic Principles” regarding the use of the County Parks Charter Fund for parks and trails of countywide significance. Board member Don Weden will provide an overview.</p>	Weden
2:25 – 2:40 pm	<p>Bay Trail Grant Program*</p> <p>Staff will provide a brief overview of awarded projects and grant program funding availability.</p>	Thompson
2:40 – 3:00 pm	<p>Carquinez Scenic Drive Bay Trail Construction (\$398,000)*</p> <p>Consideration of a \$398,000 grant application submitted by the East Bay Regional Park District for construction of a 1.7-mile segment of Bay Trail along the closed section of Carquinez Scenic Drive between Port Costa and Martinez.</p>	Huo

continued on next page

3:00 – 3:30 pm

Bay Trail Board Chair Transition

Parmer

After 11 years as Chair of the Board, Rick Parmer has announced that he will step down from the role but will remain on the Board of Directors. Brian Wiese has expressed an interest in serving as the new Chair of the Board. The Committee will consider this proposal with a formal recommendation to the full board to consider in Spring 2012.

3:30 pm

Adjourn Meeting

*** materials attached**

2012 Bay Trail Steering Committee/Board Meeting Schedule

1:30 – 3:30 pm, ABAG Conference Room B, Oakland

2nd Thursday of the month

January 12

March 8

SPRING FULL BOARD MEETING (date and off-site location TBD)

July 12

FALL FULL BOARD MEETING (date and off-site location TBD)

October 11

December 13



October 20, 2011

Ms. Ruth Coleman, Director
California State Parks
1416 9th Street, Suite 1405
Sacramento, CA 95814

Dear Director Coleman,

On behalf of the Bay Area Ridge Trail Council and the San Francisco Bay Trail, and indirectly on behalf of many of our partners and stakeholders, we would like to clarify issues and impacts related to long distance trails and the expected State Park closures next year. By their very nature, regional trails traverse and connect hundreds of parks and jurisdictions. Since the utility of regional trails depends on their connectivity, we are concerned about maintaining access.

We understand that five State Parks targeted for closure host Bay Trail segments: Angel Island, China Camp, Benicia State Recreation Area, Candlestick Park and Eastshore State Park; and eight host Ridge Trail: Samuel P. Taylor, Olompali, Petaluma Adobe, Jack London, Annadel, Sugarloaf, Benicia State Recreation Area, and Castle Rock.

We've heard the message that State Parks intends to keep existing long distance trails open, even during State Park closures. We also understand that the intent is that, even if no services will be available (restrooms, camping, trail patrols, etc.), park access will not be blocked. Further, we know that many public funding agreements for our trails in various State Parks have included promises to maintain and operate the facilities for at least 20 years. We seek clarification, confirmation and a commitment that it is the State's intent and policy to keep existing long distance trails open - and to keep access along the trail unrestricted - even in areas where parks or staging areas are "closed."

We appreciate the extraordinary difficult and dire situation facing California State Parks. Both of our organizations strongly supported recent bond measures, which would have avoided this grave situation. We would also like to recognize and acknowledge the extraordinary efforts now underway by many local jurisdictions to develop creative approaches to keep the parks and trails open and operational - as well as State Parks efforts to facilitate creative solutions. As State Parks considers cooperative agreements with local partners, we respectfully ask you to consider encouraging language to keep regional trails open as a high priority.

As regional trail organizations we also stand ready to work with affected governments, special districts and nonprofit partners to ensure continued public access to our precious parks, trails and open spaces.

A handwritten signature in blue ink that reads "Janet McBride".

Janet McBride, Executive Director
Bay Area Ridge Trail Council

A handwritten signature in black ink that reads "Laura Thompson".

Laura Thompson, Project Manager
San Francisco Bay Trail Project

**San Francisco Bay Trail
Steering Committee Meeting Minutes
ABAG Metro Center
June 29, 2011**

Call to Order

Meeting was called to order at 10:00 AM.

Attendance

Steering Committee

Rick Parmer, Chair
Brian Wiese
Cathy Woodbury
Julie Bondurant
Ann Buell
Leo DuBose

Bay Trail Staff

Laura Thompson
Lee Huo

ACTION Adoption of 06/29/11 agenda and approval of 02/09/11 and 03/30/11 minutes.

Buell moved, Bondurant seconded adoption of the agenda and approval of minutes.

Announcements by Chair and Boardmembers

- Buell Informed the Committee that the \$1 million grant contract with ABAG for the Water Trail has been signed. The first meeting will be held later this year with the Water Trail Project Management Team and Advisory Committee considering site designations.

- Wiese Announced that construction has started on the trail segment between San Pablo Creek and Wildcat Creek at the West County Wastewater District in Richmond. The Park District is also planning to complete a ½-mile trail section adjacent to Bruener Marsh by the end of next year.

- Woodbury Announced that Lisa Killough retired from the Santa Clara County Parks Department.

- Parmer Informed the Committee that the East Bay Regional Park District is working to develop a bike program at the Tidewater Boating Center in Oakland.

Staff Announcements

- Huo Announced a 2-year trail closure and detour plan beginning in July as part of the BART Airporter construction project in Oakland ... Received the final permit from BCDC for the Bay Bridge Connector Trail, scheduled to open in 2013 ... Announced the opening of Richmond's Landfill Loop Trail in March ... Informed the Committee that the City of Newark is developing alignment alternatives for the trail west of the city.

- Thompson Announced that Bay Trail funding is working through the approval process at MTC with an expected Commission approval in July ... At the May 19 Legislation and Governmental Organization meeting, Supervisor Haggerty introduced the monument concept to honor Treasurer Lockyer and referenced the Board's support of the idea ... On April 22 a sculpture honoring Bill Bliss was dedicated along the Bay Trail in Palo Alto ... The Bay Trail now has a Facebook site to promote the project ... Bruce Beyaert and I spent a day with the KQED filming crew on the trails in Richmond for a video on the QUEST website.

Bay Trail Realignment

- Thompson The Committee considered three realignments based on locally-adopted plans and projects.

Hunter's Point Shipyard, San Francisco

- Thompson Introduced the proposal to move the Bay Trail alignment off of unimproved streets to a planned shoreline path along the edge of the Shipyard redevelopment area. The Committee expressed an interest in visiting the Shipyard as part of a future Board meeting.

ACTION: Wiese moved, Buell seconded the motion to realign the Bay Trail along the edge of the Hunter's Point Shipyard and remove the inland alignment along Phelps, Palou, Keith, Carroll, and Fitch streets. The item was unanimously approved.

Downtown San Rafael, Marin County

- Thompson Introduced the proposal to realign the Bay Trail in San Rafael to include the Mahon Creek Pathway and remove portions of Andersen, Second and Third streets.

ACTION: Woodbury moved, DuBose seconded the motion to realign the Bay Trail along the Mahon Creek Pathway in San Rafael and remove portions of the street alignments on Andersen, Second and Third. The item was unanimously approved.

San Jose Bay Trail

- Thompson Introduced the proposal to change the alignment of the Bay Trail in San Jose to include a portion of Zanker Road and an existing trail on the north side of Highway 237 funded for improvements. The Committee recommended that the City place signs along Zanker and Los Esteros alerting vehicles to the presence of bicyclists and “Share the Road” signs along the roadway.

ACTION: Bondurant moved, DuBose seconded the motion to realign the Bay Trail along a portion of Zanker Road, and along an existing trail north of Highway 237 as well as eliminating the previous alignment across private property. The approval includes a recommendation to incorporate “Share the Road” signs for bicyclists and warning signs for vehicles at conflict areas. The item was unanimously approved.

Glen Cove Nature Study Area Discussion

- Thompson Provided an update on the \$200,000 construction grant to the Greater Vallejo Recreation District and ABAG’s recent decision to put a hold on the funds. The federally designated tribes with ancestral ties to the site issued an open letter to California tribal governments seeking support for their efforts to protect the site and establish a cultural and conservation easement on the site. The Committee expressed an interest in future updates on the issue.

Adjournment

The meeting was adjourned at noon.



Friends of Santa Clara County Parks, Trails, and Open Space

BASIC PRINCIPLES FOR COUNTY PARKS CHARTER FUND PARKLAND ACQUISITIONS WITHIN URBAN AREAS

About the Friends

The Friends of Santa Clara County Parks, Trails, and Open Space is an informal coalition of individuals and organizations that believes that the creation of a countywide system of interconnected rural and urban parks, trails and open space areas is essential to the social, economic, and environmental well-being of Santa Clara County.

Purpose of These Basic Principles

The Basic Principles in this document were prepared in response to a request by the County Board of Supervisors for public input regarding appropriate uses of the County Parks Charter Fund for parkland acquisitions within urban areas of Santa Clara County.

BASIC PRINCIPLES FOR COUNTY PARKS CHARTER FUND PARKLAND ACQUISITIONS WITHIN URBAN AREAS

The Friends of Santa Clara County Parks, Trails, and Open Space supports the following Basic Principles and urges the Board of Supervisors to adopt them as part of the County of Santa Clara Parkland Acquisition Plan.

Principle #1: Consistency with Voter Intent and with County Plans and Policies

The County Parks Charter Fund should only be used in ways that are consistent with:

- a. The Charter Fund ballot language approved by the voters,
- b. The County General Plan's parks and urban development policies
- c. The County Parks Department's Strategic Plan

Principle #2: Countywide Significance

The County Parks Charter Fund should only be used for parks and trails – in rural and urban areas – that are of countywide significance.

Principle #3: Parks Deficient Areas

High priority should be considered for proposed urban parkland acquisitions of countywide significance within or near areas that are parks deficient.

BACKGROUND

The County Parks Charter Fund

The County Parks Charter Fund is the primary source of funding for the Santa Clara County Parks Department. Over the past forty years, it has been one of the major sources of funding for the expansion of Santa Clara County's regional parks, trails, and open space system – both in rural and urban areas.

It was initially authorized by voters throughout Santa Clara County in 1972 for the purpose of acquiring, developing, operating, and maintaining lands for the County parks system. Voters have subsequently authorized the extension of the Charter Fund on six separate occasions – most recently in 2006, when its extension was approved by an overwhelming 71% of county voters.

Charter Fund Parkland Acquisitions

Historically, the County Parks Charter Fund has been used to fund acquisition of lands for parks and trails – of countywide significance – in both rural and urban areas.

The County has used the Charter Fund to work with numerous other agencies and organizations to create a growing network of regional parks and open space areas within rural areas of the Santa Cruz Mountains, the Diablo Range, and their foothills, , connected by a regional trails network that includes the Bay Area Ridge Trail.

Within urban areas and along the Bayfront, the Charter Fund has been used by the County to work with the cities and others in creating a major urban trails network that includes the Bay Trail, Los Gatos Creek Trail, Coyote Creek Trail, Penitencia Creek Trail, San Tomas Aquino Creek Trail, and the Guadalupe River Park and Trail. Many of these trails provide connections to the regional parks, trails, and open space areas in the hillsides and Baylands – or are planned to do so in the future.

While much has been accomplished over the past forty years to create an outstanding countywide system of interconnected regional parks, trails, and open space areas in Santa Clara County, much remains to be done – both in rural and urban areas.

This important unfinished work includes efforts to complete the missing gaps in the countywide trail system within urban areas, through projects such as the Three Creeks and the Five Wounds Trails in San Jose, and others that will link the urban area to hillside parks, trails, and open space lands. It also involves a number of important land acquisitions and trail connections in the hillsides and mountains.

As Santa Clara County's population, recreation, and natural resource management needs continue to grow, it is critical that:

- a. The Charter Fund's integrity is maintained – i.e. that it be used only for purposes that are consistent with what voters authorized – so that it retains widespread public support, and
- b. Its limited resources are used wisely – on projects of countywide significance – to maximize their benefits for both current and future generations.



Part 1: OVERVIEW

**The County is Seeking Public Input Regarding
the Appropriate Uses of the County Parks Charter Fund in Urban Areas**

At the direction of the Santa Clara County Board of Supervisors, the County Parks Department has been seeking public input regarding appropriate uses of the County Parks Charter Fund in urban areas.

Long-standing County Parks Policies are Threatened

The County Parks Charter Fund is the primary source of funding for the County Parks Department's acquisition, development, maintenance, and operations activities within both rural and urban areas.

Since its initial creation by the voters forty years ago, the County Parks Charter Fund has only been used for parks and trails projects of countywide significance, that provide benefits to residents throughout Santa Clara County. The provision of neighborhood, community, and citywide parks and recreation facilities has been the responsibility of the cities, and other agencies such as local school districts.

Some members of the Board of Supervisors are seeking to change these long-standing County policies and practices to eliminate the requirement that projects funded by the Charter Fund must be of countywide significance. They would like to be able to use the Fund for small neighborhood parks within their supervisorial districts.

**Maintaining the Integrity of the County Parks Charter Fund
and the County General Plan**

The proposed changes to the County Parks Charter Fund acquisition policies would undermine the integrity of the Charter Fund by allowing it to be used for purposes the voters have never been asked to approve when extension of the Charter Fund has been put before them.

This could erode the widespread public support that the Charter Fund has had from voters over the years – and reduce the prospects for voter approval in the future. (In 2006, the Charter Fund extension received 71% approval from the voters.)

The proposed changes would also undermine the credibility of the County's General Plan and the County Parks Department's Strategic Plan – both of which clearly state that the County's role in meeting the parks and recreation needs of our county's residents is that of providing **regional** parks and trails that are of **countywide significance**.



Meeting Current and Future Countywide Needs

Santa Clara County currently has a population of around 1.8 million people. Projections from the Association of Bay Area Governments (ABAG) indicate that our county's population may grow by almost half a million more residents over the next twenty years.

During that same time period, we will be facing increasing challenges in responsibly managing our county's natural resources, as climate change alters our natural environment.

In an era of limited financial resources for local governments – and for the County Parks Charter Fund – it is important that the Charter Fund's resources be used wisely in order to maximize its benefits in meeting both current and future countywide needs in urban and rural areas.

Expenditure of funds from the Charter Fund for small, neighborhood parks that would benefit relatively few people would divert money that would otherwise be used for parks and trails of countywide significance that would benefit far more people. It would also divert money needed to meet the increasing challenges of responsibly managing our county's diverse natural resources as climate change continues to occur.

The Friends of Santa Clara County Parks, Trails, and Open Space

The Friends of Santa Clara County Parks, Trails, and Open Space is an informal coalition of individuals and organizations that believes the creation of a countywide system of interconnected rural and urban parks, trails and open space areas is essential to the social, economic, and environmental well-being of Santa Clara County – for the benefit of current and future generations.

With the financial resources needed to create that countywide system rapidly shrinking during the present economic downturn, it is more important than ever that the County Parks Charter Fund be used wisely – in accordance with long-standing County policies.

And it is also more important than ever that the many organizations and individuals that support the creation of that countywide system let the Board of Supervisors know that we are united in our commitment to seeing that the Charter Fund is used only for parks and trails of countywide significance – in both urban and rural areas.

We welcome your support in that effort through your endorsement of the "Basic Principles" for the appropriate uses of the County Parks Charter Fund prepared by the Friends of Santa Clara County Parks, Trails, and Open Space.

We also encourage you to make your views known to the Board of Supervisors through your own letters, emails, and calls.



Part 2: BACKGROUND INFORMATION

Plan of Regional Parks

Since 1972, when the County adopted “A Plan of Regional Parks for Santa Clara County” as part of its General Plan, the County’s role in meeting the parks and recreation needs of Santa Clara County’s residents has been to provide “regional” parks that are of countywide significance, i.e. that serve the recreational and open space needs of residents from throughout the county.

The provision of neighborhood and citywide parks has been the responsibility of the fifteen cities, working with other agencies – particularly school districts, whose many school sites throughout the urban area have afforded opportunities for joint use by both students and other residents of their nearby communities.

The Plan of Regional Parks – and its division of roles and responsibilities between the County and the cities – has served as the basic blueprint for the outstanding county-wide system of regional parks and trails that residents of Santa Clara County enjoy today.

County General Plan

The fundamental policies regarding the division of roles and responsibilities between the County and the cities for the provision of parks and recreation lands and facilities have been adopted or reaffirmed by prior Boards of Supervisors as part of the County’s General Plan in both of the comprehensive General Plan reviews that have occurred since the Plan of Regional Parks was adopted.

The “Parks and Recreation: Countywide Issues and Policies” section of the County’s current General Plan clearly articulates the division of roles and responsibilities between the County and the cities in the following policies:

- C-PR 15: The provision of public regional parks and recreational facilities of countywide significance both in urban and rural areas shall be the responsibility of county government.
- C-PR 16: The provision of neighborhood, community, and citywide parks and recreational facilities should be the responsibility of cities and other appropriate agencies.

[Note: The reference to “other appropriate agencies” in policy C-PR 16, as explained in the background text for that section of the General Plan, does not include the County.]



If the Board of Supervisors were to begin providing neighborhood parks of only local significance, it would be contrary to these General Plan policies and would undermine the credibility of both the County and its General Plan.

County Parks Charter Fund

In order to assure a predictable, ongoing source of revenue for the County's regional park system, the Board of Supervisors in 1972 asked County voters to approve an amendment to the County Charter – the "constitution" that provides the basic framework for the functions of County government.

That amendment, which was approved by the voters in a countywide election, established the County Parks Charter Fund which annually sets aside an assured amount of money from the County General Fund to support County parks land acquisition, development, operations, and maintenance.

The ballot measure approved by the voters assured funding for a specified number of years. In six separate elections since its initial approval, voters have overwhelmingly supported the extension of the County Parks Charter Fund.

The most recent extension approved by voters occurred in June 2006 when voters approved County "Measure B," which extends the Charter Fund through the end of FY 2021. This extension was approved by an overwhelming 71% of the voters countywide.

The Voters Guide mailed to the homes of all registered voters prior to the June 2006 election regarding Measure B included the following "Impartial Analysis from the County Counsel":

"The purpose of this measure is to ensure that a minimum amount of money be placed into the County park fund for acquisition, development, operation, and maintenance of County parks."

The text of the ballot measure approved by the voters includes the following provisions:

- (2) "The Board of Supervisors shall appropriate the money in the county park fund for the acquisition, development, or acquisition and development of real property for county park purposes and for the maintenance and operation of county parks."
- (3) **"The county shall not acquire real property for any park purpose until the Board of Supervisors has determined that the acquisition is in conformity with the adopted county parks and recreation element of the general plan."** [emphasis added]



With regard to the latter provision of the ballot measure requiring consistency with the parks and recreation element of the County General Plan, it bears repeating that the General Plan states that:

C-PR 15: The provision of public regional parks and recreational facilities of countywide significance both in urban and rural areas shall be the responsibility of county government.

C-PR 16: The provision of neighborhood, community, and citywide parks and recreational facilities should be the responsibility of cities and other appropriate agencies.

Use of the County Parks Charter Fund monies for neighborhood parks – as has been proposed by some members of the Board of Supervisors – would not only violate the provisions of the County Parks Charter Fund ballot measure approved by voters, but would also violate the policies of the County General Plan.

County Parks Strategic Plan

In 2003, following over 2½ years of effort and community outreach, the Board of Supervisors adopted a “Strategic Plan for the Santa Clara County Parks and Recreation System.”

The mission of the Santa Clara County Parks and Recreation Department, as stated in the adopted Strategic Plan is:

“to provide, protect and preserve **regional** parklands [emphasis added] for the enjoyment, education and inspiration of this and future generations.”

The vision statement of the Strategic Plan reads as follows:

“We create a growing and diverse system of **regional** parks, trails, and open spaces **of Countywide significance** [emphasis added] that connects people with the natural environment, offers visitor experiences that renew the human spirit, and balances recreation opportunities with resource protection.

The County’s role in meeting the parks and recreation needs of Santa Clara County residents was very clearly articulated as being that of providing regional parks of countywide significance – not of duplicating the role and the efforts of the cities by providing neighborhood parks of only local significance.

Arbitrarily changing or ignoring these policies would essentially negate the “Strategic Plan for the Santa Clara County Parks and Recreation System” adopted by the Board of Supervisors after over 2½ years of effort and extensive community outreach.



County Parks Charter Fund Acquisition Priorities Community Outreach Process - 2009

In June 2009, the Board of Supervisors directed the County Parks Department to undertake a review of the acquisition priorities of the County Parks Charter Fund.

The County Parks Department, together with a hired consultant, conducted an extensive review of County parks and recreation plans and policies and held five community workshops throughout the county to receive public input regarding the parks acquisition priorities for the County Parks Charter Fund.

The overwhelming feedback obtained from those public outreach sessions, reported to the Board in 2011, was that the County should continue to focus on the provision of parks and recreation areas of countywide significance – in both rural and urban areas.

Many people, from throughout the county, participated in this community outreach process. Failure of the Board of Supervisors to follow the guidance provided by the public during this outreach process will call into question the sincerity of this – and future – County efforts to obtain community input.

County Parks Charter Fund Acquisition Priorities Community Outreach Process - 2011

Apparently not satisfied with the community input that was received from the public outreach process initiated in 2009 and concluded in 2011, the Board of Supervisors subsequently directed the County Parks Department to conduct another round of public outreach, focused on the use of the County Parks Charter Fund within urban areas.

The motion adopted by the Board at that time, although claiming to reaffirm long-standing County policies regarding the use of the Charter Fund, notably omitted the phrase “of countywide significance,” which has been the cornerstone of County parks policy for the past four decades.

By omitting that cornerstone phrase, it has opened the door to allowing the use of the Charter Fund for small, neighborhood parks which will divert resources away from meeting far greater countywide needs.

CONCLUSION

We are at a very critical juncture in Santa Clara County’s decades-long efforts to create an interconnected system of regional parks, trails, and open space lands – a system whose importance will continue to grow over time.

To meet current and future challenges, we need to continue to focus the County Parks Charter Fund expenditures exclusively on regional parks and trails of countywide significance – in both rural and urban areas.

File: Friends Fact Sheet 03.pdf



March 27, 2011

Supervisor Dave Cortese, District 3, President
Supervisor George Shirakawa, District 2, Vice President
Supervisor Mike Wasserman, District 1
Supervisor Ken Yeager, District 4
Supervisor Liz Kniss, District 5

Subject: March 29, 2011 Board of Supervisors Meeting – Item 15 – County Parkland Acquisition Plan: 2011 Update

Dear Supervisors:

I am not able to attend the Board of Supervisors meeting on Tuesday March 29, 2011. I am therefore requesting that this letter be read into the record as public comment either by the Clerk of the Board or the Board President and made part of the public record.

Specifically I am requesting as a member of the public and a registered voter residing in District 1 the following:

1. That the Board approve the Recommendation from Supervisors Kniss and Wasserman to accept the status report relating to Parkland Acquisition Plan and Accept the Administration's policy recommendations based on the Board of Supervisors Study Session without change.
2. That the Board reject the March 1, 2011 memorandum and recommendations from Supervisors Cortese and Shirakawa to modify the staff report regarding the use of Park Charter Funds.

Background and reasons for request

Santa Clara County is a "home rule" Charter County. The County Charter is our local law approved by Santa Clara County voters to govern the affairs of the County.

Charter Section 604, governs the Park Charter Fund for the acquisition, development and operations of COUNTY parks. This provision of the Charter was initially approved by voters in 1978 and has subsequently been approved by voters 5 other times, the last being in 2006.

Ballot statements, ballot arguments, past practice and implementation of the provision and the clear language of Charter Section 604 limit these funds to COUNTY parks. In fact, County or County Park appears no less than 14 times in the actual language of Section 604.

March 27, 2011 - Kutras Letter to Board of Supervisors March 29, 2011 Board Meeting Agenda Item 15

To change the allocation and use of the Park Charter Fund would require voter approval. There can be no other modification or approach without breaking the faith with the voters or violating the Charter.

I therefore urge the Board to support the recommendation contained in the Memorandum from Supervisors Kniss and Wasserman. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Peter Kutras, Jr.", written in dark ink.

Peter Kutras, Jr.
Retired County Executive

Copies:

San Jose Mercury News Editorial Board
Office of the Civil Grand Jury, Superior Court of California, County of Santa Clara
Jeffrey V. Smith, County Executive
Miguel Marquez, County Counsel
Maria Marinos, Clerk of the Board

MEMO

Date: January 4, 2012
To: Bay Trail Steering Committee
From: Laura Thompson
Subject: Bay Trail Grant Program Update

We have been working with our partners to generate new projects that will go before the Steering Committee and Coastal Conservancy Board for approval. Attached is a map highlighting all planning and construction projects that have received grant awards from the Steering Committee or will be under consideration for award on January 12.

Allocation Summary for Proposition 84 Grant Program

As of January 4, 2012

Amount available for pass-through	\$4,799,975
Total amount awarded to date	\$3,953,779
<i>Funding recommendation to be considered at the 01/12/12 Steering Committee meeting:</i>	
East Bay Regional Park District: Carquinez Scenic Drive Construction	\$398,000
Estimated amount remaining for allocation	\$448,196

Staff has a list of additional projects that we are preparing to bring to the Steering Committee for approval in March and July 2012 that will spend down the Prop. 84 funds.

Bay Trail Grant Program Proposition 84



Green Island Unit Pond 10
Planning and Design

Kensington Way to
Kimberly Park Study

Novato Hwy 37
Corridor Study

Glen Cove Waterfront Park

SMART Trail Design

Bio-Rad

Carquinez Scenic Drive

Grand Ave Bridge

West County Wastewater District

Wildcat Creek Connector Trail

Greenwood Beach Road Study

Cutting Blvd to Ferry Pt Tunnel

Shipyard III Construction

Brickyard Cove to Shipyard III

Jefferson Redesign

West Oakland Gap Closure

Presidio Bay Trail

Marina Green Harbor Trail

Pier 43 1/2

Cryer Boathouse Site

Derby to Lancaster Street

Fruitvale Ave to High St Gap Closure

Cargo Way
Construction

Yosemite Slough

San Leandro Slough Bridge

● Regional Sign Program

● Bay Trail Design Guidelines

● Shoreline Guide update

Coyote Point Park

as of January 12, 2012

Bay Trail
Grant Program

● Complete Project

● Active Project



Bair Island Public Access

Newark/Fremont
Shoreline Study

Ravenswood Alignment Study

Cooley Landing

Fremont Gap Study

Palo Alto EcoCenter

San Jose Reach 9 Plans and Specs

Italicized projects under consideration by Bay Trail Steering Committee and/or Conservancy Board of Directors

MEMO

Date: January 4, 2012

To: Bay Trail Steering Committee

From: Lee Huo

Subject: Consideration of \$398,000 Grant Request from the East Bay Regional Park District to Construct 1.7 Miles of New Bay Trail Spine on an Abandoned Roadway Between Port Costa and Martinez

Background

The East Bay Regional Park District (EBRPD) has submitted a grant application requesting Bay Trail funds to construct approximately 1.7 miles of new Bay Trail spine on an abandoned portion of Carquinez Scenic Drive between Port Costa and the City of Martinez. The proposed trail will be a 10-foot-wide, multi-use trail with a two-foot shoulder that runs along a bluff adjacent to the southern shoreline of the Carquinez Strait. Although the proposed trail will not run along the shoreline due to the existing railroad directly on the shoreline, this bluff location provides panoramic views of the Carquinez Strait and surrounding areas. The original roadway on which the proposed trail will be located was closed due to significant erosion of the roadway bluff. As a result, the proposed trail work will involve the construction of soldier pile retaining walls to create adequate width for the trail and stabilize the bluff in several areas. The preliminary engineering study for this trail project was conducted by Contra Costa County and funded by a \$75,000 Bay Trail Planning Grant in 2004. A subsequent \$50,000 Bay Trail Planning Grant funded a Natural Environment Study and Biological Assessment as well as a Historic Property and Archeological Survey Report in 2009 that was necessary to move forward with the project.

When completed, the proposed project will be part of the Carquinez Strait Loop Trail that the Bay Trail Project and Bay Area Ridge Trail have been promoting the last few years in order to generate interest in completing the Bay Trail and Ridge Trail around the Carquinez Strait between the Crockett Bridge and the Martinez-Benicia Bridge. Although this project will not close or extend an existing Bay Trail gap, it is a critical project in that it will serve to build momentum and interest to complete the planned Bay Trail between

Crockett and the City of Martinez. The existing abandoned roadway is already has high usage by both the local communities and visitors from the greater Bay Area region. Usage of the trail when completed is expected to be very high and will continue to increase as the Bay Trail between Crockett and Martinez is completed. Once the Bay Trail is completed along the southern portion of the Carquinez Strait, this trail segment will also have a high potential to be used as an alternative commute corridor since it will connect the several communities including Crockett and Port Costa to the Martinez Intermodal Station in downtown Martinez.

The total project cost for the proposed work is approximately, \$6,400,000. This high project cost is due primarily to the soldier pile retaining wall work and other soil stabilization work necessary to reconstruct the abandoned roadway into a multi-use trail. The remainder of the project cost will be funded through a combination of federal TIGER II funds, a federal ISTEALU earmark, EBRPD Measure WW funds, and CCTA Measure J funds. EBRPD staff has indicated that all funding sources have been secured except for the Measure J funds which is currently being considered by CCTA. EBRPD staff has indicated that if the Measure J funds were not secured that the required funding would be supplanted by additional Measure WW funds.

A categorical exemption is expected to be filed under CEQA for this project by January 17, 2012, and the NEPA review is expected to be completed by March 31, 2012. Final design of the project is expected to be completed by June 2012, and construction is proposed to begin in April 2013 and completed in November 2014.

Staff Recommendation

Staff recommends approval of this grant request in the amount of **\$398,000**. Overall, the project ranked fairly high in scoring at 77 points. The project would have ranked higher if it either closed a Bay Trail gap or extended an existing Bay Trail segment. Even though it will be a sit-alone segment, it is critical in that it will initiate momentum and interest in completing the Bay Trail between Crockett and Martinez and the larger Carquinez Strait Loop trail. This project has already garnered a significant amount of interest from local communities and elected officials as well as collaboration between several governmental agencies to complete this project. Letters of Support have been submitted by Congress Member George Miller, State Senator Mark DeSaulnier, and Assembly Member Susan Bonilla. In addition, Congress Member Miller helped secure an earmark for the project under the most recent federal transportation legislation, ISTEALU. FHWA, Caltrans, and EBRPD have all show support by providing funding for the project under TIGER II and Measure WW, and CCTA may potentially provide funds under Measure J. Contra Costa County also conducted the initial engineering and planning study work funded by previous Bay Trail grants. The project has a very high matching contribution with \$6,002,000

from the various funds discussed above. The grant amount requested from the Bay Trail Project would represent only 6% of the total project cost. As indicated above, this segment of trail is expected to have a high level of usage as both a recreational trail and alternative transportation corridor.

Bay Trail Construction Grant Application Score Sheet

Applicant: East Bay Regional Park District		
Project Title	Carquinez Scenic Drive Bay Trail	
Project Description	The project involves the construction of approximately 1.7 miles of new Bay Trail spine along an abandoned segment of Carquinez Scenic Drive between Martinez and Port Costa. The proposed trail will be a 10-foot-wide, Class I trail with a 2-foot shoulder that runs along a bluff overlooking the Carquinez Strait.	
Funding Request	\$398,000	
Total Project Cost	\$6,400,000	
I. CRITICAL BAY TRAIL LINK		Score
length of segment <i>(0 to 5 points)</i> less than ½ mile = 3 ½ mile or greater = 5	1.7 mile	5
gap closure <i>(2 to 12 points)</i> no closure = 2 extension of existing trail = 6 full closure = 12	Although the project would not close or extend an existing segment of the Bay Trail, it is a critical project in that it will build momentum for completing the Bay Trail along the Carquinez Strait and serve as an anchor from which future Bay Trail segments can develop.	2
spine, spur or connector <i>(2 to 8 points)</i> connector = 2 spur = 6 spine = 8	Spine	8
trail classification: I, II or III <i>(1 to 5 points)</i> class III = 1 class II = 3 class I = 5	Class I	5
shoreline experience/proximity to bay <i>(0 to 5 points)</i>	Although the shoreline along the project area is dominated by the railroad tracks, the proposed trail will be located on a bluff adjacent to the shoreline and provide extensive views of the Carquinez Strait and surrounding areas.	4
potential for high use <i>(0 to 5 points)</i>	When completed the project will be part of the Carquinez Strait Loop Trail that will allow residents on both sides of the Carquinez Strait to loop around the Strait using the Zampa Bridge in Crockett and the Martinez-Benicia Bridge. As such, the potential use of the trail is expected to be very high when the loop trail continues to be developed and completed. The project area is an abandoned roadway that will be converted to a multi-use trail. Although it is considered a closed roadway, many local	5

Bay Trail Construction Grant Application Score Sheet

	residents and visitors already informally use the closed roadway as a trail. It also would have a high potential of being utilized as a non-motorized commute corridor when the Bay Trail is completed along the Carquinez Strait since the completed Bay Trail would connect several communities along the Strait to the Martinez Intermodal Station in downtown Martinez.	
	40 Points Possible	29
II. PARTNERSHIP / LEVERAGE		
grant percentage of total project cost <i>(0 to 10 points)</i> 80% or greater = 2; 60% to 80% = 4; 40% to 60% = 6; 20% to 40% = 8; 20% or less = 10	6%	10
Innovative or cost-effective design feature <i>(0 to 5 points)</i>	High. The project is innovative in that it will convert an existing roadway to a multi-use pathway and require significant engineering to stabilize the eroding bluff on which the trail will be located.	4
collaboration between multiple parties <i>(0 to 10 points)</i> low = 0 medium = 5 high = 10	This project has received broad support and involved collaboration between multiple agencies. The initial feasibility study and environmental work was conducted by Contra Costa County through two Bay Trail planning grants. The East Bay Regional Park District (EBRPD) has since taken the lead to complete the environmental work, design, and construction of the project. Funding for the project has been secured through the TIGER II grants from Caltrans and the Federal Highway Administration and through the EBRPD Measure WW funds. Additional funding is being completed through the Contra Costa Transportation Authority's Measure J funds. Letters of Support have been submitted by Congress Member George Miller, State Senator Mark DeSaulnier, and Assembly Member Susan Bonilla.	10
	25 Points Possible	24
III. REGIONAL NEED / CONNECTIONS		
connects to existing trails, destinations and community <i>(0 to 5 points)</i>	When completed the project will be part of the Carquinez Strait Loop Trail that will allow residents on both sides of the Carquinez Strait to loop around the Strait using the Zampa Bridge in Crockett and the Martinez-Benicia Bridge. It will also provide a	4

Bay Trail Construction Grant Application Score Sheet

	connection between the communities at Port Costa and Martinez as well as providing a non-motorized commute corridor that will connect to the Martinez Intermodal Station in downtown Martinez. Many local residents and visitors already informally use the closed roadway as a trail.	
potential to serve as alternative transportation route <i>(0 to 5 points)</i>	The proposed trail will have a high potential of being utilized as an alternative transportation corridor when the Bay Trail is completed along the Carquinez Strait since the completed Bay Trail would connect several communities along the Strait to the Martinez Intermodal Station in downtown Martinez.	5
support in local plans <i>(0 to 3 points)</i>	Contra Costa Countywide Bicycle and Pedestrian Plan, San Francisco Bay Trail Plan, and MTC's Regional Bicycle Plan.	3
unique opportunity or circumstance <i>(0 to 2 points)</i>	The project would provide a unique opportunity to initiate development of the Bay Trail alignment along Carquinez Scenic Drive and build momentum for completing this segment of Bay Trail along the Carquinez Strait. It is also a unique opportunity to convert an abandoned roadway into a multi-use trail that provides panoramic views of the Carquinez Strait and surrounding areas.	2
economically-disadvantaged community <i>(0 to 5 points)</i> 9% pop. or less below poverty level = 0; 10% pop. or greater below poverty level = 5	The nearest city to the project is Martinez, a city categorized by the 2000 U.S. census as having 5% of the population living below the poverty level.	0
	20 Points Possible	14
IV. READINESS FOR CONSTRUCTION		
status of environmental review <i>(0 to 3 points)</i> certification not completed 6 months after award = 0; certification completed within 6 months of award = 2; certified = 3	EBRPD expects to complete the CEQA review on January 17, 2012, and the NEPA review on March 31, 2012.	2
status of property ownership <i>(0 to 3 points)</i> not full control = 0 full control = 3	EBRPD has obtained the necessary property interest to construct this project.	3
estimated construction start date <i>(0 to 4 points)</i> after April 1, 2011 = 0 by April 1, 2011 = 2 upon grant award = 4	The project is expected to begin construction in April 2013.	0

Bay Trail Construction Grant Application Score Sheet

	10 Points Possible	5
V. COMMUNITY SUPPORT		
letters of support from partners and local advocates <i>(0 to 5 points)</i>	Letters of Support have been submitted by Congress Member George Miller, State Senator Mark DeSaulnier, and Assembly Member Susan Bonilla. Although the following organizations have not submitted letters of support, they have demonstrated support of the project by either working on components of the project or providing dedicated funding. Contra Costa County worked on the initial planning studies for the project and Caltrans and FHWA have provided significant funding through the TIGER II grant program.	5
	5 Points Possible	5
Total Score	100 Points Possible	77



SAN FRANCISCO BAY TRAIL Grant Application

The Bay Trail Project is soliciting grant applications for trail planning and construction projects that will complete gaps in the Bay Trail.

Grant Program Basics: Local, state or federal government agencies, special districts and qualified nonprofit organizations are eligible. The program favors construction of high priority Bay Trail segments, matching or in-kind contributions, innovative solutions, partnerships and employment of the California Conservation Corps (or local corps) where possible. Planning, design or technical studies that overcome obstacles to future trail development are also eligible. See <http://www.baytrail.org> for more information about the program and to view examples of previously awarded grants.

Note: The following are not eligible: a) trail projects or design work required as part of a permit approval or as mitigation for another project, or b) permitting costs.

Applicant Information

Lead Agency Name East Bay Regional Park District
Address P.O. Box 5381 Oakland, CA 94605
Contact Name/Title Jeff Rasmussen, Grants Manager
Phone Number 510-544-2204 **Fax number** 510-569-1417
E-mail jrasmussen@ebparks.org

Project Information

Project Title Carquinez Scenic Drive Trail Construction
Project Location Between Martinez and Port Costa
Length of Trail Segment 1.7 miles **Does project close gap?** No
Project Partners Contra Costa County, Caltrans, FHWA
Proposed Start Date 4/2013 **Proposed Completion Date** 11/2014
Grant Request \$398,000 **Total Project Cost** \$6,400,000

Matching Contributions

Amount	\$3,622,000	Funding Source	TIGER II
Amount	\$943,560	Funding Source	Federal Earmark
Amount	1,000,000	Funding Source	CCTA Measure J
Amount	436,440	Funding Source	EBRPD Measure WW

In-kind Contributions

(provide descriptions & values)

List Local Plans that Support Project

2009 Contra Costa Countywide Bicycle and Pedestrian Plan
 2009 MTC Regional Bicycle Plan
 Carquinez Benicia Grand Scenic Cycle Loop

Signature

 **Date** 12-12-11

Project Description

The project will restore a 1.7-mile segment of Carquinez Scenic Drive for pedestrian and bicycle use. The project includes reconstruction of the existing pavement to form a 10-foot wide paved trail with 2-foot wide gravel shoulders, stabilization of eight landslide areas and the installation of drainage facilities.

The project proposes to construct an approximately 1.7-mile-long Class I multi-use pedestrian/bicycle trail along a closed section Carquinez Scenic Drive from the City of Martinez Intermodal Transit Center to the Town of Crockett in Contra Costa County. The trail will be constructed along a section of Carquinez Scenic Drive that was closed to the public in 1982 after landslides significantly damaged the roadway in several locations. The project will restore safe access for pedestrians and bicyclists and will also provide access to maintenance vehicles. Key elements of this project will include stabilization, reconstruction, and replacement of cut slopes, embankments, and repair or rehabilitation of existing drainage facilities, and the installation of a durable, low maintenance trail surface.

The goal of the project is to construct a 10-foot-wide trail with an additional 2 feet of paved or rock shoulders. In some slide areas where sufficient embankment width cannot be recovered at a reasonable construction cost, the trail width may be reduced to 8 feet, with shoulders provided as room permits. The trail surface will be asphalt concrete and a maximum of 14 feet wide including shoulders.

The trail alignment will follow the existing alignment of Carquinez Scenic Drive and be constructed within the existing right-of-way. In areas where most of the pavement has failed and slid down the hillside, sufficient roadway width would be recovered by constructing soldier pile retaining walls. If unanticipated geotechnical conditions are encountered, micropiles, tieback anchors and soil nails may also be used within the existing right-of-way to supplement the soldier pile walls. In several locations where the hillside above the trail is unstable, some slide material may be excavated and debris/retaining walls, up to 10 feet in height, will be built along the uphill side of the trail to keep the trail and drainage swale clear of debris. The maximum depth of excavation for the project is estimated to be 40 feet (depth of retaining wall pile foundations) at these locations.

Existing roadside drainage facilities will be repaired or restored, including a v-ditch along the uphill, or eastbound, side of the roadway and existing corrugated metal pipe culverts, some of which are currently filled with soil and vegetation debris. Corroded pipes will be replaced, and slope protection at outlet areas will be restored. An existing concrete box culvert located mid-project is in good condition and will be left as is. The restored v-ditches will slope toward existing drainage inlets or culverts or discharge directly into small natural swales. At these drainage junctions, rock slope protection or erosion control blankets may be installed where erosion could occur. Existing drainage inlets will be repaired or replaced as needed. The project will maintain existing drainage patterns. No new points of discharge are proposed.

*** The CEQA document for the project will be filed on January 17, 2012.

*** The NEPA document will be completed by March 31, 2012.

Attachments

1. **Project area map with trail segment clearly marked**
2. **Project budget**
3. **Project schedule**
4. **Environmental certification or expected certification date**
(construction projects only)
5. **Letters of support** (optional)

Send two copies of the proposal form and attachments to **San Francisco Bay Trail Project**, c/o Association of Bay Area Governments, P.O. Box 2050, Oakland, CA 94604-2050.

Please direct questions to Bay Trail Project staff:

Laura Thompson, Project Manager, 510-464-7935

Maureen Gaffney: San Francisco, Marin, Napa, Sonoma and Solano counties, 510-464-7909

Lee Huo: Alameda and Contra Costa counties, 510-464-7915

Patrycja Bossak: San Mateo and Santa Clara counties, 510-464-7919



FIGURE 2

LSA

LEGEND

- Project Area
- Potential Construction Staging Areas



SOURCE: USGS 7.5-minute Topo Quads - Benicia, Calif. (1980).
 I:\NLT\1102\GIS\Maps\Figure2_Project Area (letter).mxd (7/20/2011)

San Francisco Bay Trail - Martinez Intermodal to Crockett
 Contra Costa County, California
 Project Area

COST ESTIMATE

Item No.	Item	Unit	Est Qty	Unit Price	Total
1	Mobilization (assume 5% of total)	LS	1	\$ 244,500	\$ 244,500
2	Traffic Control	LS	1	\$ 10,000	\$ 10,000
3	Water Pollution Control	LS	1	\$ 20,000	\$ 20,000
4	Temporary Facilities (staging area, water supply, etc.)	LS	1	\$ 20,000	\$ 20,000
5	Remove Vegetation, Misc Areas	LS	1	\$ 20,000	\$ 20,000
6	Std Embankment Crest Reconstruction (H=5')	LF	1970	\$ 205	\$ 403,850
7	Std Concrete Piles for Emb Crest Reconst	EA	246	\$ 1,875	\$ 461,250
8	Std Embankment Reconstruction (H=15')	LF	720	\$ 769	\$ 553,680
9	Std Concrete Piles for Emb Reconst	EA	113	\$ 1,875	\$ 211,875
10	Std Segmental Retaining Wall (H=10')	LF	0	\$ 831	\$ -
11	Std Concrete Grade Beam with Piles for Segmental RW	LF	0	\$ 430	\$ -
12	Std Soldier Pile Retaining Wall (H=10')	LF	0	\$ 2,210	\$ -
13	Std Soldier Pile Debris Wall	LF	335	\$ 650	\$ 217,750
14	Regrade Cutslope (incl debris removal)	LF	370	\$ 50	\$ 18,500
15	Cross Drainage Facilities	TOTAL	-	\$ 63,500	\$ 63,500
16	Regrade V-ditch [1]	LF	7240	\$ 5	\$ 36,200
17	Sta 154 Design Alt 1: Embankment Reconst w/ Piles	TOTAL	-	\$ 267,385	\$ 267,385
18	Sta 161 Design Alt 1: Embankment Reconst w/ Piles	TOTAL	-	\$ 393,365	\$ 393,365
19	Sta 172 Design Alt 1: Segmental RW with Piles	TOTAL	-	\$ 158,215	\$ 158,215
20	Sta 176 Design Alt 1: Segmental RW w/ Piles & Debris Wall	TOTAL	-	\$ 570,850	\$ 570,850
21	Sta 191 Design Alt 1: Embankment Reconst w/ Piles	TOTAL	-	\$ 115,690	\$ 115,690
22	AC Pavement Overlay (14' wide)	LF	3917	\$ 65	\$ 254,213
23	New AC Pavement Section (14' wide)	LF	5058	\$ 211	\$ 1,069,514
24	Aggregate Base, Misc Areas (pullouts/turnarounds) [2]	LS	1	\$ 4,000	\$ 4,000
25	Gates/Bollards	LS	1	\$ 10,000	\$ 10,000
26	Signing and Striping	LS	1	\$ 10,000	\$ 10,000
TOTAL PROJECT					\$ 5,134,337
Variation for Conceptual-Level Estimate:				TOTAL - 5%:	\$ 4,877,620
				TOTAL + 25%:	\$ 6,417,921

5. PROPOSED SCHEDULE

In the following table, enter the expected beginning and ending *month and year* for each of the phases listed. If the phase has been finished, enter "Completed" in the "To" column.

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning	October 2010	March 2012
Design	April 2012	June 2012
Environmental Clearance	October 2010	March 2012
Right-of-Way	April 2012	June 2012
Construction	April 2013	November 2014

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0011
(916) 319-2011
FAX (916) 319-2111

DISTRICT OFFICE
2151 SALVIO ST, SUITE 395
Concord, CA 94520
(925) 521-1511
FAX (925) 602-1536

Assembly
California Legislature



SUSAN A. BONILLA
ASSEMBLYMEMBER, ELEVENTH DISTRICT

December 19, 2011

Robert E. Doyle
General Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94601-0381

Dear Mr. Doyle:

I am writing in support the application of the East Bay Regional Park District (EBRPD) to the San Francisco Bay Trail Project for the development Carquinez Scenic Drive segment of the San Francisco Bay Trail.

The project proposes to construct an approximately 1.7-mile-long Class I multi-use pedestrian/bicycle trail along a closed section Carquinez Scenic Drive between the City of Martinez Intermodal Transit Center and the Town of Crockett in Contra Costa County. The trail will be constructed along a section of Carquinez Scenic Drive that was closed to the public in 1982 after landslides significantly damaged the roadway in several locations.

I am told that the project will restore safe access for pedestrians and bicyclists and will also provide access to maintenance vehicles. Key elements of this project will include stabilization, reconstruction, and replacement of cut slopes, embankments, and repair or rehabilitation of existing drainage facilities, and the installation of a durable, low maintenance trail surface. The \$6.4 million project is being funded by this \$398,000 Bay Trail request along with \$3.6 million in TIGER II funds, EBRPD's WW Park Bond and other local funds.

Thank you for your consideration of this application for the development of Carquinez Scenic Drive Trail segment to the San Francisco Bay Trail Project.

Sincerely,

Susan A. Bonilla

Susan A. Bonilla
Assemblywoman 11th District

CAPITOL OFFICE
STATE CAPITOL, ROOM 5035
SACRAMENTO, CA 95814
TEL (916) 651-4007
FAX (916) 445-2527

DISTRICT OFFICE
1350 TREAT BLVD., SUITE 240
WALNUT CREEK, CA 94597
FAX (925) 942-6082
FAX (925) 942-6087

SENATOR DESAULNIER@SEN.CA.GOV
WWW.SEN.CA.GOV/DESAULNIER

California State Senate

SENATOR
MARK DESAULNIER
SEVENTH SENATE DISTRICT



CHAIR
TRANSPORTATION & HOUSING
BUDGET SUBCOMMITTEE NO 3
ON HEALTH & HUMAN SERVICES

SELECT COMMITTEE ON
EXCELLENCE & INNOVATION
IN STATE GOVERNMENT

SELECT COMMITTEE ON
SMALL BUSINESS & THE
UNDERGROUND ECONOMY

SELECT COMMITTEE ON
RESTORING CALIFORNIA'S
MIDDLE CLASS

COMMITTEES

BUDGET & FISCAL REVIEW

ENERGY, UTILITIES &
COMMUNICATIONS

GOVERNANCE & FINANCE

HEALTH

LABOR & INDUSTRIAL
RELATIONS

December 22, 2011

Mr. Robert E. Doyle
General Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94601-0381

Dear Mr. Doyle:

I write in strong support of the East Bay Regional Park District's (EBRPD) application to the San Francisco Bay Trail Project to help fund the development of the Carquinez Scenic Drive segment of the San Francisco Bay Trail.

This project proposes to construct an approximately 1.7-mile-long Class I multi-use pedestrian/bicycle trail along a closed section of Carquinez Scenic Drive between the City of Martinez Intermodal Transit Center and the Town of Crockett in Contra Costa County, both of which are in my Senate District. The trail will be constructed along a section of Carquinez Scenic Drive that was closed to the public in 1982 after landslides significantly damaged the roadway in several locations.

The project will restore safe access for pedestrians and bicyclists and will also provide access to maintenance vehicles. Key elements of this project will include stabilization, reconstruction, and replacement of cut slopes, embankments, and repair or rehabilitation of existing drainage facilities. It will also include the installation of a durable, low maintenance trail surface. The \$6.4 million project will be funded by this \$398,000 Bay Trail request along with \$3.6 million in TIGER II funds, EBRPD's WW Park Bond and other local funds.

As the State Senator who represents the area where the trail is located, I urge the Bay Trail Project's approval so that my constituents can enjoy the benefits this trail will afford them. If you have any additional questions about this worthwhile project, please feel free to contact me at (925) 942-6082.

Sincerely,

MARK DESAULNIER

GEORGE MILLER

7TH DISTRICT, CALIFORNIA

georgemiller.house.gov

2205 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0507
(202) 225-2095

DANIEL WEISS
CHIEF OF STAFF

COMMITTEE ON EDUCATION
AND THE WORKFORCE
RANKING MEMBER

DEMOCRATIC POLICY COMMITTEE
CHAIRMAN

December 14, 2011

Congress of the United States
House of Representatives
Washington, DC 20515-0507

BARBARA JOHNSON
DISTRICT DIRECTOR
1333 WILLOW PASS ROAD
SUITE 203
CONCORD, CA 94520
(925) 602-1880
3220 BLUME DRIVE
SUITE 160
RICHMOND, CA 94806
(510) 262-6500
375 G STREET
SUITE 1
VALLEJO, CA 94592
(707) 645-1888

Robert E. Doyle, General Manager
East Bay Regional Park District
P.O. Box 5381
Oakland, CA 94601-0381

Dear Mr. Doyle:

We strongly support the application of the East Bay Regional Park District (EBRPD) to the San Francisco Bay Trail Project for the development Carquinez Scenic Drive segment of the San Francisco Bay Trail.

The project proposes to construct an approximately 1.7-mile-long Class I multi-use pedestrian/bicycle trail along a closed section Carquinez Scenic Drive between the City of Martinez Intermodal Transit Center and the Town of Crockett in Contra Costa County. The trail will be constructed along a section of Carquinez Scenic Drive that was closed to the public in 1982 after landslides significantly damaged the roadway in several locations.

The project will restore safe access for pedestrians and bicyclists and will also provide access to maintenance vehicles. Key elements of this project will include stabilization, reconstruction, and replacement of cut slopes, embankments, and repair or rehabilitation of existing drainage facilities, and the installation of a durable, low maintenance trail surface. The \$6.4 million project is being funded by this \$398,000 Bay Trail request along with \$3.6 million in TIGER II funds, EBRPD's WW Park Bond and other local funds.

We urge the favorable recommendation of this grant request to develop the Carquinez Scenic Drive Trail segment to the San Francisco Bay Trail Project.

Sincerely,



George Miller
Member of Congress
7th District, California



Mike Thompson
Member of Congress
1st District, California