



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of March 3, 2008

3:00 p.m. SWAT Board Meeting
District 2 Supervisor's Lamorinda Office
Fire District Headquarters
3338 Mt. Diablo Boulevard, Lafayette, CA

AGENDA

1. Call to Order/Self Introductions
2. Public Comment
3. Board Member Comment
4. Administrative Items
5. Adoption of Agenda
6. **Review/Approval** of Minutes From January 7, 2008*
7. **Review and Approve** FY 2008-09 TDM Programs and Budget*
8. **Status Update** on the San Ramon Valley School Bus Program Development*
9. **Status Update** on San Ramon Valley Iron Horse Trail Corridor Concept Plan*
10. **Status Update** on T-PLUS Planning Grant, Second Cycle*
11. **Status Update** on Tri-Valley Transportation Plan/Action Plan – Preliminary Draft Release*
12. Written Communication, Items of Interest, Outgoing Communication - **Consider Actions as Appropriate***
13. Discussion: Next Agenda
14. Adjourn to April 7, 2008 or Other Meeting as Deemed Appropriate

*Indicates material on this item is attached.

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or adillard@ci.danville.ca.us

Staff Contact: Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: adillard@ci.danville.ca.us

Agendas, minutes and other information regarding this committee can be found at: www.co.contra-costa.ca.us/depart/cd/transportation/committee/swat/

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

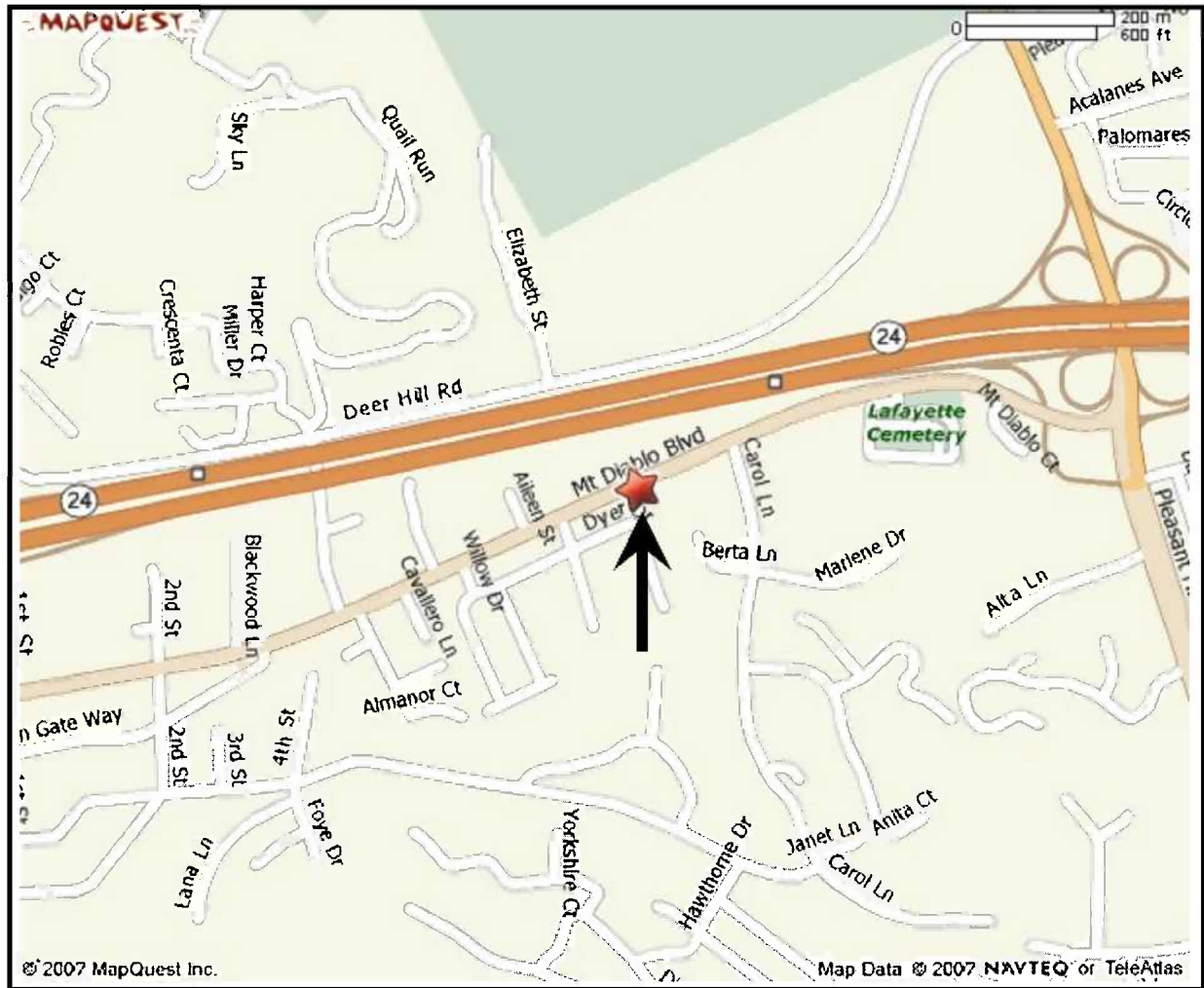
District 2 Supervisor's Lamorinda Office

Fire District Headquarters

3338 Mt. Diablo Boulevard, Lafayette, CA 94549

(parking is available behind the building)

PLEASE NOTE NEW LOCATION



AGENDA ITEM 6



SWAT

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SUMMARY MINUTES
January 7, 2008
District 2 Supervisor's Office
3338 Mt. Diablo Road
Lafayette, CA

Committee Members Present: Dave Hudson, City of San Ramon; Gayle Uilkema, Contra Costa County; Candace Andersen, Town of Danville; Amy Worth, City of Orinda; Mike Metcalf, Town of Moraga

Staff members present: Lisa Bobadilla, Tai Williams, Andy Dillard, Leah Greenblat, John Cunningham, Monica Pacheco, Calvin Wong

Others present: Karen Stepper, Town of Danville; Brad Beck, CCTA;

Meeting convened with a quorum by Chair Hudson at 3:00 p.m.

1. **Call to Order/Self Introductions**
2. **Public Comment:** None
3. **Board Member Comment:** None
4. **Administrative Items:** Andy Dillard recorded the minutes. Extra agenda packets and handouts were made available.
5. **Adoption of Agenda:**
The Committee took action to adopt the agenda as written.
ACTION: Unanimous
6. **Review/Approval of Minutes from December 3, 2007**
ACTION: Unanimous

7. **Appoint the new SWAT Chair and Vice Chair**

The Committee took action to appoint Supervisor Gayle Uilkema, Chair.

ACTION: Unanimous

The Committee took action to appoint Don Tatzin, City of Lafayette, Vice Chair.

ACTION: Unanimous

8. **Consider Request by Lafayette Representative on SWAT to Consider Addendum to SWAT Bylaws**

A request was made by Committee member Don Tatzin to amend the SWAT bylaws regarding the rotation of SWAT representatives to the CCTA. The proposed language, requested to be amended as Section 4(e) of SWAT Rules of Procedure, was submitted as follows:

“In order to achieve maximum participation at the CCTA from SWAT jurisdictions, whenever the Mayors’ Conference representative to CCTA is from a SWAT jurisdiction, then no other council member from that jurisdiction shall serve as a SWAT representative to CCTA.”

Some Committee members expressed that it would be appropriate to adopt this language to formalize a past practice at SWAT. Other Committee members articulated that a formal amendment to the Rules of Procedure was not necessary and may serve to limit SWAT in unforeseen ways in the future. Committee member Andersen further articulated that appropriate representation would not result in conflicts. Committee member Hudson expressed that the offer from San Ramon to Danville, which would extend Danville’s next term by an additional year, would still stand. After some discussion, the Committee took the following action:

ACTION: Ayes: 4 (Tatzin, Hudson, Worth, Uilkema)

Nays: 2 (Andersen, Metcalf)

9. **Appoint the new SWAT South County representative to the CCTA**

As a result of action taken on Item 8, and given that Danville is currently serving as the Mayors’ Conference representative to CCTA, the Committee took action to appoint Dave Hudson, City of San Ramon, as the South County SWAT representative to the CCTA.

ACTION: Unanimous

10. **Update and Discussion on Draft Measure J Implementation Guide**

Brad Beck provided an overview of the Implementation Guide and solicited comments. The Committee unanimously supported the Authority’s proposal to allow the application of alternative MTSO’s at specific areas along Regional Routes. The Committee also supported a policy to maintain traffic studies noticing requirements at 100 peak hour trips.

ACTION: Unanimous

11. **Status Update on TVTC Transportation Plan/Action Plan**

Brad Beck provided a brief update on the continued progress of the TVTC Action Plan update efforts.

ACTION: None

12. **Status Update on 2008 Bike to Work Day**

Lisa Bobadilla provided an update on the upcoming Bike to Work Day. It was reported that MTC awarded \$175,000 to the Bay Area Bicycle Coalition (BABC) as a sole source contract to plan, coordinate, and implement the 2008 event. Without any funding from MTC, the 511 Contra Costa Program will not be participating in the planning or implementation of the event this year, but will continue to coordinate Bike to School events in Contra Costa County that are funded through the TDM Program budget.

ACTION: None

13. **Written Communication, Items of Interest, Outgoing Communication - Consider Actions As Appropriate:**

The monthly update on the SWAT 511 Southwest County TDM Program was made available. A summary of actions from the November and December Authority meetings were made available.

ACTION: None

14. **Discussion:** Next Agenda

ACTION: None

15. **Adjourn to February 4, 2008** which will be held at Supervisor Uilkema's Lamorinda Office in Lafayette, or **Other Meeting as Deemed Appropriate:**

ACTION: Meeting adjourned by the new Chair, Supervisor Uilkema at approximately 3:55 p.m.

Staff Contact:

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AGENDA ITEM 7



SWAT

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DATE: March 3, 2008

TO: Southwest Area Transportation Committee

FROM: Darlene Amaral, SWAT Transportation Analyst
City of San Ramon

SUBJECT: 511 Contra Costa County/SWAT FY 2008-2009 Transportation
Demand Management Programs and Budget

RECOMMENDED ACTION

The SWAT TAC request approval and authorization for the SWAT TDM Program staff to submit applications to the Contra Costa Transportation Authority for FY 2008/2009 Transportation Fund for Clean Air (TFCA), Measure C, Carpool funds and Congestion Mitigation Air Quality (CMAQ) funds for FY 2008/2009 and to execute the required grant contract between the City of San Ramon and the Contra Costa Transportation Authority.

FISCAL YEAR 2006/2007 - HIGHLIGHTS

511 Contra Costa Countywide Vanpool Incentive Program – This program had a goal of 125 “new” passengers. Exceeded goal with a total of 152 “new” passengers.

511 South Contra Costa County Employer Program – This program had a goal of 25 new employers. Exceeded goal with a total of 184 new employers.

511 South Contra Costa County School Transit Ticket/Online Ridematching Program – This program had a goal of 700 students. Exceeded goal with a total of 1,062 students.

BACKGROUND

The Contra Costa Transportation Authority (CCTA) is the oversight agency for funding the 511 Contra Costa Transportation Demand Management (TDM) programs. Through the Regional Transportation Planning Committees (RTPC), the three sub-regional TDM Program staff members administer the 511 Contra

Costa TDM Programs as well as local projects and programs. This provides a coordinated approach to commute alternative planning throughout the county.

The three sub-regional TDM staff members are employees of their respective agencies (WCCTAC/City of San Pablo), TRANSPAC/TRANSPLAN (City of Pleasant Hill) and SWAT (City of San Ramon); and implement the sub-regional TDM programs on behalf of the RTPC jurisdictions; and within the CCTA TDM program policies. San Ramon is the designated SWAT TDM program administrator. As program administrator, San Ramon implements the SWAT TDM programs throughout the region.

Prior to the passage of Measure C in 1988, Concord, San Ramon, and Walnut Creek had local TDM programs. With the passage of Measure C, a new countywide Growth Management Program (GMP) was adopted and requires all Contra Costa jurisdictions to adopt a TDM program and promote commute alternatives to comply with the GMP. The Countywide 511 TDM Programs fulfill the requirement. In return, jurisdictions receive Local Street Maintenance and Improvement Funds.

To be eligible for funding through the Transportation Fund for Clean Air (TFCA) program, the 511 Contra Costa TDM programs must meet Air District cost-effectiveness criteria. Prior to submitting projects to the Air District, CCTA and TDM staff prepares preliminary cost-effectiveness calculations for each program. Based on results from the preliminary cost-effectiveness calculations, the proposed FY 2008-2009 TDM programs meet the Air District's criteria for cost-effectiveness.

FISCAL ANALYSIS

The proposed SWAT 511 Contra Costa TDM Program budget for FY 2008-2009 is expected to remain at the same levels as FY 2007-2008; which is as follows:

TFCA	\$292,755
Measure C Carpool	\$121,011*
CMAQ	<u>\$ 13,090</u>
TOTAL:	\$426,856

***Measure C Carpool, Vanpool, and Park-and-Ride Lot Program Shortfall. (Please see Attachment 1 from the Contra Costa Transportation Authority regarding the Measure C shortfall for fiscal year 2008/2009).**

Below is a summary of the proposed SWAT 511 Contra Costa Programs for FY 2008/2009:

- 1) **511 Contra Costa Countywide Vanpool Incentive Program**
Administered by SWAT, the Countywide Vanpool Incentive Program provides new vanpool passengers with 50% off their vanpool fare for the first three months. The Program also provides \$1,000 bonus to vanpool drivers who maintain a "new" vanpool for twelve consecutive months with a minimum of six new riders. Vanpools are leased through one of two third-party vendors (VPSI and Enterprise Rideshare). Vanpools are leased on a month-to-month basis with an option to terminate the vanpool with a 30-day cancellation notice.

For FY 2008/2009 staff proposes funding of \$66,500 in TFCA; a decrease of \$16,775 from FY 2007/2008. The decrease of TFCA funding was to offset the increase of TFCA funds for the 2009 Countywide Transportation Employer Survey.

- 2) **511 South Contra Costa County Employer Program** – Administered by SWAT, this program provides employee transportation survey analysis, onsite evaluations, development of TDM plans, customized ridematch assistance, specialized zip code maps, and commute alternative and tax benefit information to employers.

Beginning in FY 2005/2006, MTC signed a six-year delegation agreement with 511 Contra Costa, through the Contra Costa Transportation Authority for Employer Outreach activities. Staff reports all activities to CCTA and MTC, including media/communications, the number of active employers, maintenance employers and the total number of employees these represent. The SWAT Employer Program works with participating Southwest employers. Program components include, but are not limited to:

- Coordinate and implement regional commuter campaigns (Bike to Work Day, Spare the Air, etc.).
- Distribute and promote countywide programs through partnerships with Chambers of Commerce, developers, retail outlets, transit agencies, etc.
- Coordinate and implement transportation surveys and employer relocation programs.
- Coordinate and implement commuter fairs at employment sites and/or community events.
- Coordinate and facilitate informational workshops for employers.

For FY 2008/2009 staff proposes funding of \$107,752 in TFCA, \$12,734 in Measure C & \$13,090 in CMAQ; an increase of TFCA \$23,596 from FY 2007/2008. The increase of TFCA funding represents additional staff

time to implement the 2009 Countywide Transportation Employer Survey for employers within the Southwest Contra Costa County.

3) 511 South Contra Costa County School Transit Ticket/Online Ridematching Program

The School Transit Ticket Program provides two 12-ride transit passes for County Connection buses to middle and high school students (elementary students may be included). Tickets are available on a one-time only basis during the school year. Our goal for 2007/2008 was 1,200 students. To date, the program has exceeded expectations with approximately 1,560 students participating.

The Online Carpool to School Ridematching Program provides parents with an on-line web based GIS ridematching service, known as www.PooltoSchool.org for schools located in Lamorinda and San Ramon Valley. To date, the program has approximately 1,180 participants.

For FY 2008/2009 staff proposes funding of \$118,503 in TFCA and \$3,166 in Measure C; an increase of TFCA \$26,021 from FY 2007/2008. The increase represents additional staff time to implement these programs and additional marketing outreach for the Online Carpool to School Ridematching Program throughout the region.

4) SWAT Altamont Commuter Express (ACE) Shuttle (County Connection)

County Connection provides express shuttle service to and from the Danville Sycamore Park & Ride lot and the San Ramon Transit Center to the ACE train station in Pleasanton.

For FY 2008/2009 staff proposes funding of \$20,000 in Measure C; a decrease of \$20,000 from FY 2007/2008. The decrease is due to a shortfall of funds in Measure C for FY 2008/2009 (See Attachment 1).

5) SWAT In-House Commuter Programs

The program provides \$340.00 per year to each SWAT jurisdiction to encourage employee participation in commute alternative program. Typically, each agency provides a \$20.00 gift card to employees who carpool, ride transit, or bicycle to work.

For FY 2008/2009 staff proposes funding of \$1,700 in Measure C; no change from FY 2007/2008.

6) SWAT Lamorinda School Bus Program (LSBP)

Administered by the Lamorinda School Bus Program staff, the LSBP transports approximately 1,800 students to and from thirteen schools on seventeen buses.

For FY 2008/2009 staff proposes funding of \$50,000 in Measure C; a decrease of \$15,000 from FY 2007/2008. The decrease is due to a shortfall of funds in Measure C for FY 2008/2009 (See Attachment 1).

7) Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 – County Connection

A five-year demonstration program to provide transit service through the Dougherty Valley started on Monday, December 18, 2006. Multiple funding sources have been accumulated to provide the service, including Developer fees, County Connection, Contra Costa Transportation Authority and SWAT.

For FY 2008/2009 staff proposes funding of \$25,000 in Measure C; no change from FY 2007/2008.

8) SWAT 511 Contra Costa Annual Report & TDM Office Supplies

Each RTPC is responsible to allocate funding to cover the costs of producing the 511 Contra Costa Annual Report. The Annual Report is presented to the CCTA, RTPCs and the Citizen Advisory Committee (CAC).

For FY 2008/2009 staff proposes funding of \$1,000 in Measure C; a decrease of \$1,000 from FY 2007/2008. The decrease is due to a shortfall of funds in Measure C for FY 2008/2009 (See Attachment 1).

9) TDM Administration Oversight

Measure C admin funding requested for administrative staff costs not reimbursable with air district funds, such as MTC TAC meetings and 511 Contra Costa meetings.

For FY 2008/2009 staff proposes funding of \$7,411 in Measure C. This is a new request for funding.

For informational purposes, the remaining 511 Contra Costa programs are administered by TRANPAC/TRANSPLAN and WCCTAC. These programs are available to SWAT residents and commuters; however funding is not allocated by SWAT. The programs include:

- **Countywide Carpool Program** - The Countywide Carpool Program offers a \$60 gift card to encourage single occupant motorists to form a carpool to work or college instead of driving alone.

To date, 97 commuters are registered in this program in the SWAT region.

1. San Ramon - 88
2. Danville - 4
3. Orinda - 0
4. Lafayette - 3
5. Moraga - 2

- **Countywide Transit Incentive Program** - The countywide transit program offers incentives to commuters who commute to work or college. The goal is to reduce drive-alone trips on Tri Delta and County Connection, BART, Wheels, Benicia Breeze, Fairfield/Suisun Transit, AC Transby, AC Transit, Golden Gate Transit, Vallejo Baylink Ferry, Vallejo Transit, WestCAT, WestCAT Lynx, Capitol Corridor (Amtrak) and ACE train service. These incentives are offered to residents, employees, and commuters traveling to, from or through Contra Costa County.

To date, 48 commuters are registered in this program in the SWAT region.

1. San Ramon - 44
2. Danville - 1
3. Orinda - 0
4. Lafayette - 2
5. Moraga - 1

- **Guaranteed Ride Home Program** - The Program offers commuters working in Contra Costa County and using a commute alternative, a taxi or rental car vouchers to get home in an emergency. Emergencies are defined as personal and family, vehicular breakdown, and unscheduled overtime. Six vouchers are available per year per participant.

To date here are the number of employers registered in this program in the SWAT region.

1. San Ramon – 201 (2,272 employees)
2. Danville – 8 (5 employees)
3. Orinda – 2 (3 employees)
4. Lafayette – 4 (11 employees)
5. Moraga – 2 (2 employees)

- **Bicycle Lockers, Racks and Maps** - Employers and multi-tenant building managers may request bicycle lockers and racks for their worksites. 511 Contra Costa submits annual grants for infrastructure improvements such as these, to encourage bicycle use. In addition, bike maps are provided, upon request, to employers registered with 511 Contra Costa.

To date, 2 bike lockers (2 bike capacity) was installed at the new Lafayette Mercantile and 4 bike lockers (1 door/1 bike capacity) was installed at the new City offices in Orinda.

- **Website Development and Maintenance** - The www.511contracosta.org website is a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa employer and commuter services. 511 Contra Costa staff maintains the website and monthly updates.

NEXT STEPS

1. Upon approval by SWAT, staff will forward the SWAT 511 Contra Costa TDM Programs and Budget to the Contra Costa Transportation Authority.
2. Upon approval by the CCTA, tentatively scheduled for April 16, 2008, authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District.
3. Upon approval by the Bay Area Air Quality Management District, tentatively scheduled for September, 2008 the Air District will enter into an agreement with the Contra Costa Transportation Authority. Subsequently, the CCTA will enter into an agreement with the City of San Ramon for the implementation and oversight of the SWAT TDM programs for FY 2008/2009.

Report to: Southwest Area Transportation Committee (SWAT)
Subject: SWAT FY 2008-2009 Transportation Demand Management
Programs and Budget
March 3, 2008

ATTACHMENTS

1. Measure C Carpool, Vanpool and Park-and-Ride Lot Program Shortfall
2. SWAT 511 Contra Costa TDM Program Proposed FY 2008/2009 Budget.
3. SWAT 511 Contra Costa TDM Program Summary of Expenditures and Program Performance.
4. SWAT TDM Program of Services.



COMMISSIONERS: *Charlie Abrams, Chair* *Dave Hudson, Vice Chair* *Janet Abelson* *Susan Bonilla* *Donald P. Freitas*
Federal Glover *Brad Nix* *Julie Pierce* *Karen Stepper* *Don Tatzin* *Maria Viramontes*

DATE: **January 22, 2008**

TO: **TRANSPAC, TRANSPLAN, SWAT, WCCTAC**

CC: **Bob McCleary, Randy Carlton, Erick Cheung**

FROM: **Peter Engel, Program Manager**

SUBJECT: **Measure C Carpool, Vanpool and Park-and-Ride Lot Program Shortfall**

In mid-2007, Authority staff discovered that an over-appropriation of funds had been made for the Measure C Carpool, Vanpool, and Park-and-Ride Lot Program. Specifically, actual expenditures and obligations to date exceed 1% of the Measure C sales tax revenues collected through FY 2006-07. CCTA staff has been working with 511 Contra Costa staff to determine the actual extent of the difference.

Through FY 2006-2007 actuals there was a positive program cash balance of \$173,396. However, on closer examination staff determined that this balance does not account for \$377,555 in outstanding allocations from prior years which have not yet been spent. Staff now anticipates that at the end of FY 2007-08, the 1% of cumulative sales tax revenue limit for the program will be short by approximately \$238,310 of the funding needed to cover program expenditures and unexpended allocations to date. This shortfall will need to be addressed and accounted for in the FY 2008-09 Measure C allocation – the last allocation for the Measure C program.

The shortfall is a result of several factors. Foremost, it is a result of an unpredictable revenue stream over the last 3-4 years and the Authority staff not accounting for unexpended allocations when calculating funding availability in subsequent budgets when such unobligated balances were carried over by the RTPCs.

In order to make the 511 Contra Costa programs' budgets "whole" – i.e., avoid significant one-time reductions in the FY 2008-09 allocation to offset this over-allocation – Authority staff is prepared to recommend an advancement of future Measure J funds to augment the first Measure J allocation for the program, covering the last quarter of FY 2008-09. The advance would have to be paid from the TDM program by the FY 2011-12 allocation. The advance and proposed three-year pay-back schedule would allow the 511 Contra Costa program to maintain current budget levels plus a small annual increase through FY 2011-12, when the payback would be completed. The advance and pay-back would be applied based on the proportion of the outstanding carryover obligations held by each region.

"Draft" SWAT TDM Program Budget FY 2008/2009

No.	Project Name	TFCA	Measure C	CMAQ	Total
1	511 Contra Costa Countywide Vanpool Incentive Program	\$66,500			\$66,500
2	511 South Contra Costa County Employer Program - CMAQ Matching Funds	\$107,752	\$12,734	\$13,090	\$133,576
3	511 South Contra Costa County School Transit Ticket/ On-line Ridematching Program	\$118,503	\$3,166		\$121,669
4	Altamont Commuter Express (ACE) Shuttle - County Connection		\$20,000		\$20,000
5	SWAT In-House Commuter Programs		\$1,700		\$1,700
6	Lamorinda School Bus Program		\$50,000		\$50,000
7	Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 - County Connection		\$25,000		\$25,000
8	SWAT 511 Contra Costa Annual Report & TDM Office Supplies		\$1,000		\$1,000
9	TDM Administration Oversight		\$7,411		\$7,411
	Sub Total	\$292,755	\$121,011	\$13,090	\$426,856
	Measure C Funding - Not Allocated*	\$0	\$0	\$0	\$0
	Total	\$292,755	\$121,011	\$13,090	\$426,856

Notes:

511 Contra Costa Program (Countywide Incentives) include Carpooling, Transit, Guaranteed Ride Home, and Carpool to BART are available to all SWAT jurisdictions. However, programs are administered by TRANSPAC, TRANSPLAN, and WCCTAC

No.	FY2007/2008 Activity/Description	TFCA	Measure C	CMAQ	Funding Difference from FY07/08
1	Staff salaries and benefits - TFCA	\$ 15,875.00			\$ 1,375
	Postage	\$ 500.00			
	Passenger Incentives - 300 New Vanpool Passengers with origin or destination of Contra Costa County	\$ 35,000.00			(\$13,275)
	Vanpool Driver Incentives - Bonus Program	\$ 5,000.00			
	Marketing - Promotional items/brochures/meetings	\$ 8,625.00			(\$4,875)
	Survey Incentives	\$ 1,500.00			
	Total	\$ 66,500.00	\$ -	\$ -	reduced TFCA funding
2	Staff salaries and benefits - TFCA	\$ 50,252.00			\$6,166
	Staff salaries and benefits - CMAQ			\$ 13,090.00	
	Staff salaries and benefits - Measure C		\$ 12,734.00		
	Southwest Contra Costa County Employer Survey	\$ 21,500.00			\$21,500
	Commuter Fairs/Events at Southwest Employment sites/community events	\$ 1,000.00			(\$1,590)
	Marketing - Promotional items/brochures/mailings/employer meetings. Regional Campaigns for the Southwest employers/jurisdictions	\$ 5,000.00			(\$2,500)
	Employer/Property Management Companies/Community Centers bike racks and/or bike lockers	\$ 30,000.00			
	Total	\$ 107,752.00	\$ 12,734.00	\$ 13,090.00	increased TFCA funding

3	Staff salaries and benefits - TFCA		\$ 31,703.00											\$5,821
	Staff salaries and benefits - Measure C				\$ 3,166.00									
	Postage		\$ 600.00											
	SWAT High School Carpool Incentive Program to increase carpooling at High Schools. This incentive will offer students who carpool to school a one time only incentive of a \$10.00 gas card + \$5.00 gift cards for raffle prizes.		\$ 10,000.00											\$10,000
	Carpool On-Line Ridematching Program - SRV Unified School District & Lamorinda School Districts		\$ 20,000.00											
	Student Transit Ticket (1500 students @ \$17.00 X 2) - only available to students attending school in Lamorinda and San Ramon Valley		\$ 51,000.00											\$10,200
	Marketing - Promotional items/brochures/meetings		\$ 5,000.00											
	Survey Incentives (20 - \$10.00 gift cards)		\$ 200.00											
	Total		\$ 118,503.00											increased TFCA funding
					\$ 3,166.00						\$ -			
4	Altamont Commuter Express (ACE) Shuttle - County Connection - Measure C				\$ 20,000.00									(\$20,000)
5	SWAT In House Commuter Programs - Measure C													
		Town of Danville			\$ 340.00									
		City of Orinda			\$ 340.00									
		City of Lafayette			\$ 340.00									
		Town of Moraga			\$ 340.00									
		City of San Ramon			\$ 340.00									same
	Total				\$ 1,700.00									
6	SWAT Lamorinda School Bus Program - Measure C				\$ 50,000.00									(\$15,000)
	Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 - County Connection				\$ 25,000.00									same
8	SWAT 511 Contra Costa Annual Report & TDM Office Supplies - Measure C				\$ 1,000.00									(\$1,000)
9	TDM Administration Oversight (Admin staff cost - MTC TAC mtgs & 511CC mtgs) - Measure C				\$ 7,411.00									
	Measure C Funding - Not Allocated*													
	Total		\$ 292,755.00		\$ 121,011.00		\$ 13,090.00							
	Total SWAT Funding		\$ 426,856.00											

FY2007/2008	TFCA	Measure C	CMAQ
	\$ 800,000	\$ 149,600	\$ 13,090.00
	18.7%	18.7%	
	\$ 259,913	\$ 149,600	\$ 13,090.00
			\$ 422,603

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

Attachment 3

1. 511 Contra Costa Countywide Vanpool Incentive Program	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary TFCA Funds Measure C Funds Budget Subtotal: Prior Year Carry-over Funds Expended Year-End Balance	\$ 70,000 \$ - \$ 70,000 \$ - \$ - \$ 70,000	\$ 70,000 \$ - \$ 70,000 \$ 70,000 \$ (65,032) \$ 74,968	\$ 49,200 \$ - \$ 49,200 ³ \$ 74,968 \$ (66,848) \$ 57,320	\$ 83,275 \$ - \$ 83,275 \$ 57,320 \$ (39,634) \$ 100,961 ¹	\$ 66,500 \$ - \$ 66,500 ² \$ - \$ - \$ 66,500
Program Performance SWAT Program Performance Goal: SWAT Program Performance (Actual): New Vanpool Passengers (511 Contra Costa - Passenger Incentives): - Countywide - SWAT: Lamorinda - SWAT: San Ramon Valley - Total SWAT Area Vanpool Passengers: - New Vanpool Vehicles (511 Contra Costa - Vanpool Driver Incentive-Bonus Program): Other Performance Measures: - Total Vanpool Vehicles - Countywide (511 Regional Rideshare Agency)	N/A Actual # of new passengers 190	300 new passengers Actual # of new passengers 165	125 new passengers ³ Actual # of new passengers 152	300 new passengers Actual # of new passengers 154	300 new passengers Actual # of new passengers TBD
Program Cost-Effectiveness TFCA Effectiveness Goal: < \$90,000/ton - Project Cost-Per-Ton (based on TFCA formula):	\$ 6,728	\$ 8,429	\$ 30,611 ³	\$ 24,350	\$ 21,606
NOTES 1 Based on results from 2nd Quarter of FY 2007-08 2 Proposed FY 2008-09 SWAT TDM Budget Allocation 3 Reallocated TFCA funds to the Student Transit Ticket Program (-40,600) for fiscal year 2007/2008. Adjustments were made to the cost effectiveness spreadsheet. Approved by Air District December 2007					

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

Attachment 3

2. 511 South Contra Costa County Employer Program (with CMAQ matching funds)	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary TFCA Funds Measure C Funds CMAQ Funds Budget Subtotal: Prior Year Carry-over Funds Expended Year-End Balance	\$ 97,010 \$ - \$ - \$ 97,010 \$ - \$ - \$ 97,010	\$ 65,000 \$ - \$ - \$ 65,000 \$ 97,010 \$ (56,387) \$ 105,623	\$ 72,090 \$ 13,304 \$ 14,796 \$ 100,190 \$ 105,623 \$ (184,663) \$ 21,150	\$ 84,156 \$ 12,734 \$ 13,090 \$ 109,980 \$ 43,784 \$ (31,696) \$ 122,068	\$ 107,752 \$ 12,734 \$ 13,090 \$ 133,576 \$ - \$ - \$ 133,576
Program Performance SWAT Program Internal Performance Goal: SWAT Program Performance (Actual): - Danville Area (includes Alamo & Blackhawk): - Lafayette: - Orinda: - Moraga: - San Ramon (Bishop Ranch): - San Ramon (Remainder): Total SWAT Area Participating Employers:	N/A Actual 25 46 15 4 440 140 670	25 New Employers Actual 51 86 162 9 450 165 923	25 New Employers Actual 55 85 156 10 550 251 1107	25 New Employers Actual 56 87 156 10 550 250 1109	200 New Employers Actual TBD " " " " " " TBD
Program Cost-Effectiveness TFCA Effectiveness Goal: < \$90,000/ton - Project Cost-Per-Ton (based on TFCA formula):	\$ 7,223	\$ 4,840	\$ 3,033	\$ 43,249	\$ 34,002
NOTES 1 Based on results from 2nd Quarter of FY 2007-08 2 Proposed FY 2008-09 SWAT TDM Budget Allocation					

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

Attachment 3

3. 511 South Contra Costa School Transit Ticket Program (Online Ridematching)	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary TFCA Funds Measure C Funds Budget Subtotal: Prior Year Carry-over Funds Expended Year-End Balance	\$ 65,000 \$ 17,173 \$ - \$ (82,173) \$ -	\$ 36,450 \$ 13,550 \$ - \$ (37,313) \$ 12,687	\$ 67,250 \$ 30,203 \$ 12,687 \$ (72,471) \$ 37,669	\$ 92,482 \$ 3,166 \$ 37,669 \$ (71,963) \$ 61,354	\$ 118,503 \$ 3,166 \$ - \$ - \$ 121,669
Program Performance SWAT Program Performance Goal: SWAT Program Participation (Actual): - Danville Area (includes Alamo & Blackhawk): - Lafayette: - Orinda: - Moraga: - San Ramon: Total SWAT Area Student Participation:	N/A 340	300 Student Participants 335	700 Student Participants 1397	1200 Student Participants 1566	1500 Student Participants TBD
Program Cost-Effectiveness TFCA Effectiveness Goal: < \$90,000/ton - Project Cost-Per-Ton (based on TFCA formula):	\$ 6,728	\$ 8,429	\$ 44,507 ³	\$ 30,580	\$ 24,245
NOTES 1 Based on results from 2nd Quarter of FY 2007-08 2 Proposed FY 2008-09 SWAT TDM Budget Allocation 3 Reallocated TFCA funds from the FY06/07 Vanpool Program (+40,800) Adjustments were made to the cost effectiveness spreadsheet. Approved by Air District December 2007					

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

511 Contra Costa Countywide Clean Fuel Vehicle Program	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08
Program Financial Summary				
TFCA Funds	\$ 32,526	\$ 10,000	\$ 10,000	\$ -
Budget Subtotal:	<u>\$ 32,526</u>	<u>\$ 10,000</u>	<u>\$ 10,000</u>	<u>\$ -</u>
Prior Year Carry-over Funds Expended	\$ -	\$ 32,526	\$ 42,526	\$ 52,526
Year-End Balance	<u>\$ 32,526</u>	<u>\$ 42,526</u>	<u>\$ 52,526</u>	<u>\$ 52,526</u>

NOTES

1 FY 2006-07: \$52,526 in TFCA funds allocated to Clean Charge demonstration Project - Pleasant Hill BART Station

2 FY 2007-08: Allocated the \$10,000 in TFCA funds to Student Transit Ticket Program - Online Ridematching (Program No. 3)

4. SWAT Altamont Commuter Express (ACE) Shuttle - County Connection	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary					
Measure C Funds	\$ 20,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 20,000
Budget Subtotal:	<u>\$ 20,000</u>	<u>\$ 40,000</u>	<u>\$ 40,000</u>	<u>\$ 40,000</u>	<u>\$ 20,000</u>
Prior Year Carry-over Funds Expended	\$ -	\$ 20,000	\$ -	\$ -	\$ -
Year-End Balance	<u>\$ 20,000</u>	<u>\$ (60,000)</u>	<u>\$ (40,000)</u>	<u>\$ (40,000)</u>	<u>\$ -</u>

NOTES

1 Based on results from 2nd Quarter of FY 2007-08

2 Proposed FY 2008-09: SWAT TDM Budget Allocation. Amount was decreased (-20,000) due to the shortfall in Measure C funds for fiscal year 2008-2009.

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

Attachment 3

5. SWAT In-House Commuter Programs	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary					
Measure C Funds	\$ 1,700	\$ 1,700	\$ 1,700	\$ 1,700	\$ 1,700
Budget Subtotal:	<u>\$ 1,700</u>	<u>\$ 1,700</u>	<u>\$ 1,700</u>	<u>\$ 1,700</u>	<u>\$ 1,700</u>
Prior Year Carry-over	\$ -	\$ 459	\$ 577	\$ 552	\$ -
Funds Expended	\$ (1,241)	\$ (1,582)	\$ (1,725)	\$ (220)	\$ -
Year-End Balance	<u>\$ 459</u>	<u>\$ 577</u>	<u>\$ 552</u>	<u>\$ 2,032</u>	<u>\$ 1,700</u>

NOTES

1 Based on results from 2nd Quarter of FY 2007-08

2 Proposed FY 2008-09 SWAT TDM Budget Allocation

6. SWAT Lamorinda School Bus Program	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary					
TFCA Funds	\$ 30,000	\$ 50,000	\$ 50,000	\$ -	\$ -
Measure C Funds	\$ -	\$ -	\$ -	\$ 65,000	\$ 50,000
Budget Subtotal:	<u>\$ 30,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>	<u>\$ 65,000</u>	<u>\$ 50,000</u>
Prior Year Carry-over	\$ -	\$ -	\$ -	\$ -	\$ -
Funds Expended	\$ (30,000)	\$ (50,000)	\$ (50,000)	\$ -	\$ -
Year-End Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 65,000</u>	<u>\$ 50,000</u>

NOTES

1 Proposed FY 2008-09 SWAT TDM Budget Allocation. Amount was decreased (-15,000) due to the shortfall in Measure C funds for fiscal year 2008-2009.

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08
Carpool to BART Residential Promotions				
Program Financial Summary				
Measure C Funds	\$ 4,000	\$ 5,000	\$ 5,000	\$ -
Budget Subtotal:	<u>\$ 4,000</u>	<u>\$ 5,000</u>	<u>\$ 5,000</u>	<u>\$ -</u>
Prior Year Carry-over	\$ -	\$ 4,000	\$ -	\$ 5,000
Funds Expended	\$ -	\$ (9,000)	\$ -	\$ (5,000)
Year-End Balance	<u>\$ 4,000</u>	<u>\$ -</u>	<u>\$ 5,000</u>	<u>\$ -</u>
<p>NOTES:</p> <p>1. FY 2007-08 Proposed allocation of \$5,000 in Measure C funds to the South Contra Costa County Student Transit Ticket Program - Online Ridematching (Program No. 3)</p> <p>2. Based on results from 1st Quarter of FY 2007-08. Funds were allocated to staff salaries & benefits - Student Transit Ticket Program - Online Ridematching (Program No. 3)</p>				

	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
7. Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 - County Connection					
Program Financial Summary					
Measure C Funds	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000
Budget Subtotal:	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 25,000</u>	<u>\$ 25,000</u>	<u>\$ 25,000</u>
Prior Year Carry-over	\$ -	\$ -	\$ -	\$ 17,247	\$ -
Funds Expended	\$ -	\$ -	\$ (7,753)	\$ (42,247)	\$ -
Year-End Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 17,247</u>	<u>\$ -</u>	<u>\$ 25,000</u>
<p>NOTES:</p> <p>1. Based on results from 2nd Quarter of FY 2007-08</p>					

SWAT 511 Contra Costa TDM Program
Summary of Expenditures and Program Performance

Lamorinda TDM	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)
Program Financial Summary				
Measure C Funds	\$ -	\$ -	\$ 17,963 ¹	\$ - ³
Budget Subtotal:	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 17,963</u>	<u>\$ -</u>
Prior Year Carry-over	\$ -	\$ -	\$ -	\$ 12,252
Funds Expended	\$ -	\$ -	\$ (5,711)	\$ (3,550)
Year-End Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 12,252</u> ²	<u>\$ 8,702</u>

NOTES:

1. FY 2006-07: \$10,000 - \$12,000 has been allocated to the Online Ridematching Program (Program No. 3) - City of Lafayette/Altrans Consultant
2. Service was discontinued between City of Lafayette and Altrans. Remaining funds was allocated to a San Ramon Valley Online Ridematching Program, in partnership with the San Ramon Valley School District.
3. FY 2007-08: Proposed allocation of \$17,963 in Measure C funds to the Student Transit Ticket Program - Online Ridematching Program (Program No. 3)

8. SWAT 511 Contra Costa Annual Report & TDM Office Supplies	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08 (July - Dec 2007)	Fiscal Year 2008-09
Program Financial Summary					
Measure C Funds	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ 1,000
Budget Subtotal:	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 1,000</u> ¹
Prior Year Carry-over	\$ -	\$ -	\$ -	\$ 1,465	\$ -
Funds Expended	\$ -	\$ -	\$ (535)	\$ -	\$ -
Year-End Balance	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,465</u>	<u>\$ 3,465</u>	<u>\$ 1,000</u>

NOTES:

- 1 Proposed FY 2008-09 SWAT TDM Budget Allocation. Amount was decreased (-1,000) due to the shortfall in Measure C funds for fiscal year 2008-2009.

SWAT 511 Contra Costa TDM Program
 Summary of Expenditures and Program Performance

Attachment 3

		Fiscal Year 2008-09
9. TDM Administration Oversight		
Program Financial Summary		
Measure C Funds	\$ 7,411	
Budget Subtotal:	<u>\$ 7,411</u> ¹	
Prior Year Carry-over	\$ -	
Funds Expended	\$ -	
Year-End Balance	<u><u>\$ 7,411</u></u>	
NOTES:		
1. Proposed FY 2008-09 SWAT TDM Budget Allocation		

	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08	Fiscal Year 2008-09
TOTAL SWAT TDM BUDGET (sum of all "Budget Subtotal" lines)	\$ 337,409	\$ 291,700	\$ 398,506	\$ 422,603	\$ 426,856

**511 Southwest Contra Costa County
Transportation Demand Management Program**

SCOPE OF SERVICES

- 1. Prepare annual 511 Contra Costa SWAT TDM Program applications.**
Primary Staff: Darlene A. in consultation with SWAT TAC, TRANSPAC/TRANSPLAN and WCCTAC members.
- 2. Prepare monthly SWAT TDM program update.**
Primary Staff: Darlene A.
- 3. Prepare Quarterly and Annual TDM reports to Contra Costa Transportation Authority (CCTA) and Bay Area Air Quality Management District (BAAQMD).**
Primary Staff: Darlene A in consultation with 511 program staff (TRANSPAC/TRANSPLAN and WCCTAC).
- 4. Prepare annual TDM Program presentation update for CCTA, RTPC's, CCTA Citizen Advisory Committee (CAC), MTC, etc.**
Primary Staff: Darlene with 511 Contra Costa Staff.
- 5. Represent SWAT at 511 Program Managers Monthly Coordination meeting.**
Primary Staff: Lisa B and Darlene A.
- 6. Represent SWAT at 511 Program Implementers' Coordination meetings.**
Primary Staff: Darlene A.
- 7. Represent 511 Contra Costa at MTC Technical Advisory Committee.** Primary Staff: Lisa B.
- 8. Represent 511 Contra Costa on the Tri-Valley Resource Team on Air Quality.**
Primary Staff: Darlene A.
- 9. Coordinate SWAT Commuter Programs, Countywide Commuter Incentive Programs (guaranteed ride home, transit, carpool, and vanpool) with 511 Contra Costa staff.**
Primary Staff: Darlene A.

AGENDA ITEM 8



*"Small Town Atmosphere
Outstanding Quality of Life"*

March 3, 2008

Gayle Uilkema, Chair
Southwest Area Transportation Committee
510 La Gonda Way
Danville, CA 94526

RE: Status Update on the San Ramon Valley School Bus Program Development

Dear Chair Uilkema:

The San Ramon Valley jurisdictions (Danville, San Ramon, Contra Costa County and the San Ramon Valley Unified School District) have been engaged in the process of developing a valley-wide school bus program. Representatives of all four public agencies serve on a Policy Advisory Committee (PAC), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC).

In 2006, these committees conducted a comparative cost analysis and valley-wide traffic study to establish baseline conditions. In 2007, a valley-wide parent survey was distributed and a routing strategy was developed based on information from the survey and traffic data from the prior year. In February 2008, the committees considered two service delivery models:

- **Public Agency Model:** In this conceptual model, one of the four public agencies in the San Ramon Valley would deliver the bus transportation service using in-house personnel (management and bus drivers) as well as publicly owned assets (buses, shop, equipment and corporation yard). This model would resemble how a public school district might delivery bus service.

The primary advantage of this approach is the ability to affect service quality through the direct management of personnel and assets in a manner that is consistent with the public's expectations. The disadvantage of this approach is its higher personnel cost and the high start-up costs associated with the necessity to acquire assets (buses, shop, equipment and land) which are not currently available through existing resources. Additionally, many committee members

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3310

Maintenance
(925) 314-3450

Police
(925) 314-3410

Parks and Recreation
(925) 314-3400

expressed concerns about the ability of such an organization to quickly adapt to changing program needs.

- **Contract Services Model:** In this conceptual model, the bus transportation service would be delivered by an organization(s) – either private or public – that can deliver a service based on a specific set of performance criteria. Specifically, the program would use primarily contracted personnel (bus drivers) and assets (buses, shop, equipment and corporation yard). This model would resemble how the Lamorinda School Bus Program currently delivers service.

One advantage of this approach is its lower personnel cost associated with the distribution of personnel costs across a larger employee pool. Similarly, the costs of associated assets would reflect an incremental percentage of the contract organization’s assets – rather than the full costs of start-up acquisition. Lastly, flexibility can be built into the organization to adapt to changing needs. The primary disadvantage of this service delivery approach is the inability to affect service quality through the direct management of personnel and assets.

An excerpted comparison of each model’s financial projection is outlined below:

	“Public Agency” FY 2009-10	“Contract Services” FY 2009-10
Expenditures		
Personnel	1,035,947.00	130,000.00
Administrative Expenses	24,250.00	22,650.00
Maintenance Expenses	350,840.00	0.00
Financing Expenses	654,836.00	0.00
Contractual Services	35,000.00	1,555,000.00
Other	2,500.00	2,500.00
Reserve (10%)	166,366.00	166,366.00
	2,269,739.00	1,875,616.00
Revenues		
Starting Balance (FY 08-09)		86,020.00
Parent Contributions	320,000.00	320,000.00
Measure J	1,663,660.00	1,663,660.00
Interest (1% of starting bal.)		860.00
	\$1,983,660.00	2,070,540.00
Year-End Balance	-\$286,079.00	\$107,144.00

At its meeting on February 19, 2008, after an extensive discussion, the PAC unanimously supported the "Contract Services" model of service delivery. With a determination on this key decision-making point, the committees can now move forward on the following tasks in the next several months:

- Define the program's service performance criteria and requirements in a Request for Proposal for release to all interested parties;
- Define the governance structure that will provide the program management and oversight of contract services; and
- Initiate the necessary efforts to prepare for service delivery in 2009:
 1. Conduct a focused survey for the school populations targeted for service to refine the routes, stops and times;
 2. Develop an interactive web site that serves as the primary mechanism for ticket purchases, communicating with parents, and the source for the latest program information; and
 3. Develop the collateral to market the program and build a culture of bus ridership in the San Ramon Valley. This effort would involve the creation of program images, brochures, copywrite material and informational flyers.

As a next step, the Town of Danville - serving as the Lead Agency in the multi-agency effort, will be working with the Contra Costa Transportation Authority ("Authority") to secure the necessary funding authorization to implement the final tasks associated with the program's development, as described above.

Sincerely,

TOWN OF DANVILLE

A handwritten signature in black ink, appearing to read "Tai J. Williams", with a stylized flourish at the end.

Tai J. Williams, AICP
Transportation Services Director

c: Peter Engel, CCTA, 3478 Buskirk Avenue, Suite 100, Pleasant Hill, CA 94523

AGENDA ITEM 9



SWAT

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

DATE: March 3, 2008

TO: Southwest Area Transportation Committee

FROM: Lisa Bobadilla, Transportation Division Manager
City of San Ramon

SUBJECT: San Ramon Valley Iron Horse Trail Corridor Concept Plan

RECOMMENDED ACTION

Receive status report on San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan.

BACKGROUND

In November 2004, the Contra Costa Transportation Authority (CCTA) approved a comprehensive work program to allow local agencies to use Transportation Planning Land Use (T-PLUS) funds for transportation planning that demonstrates the principles and goals of Transit Oriented Development. These are federal funds that MTC has made available to the Bay Area Congestion Management Agencies for the purpose of strengthening the linkage between land use planning and transportation.

Since the CCTA is the Congestion Management Agency for Contra Costa County, they are responsible for the administration and oversight of the T-PLUS funds. In Contra Costa County, the first cycle of T-PLUS funds was approximately \$400,000. These funds were divided equally among the four Regional Transportation Planning Committees (RTPCs). Therefore, each RTPC was allocated \$100,000.

On January 8, 2007 SWAT approved San Ramon's request to submit a grant application in the amount of \$100,000 for SWAT's share of T-PLUS. With the concurrence of SWAT, the City of San Ramon acting on behalf of, and in some instances in concert with, the San Ramon Valley jurisdictions, has completed the following work tasks:

Report to: Southwest Area Transportation Committee (SWAT)
Subject: San Ramon Valley Iron Horse Trail Bicycle/Pedestrian
Corridor Concept Plan
Date: March 3, 2008

1. Developed work scope for Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan.
2. Developed and distributed a Request for Proposals (RFP) for Consulting services.
3. Held oral board, consisting of a staff member from the Town of Danville, Contra Costa County Public Works, Contra Costa Transportation Authority and East Bay Regional Park District, to select Consultant.
4. Finalized agreement between City and Consultant (Callander Associates) and entered into MOU between City and CCTA for project funding reimbursement.
5. Formed Project Development Team (PDT) and held four PDT meetings.
6. Coordinated and held kick-off meeting for local staff members and agencies.
7. Coordinated and held one community meeting targeting key stakeholders from public agencies, business community, San Ramon Valley Unified School District, school site administrators and bicycle advocacy organizations.

NEXT STEPS

1. Finalize Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan data collection, analysis and usage forecasts.
2. Review and comment on preliminary bicycle/pedestrian trail crossing concepts.
3. Schedule community meetings to provide status report and gather feedback and input on preliminary bicycle/pedestrian bridge crossings.
4. Request SWAT support for 2nd cycle T-PLUS funds.

AGENDA ITEM 10



CONTRA COSTA TRANSPORTATION AUTHORITY

COMMISSIONERS:

Charlie Abrams,
Chair

Dave Hudson,
Vice Chair

Janel Abelson

Susan Bonilla

Donald P. Freitas

Federal Glover

Brad Nix

Julie Pierce

Karen Stepper

Don Tatzin

Maria Viramontes

Robert K. McCleary
Executive Director

3478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

PHONE:
925/256-4700

FAX:
925/256-4701

<http://www.ccta.net>

To: Planning Directors, Community Development Directors
cc: Regional Transportation Planning Committees (RTPCs)

Date: February 11, 2008

Re: Request for Second Cycle T-PLUS Planning Grant Applications

The Contra Costa Transportation Authority is requesting grant applications in the amount of approximately \$200,000 for Transportation Planning and Land Use Solutions (T-PLUS) funds. These are federal funds that MTC is making available to the Bay Area Congestion Management Agencies for the purpose of strengthening the linkage between land use planning and transportation. As the Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for overseeing the funds. **Grant applications are due to the Authority no later than 3:00 p.m. on Wednesday, April 30th, 2008.**

Local jurisdictions and other qualified agencies may use T-PLUS funds for specific plans that embrace the principles and goals of Transit Oriented Development (TOD). Studies have shown that TOD near transit helps increase the percentage of people that will choose transit instead of the car for their commute and other trips. The pursuit of more TOD in Contra Costa reflects a policy shift at the regional level that began with the "livable footprint" effort, known in Contra Costa as "Shaping Our Future." It further supports MTC's Transportation – Land Use Platform, which proposes to condition funding for transit projects on local jurisdictions' actions to implement TOD near proposed transit stations and along transit corridors. Finally, it supports the ABAG-MTC effort to identify and develop Priority Development Areas (PDAs) through the "Focus" effort.

Approximately \$400,000 is available to local jurisdictions over a two year funding cycle. To obtain the funds, the local jurisdiction or qualified agency must prepare a grant application for a proposed T-PLUS funding amount of approximately \$200,000. The overall cost of the planning effort may exceed this amount using other funding sources. Non-federal matching funds are required, and funding contributions from other sources are encouraged. Each jurisdiction or agency receiving T-PLUS funds will need to enter into a separate cooperative agreement with the Authority.

The attached program guidelines provide further background on the T-PLUS funding program, eligibility criteria, process and schedule. If you have any questions regarding this call for projects, please contact me at (925)256-4729, or send an e-mail to mre@ccta.net.

Martin R. Engelmann, P.E.
Deputy Executive Director, Planning

Attachment: Second-Cycle T-PLUS Planning Grant Program Guidelines

**TRANSPORTATION PLANNING & LAND USE SOLUTIONS (T-PLUS)
SECOND-CYCLE – FY 2007-09 GRANT PROGRAM
Funded by MTC through the Contra Costa Transportation Authority
PROGRAM GUIDELINES**

Program Description

The Authority is requesting applications for the T-PLUS Grant Program, an initiative developed by MTC and funded through the Authority to encourage local efforts to design and implement Transportation Oriented Development (TOD) projects. The funds may be used by local jurisdictions to develop station area specific plans that embrace TOD principles, and respond to MTC's evolving transportation-land use policies. Local jurisdictions that have applied for and received designations of Priority Development Areas (PDAs) from ABAG/MTC are encouraged to apply for T-PLUS funding to facilitate the development of PDAs.

The key objective of this program is to support local jurisdictions' efforts to make land use decisions that will result in increased transit ridership by 1) encouraging higher density development around transit stations, and 2) ensuring that new transit villages are livable and vibrant places with appropriate transportation investments. It is envisioned that this planning program will generate conceptual development plans that will lead to feasible TOD projects and identification of complementary transportation capital projects that could compete for TLC¹ funding at the local, countywide and regional level.

The funds expended for this program should typically result in transportation/land use station area specific plans, streetscape design concept plans, detailed drawings, cost estimates, and implementation plans for specific capital projects. A list of existing projects underway through first-cycle funding is attached as Exhibit 1.

Who Can Apply?

Local governments responsible for land use decisions at the existing or proposed transit site are eligible to apply for funds. Transportation agencies qualified to receive federal funding may also apply. Non-governmental organizations may participate in the process as a partner with a local jurisdiction; however, all funding agreements and subsequent exchange of funds will be between the Authority and the responsible local government or agency. Grant recipients will be required to enter into a cooperative agreement with the Authority to carry out the project.

How Much Funding is Available?

The Authority expects to have approximately \$400,000 from MTC over a two year funding cycle (FY 07-08 through FY 08-09). Funds will be allocated among two applicants, at approximately \$200,000 each. The Authority will review the project lists and allocate funds accordingly. An 11.5% match is required and may be met through the project sponsors' staff time and costs.

¹ MTC's Transportation for Livable Communities Program, which funds pedestrian, bicycle, and streetscape projects that facilitate use of transportation modes other than the single-occupant automobile.

Eligible Activities

Project activities eligible for funding include development of PDAs, creating TOD specific plans around transit centers, designing transit area improvements that promote increased transit ridership, preparing station area revitalization plans, developing transportation and land use plans along a transit corridor, or preparing concept plans, drawings, and final design plans for TOD capital projects in close proximity to transit centers.

How Will Projects Be Evaluated?

Part One – Eligibility Criteria

The applicant should use the following criteria to determine if a project qualifies for funding:

1. Study need:
 - a. Proposal includes an issue statement that clearly identifies the purpose and need of the planning effort along with desired outcomes;
 - b. Project pertains to a defined physical location;
 - c. Project pertains to a physical setting where deficiencies currently exist or will exist in the future;
 - d. Remediation of the deficiencies will result in increased transit ridership through improved station access and TOD in close proximity to the station site.
2. Adherence to TOD principles and transportation-land use policies:
 - a. The project addresses one or both of the two TOD goals: 1) increase transit ridership by encouraging higher-density development around transit stations; and 2) ensure new transit villages are livable and vibrant places with appropriate transportation investments.
 - b. The project responds to MTC's evolving transportation-land use policies.
3. Project scope:
 - a. The scope of the project is clearly defined through a list of tasks and deliverables;
 - b. The lead agency has a major role in making land use decisions that could have a positive effect on transit ridership at the project site;
 - c. The lead agency has partnered with key stakeholders, such as the affected transit operator, and has clearly defined the roles of the involved parties.
 - d. The intended project outcome promises to enhance transit ridership by improving station area access, improving pedestrian and bicycle access, providing enhanced transit feeder service, or improving non-automobile modal links between existing or planned activity centers and the transit site.

4. Project management and administration
 - a. The proponent has identified a qualified project manager capable of overseeing the technical and policy aspects of the project, who can provide direction and oversight to consultants, and who can orchestrate the activities of any advisory or technical committees involved with the project.
 - b. The proponent has identified a qualified project administrator capable of administering the cooperative agreement between the Authority and the lead agency, overseeing consultant contracts, submitting timely invoices for T-PLUS reimbursement, adhering to federal requirements applicable to the agreement, and ensuring that matching funds are being properly accounted for and reported.
 - c. The project manager may also serve as project administrator.

Part Two – Additional Factors

If a project meets the eligibility criteria above, the applicant should use the following factors to further evaluate whether the project should compete for T-PLUS funding:

1. **Project Innovation:** To what degree does the project demonstrate innovation in project scope? Does the project scope ensure greater success at increasing transit ridership through innovative approaches to TOD roadblocks?
2. **Land Use Links:** To what extent does the project support the building of higher density housing and mixed uses in close proximity to the transit center or corridor?
3. **Forestalling Under-Utilization of Station-Area Land:** Does the proposed project forestall impending under-utilization of station area land?
4. **Local Match:** To what extent is the local match beyond the required 11.5% as part of the proposed total project cost? To what degree does the project proponent provide in-kind services (staff time or costs) towards the project?
5. **TLC Opportunities:** Does the proposed project identify potential opportunities for TLC investments through MTC-ABAG “Focus” effort the Authority’s countywide TLC program or through MTC’s regional program? Does the proposed project identify potential candidate projects for the forthcoming Measure J TLC program?
6. **Proven Track Record:** Existing T-PLUS projects funded in the first cycle are eligible for second cycle funding. Projects that have successfully fulfilled the objectives established in the first cycle are encouraged to apply for supplemental funding.

Schedule

The table on the following page provides the schedule for the submittal of applications and the Authority review/approval process.

Schedule for T-PLUS Planning Grant Program

	Activity	Date
1.	Authority Call for Projects	February 11, 2008
2.	Local jurisdictions and qualified agencies prepare applications for submittal to CCTA	February – April 2008
3.	<i>Grant Applications due to CCTA</i>	<i>3:00 p.m. Wednesday, April 30, 2008</i>
4.	Authority reviews and approves proposed applications	June 2008
5.	Preparation and execution of Cooperative Agreements between CCTA and local jurisdictions/agency	July – Sept. 2008
6.	T-PLUS Planning Studies underway	October 2008
7.	Study completion	FY 2008-09 and FY 2009-10 timeframe

APPLICATION PROCESS

- Step 1:** The Authority issues a “call for projects” to local jurisdictions/agencies. The total available T-PLUS funding is \$400,000 for the two-year funding cycle (FY 07-08 through FY 08-09).
- Step 2:** Local jurisdictions/agencies prepare project applications that include the following:
- A complete project description;
 - Total project cost;
 - Amount of T-PLUS funds requested, and amount and source of 11.5% local match;
 - Name of project sponsor and study partner(s) (if any);
 - An issue statement that clearly identifies the purpose and need of the planning effort along with desired outcomes;
 - A statement (or statements) on how the project fits the Eligibility Criteria (*Part One*) and the Additional Factors (*Part Two*) as shown on pages 2 and 3;
 - Preliminary scope of work that describes each itemized task to be undertaken and the resulting deliverable(s) per task;
 - Project budget indicating proposed funding sources;
 - Project schedule; and
 - Project area map, and existing conditions photos.
 - Note: Applicants may provide, as a separate attachment to the T-PLUS application, a copy of an MTC Cycle Two Station Area Planning (SAP) Grant Application if one has been submitted to MTC for the same project. Submittal of this additional information, however, will not be accepted as a substitute for submittal of a complete, stand-alone T-PLUS grant application.²
- Step 3:** The TCC evaluates the project submittals received. Using the “Eligibility Criteria” and “Additional Factors” stated above, the TCC selects the most favorable projects for second cycle funding.
- Step 4:** Authority staff reviews the submittals, confirms project eligibility, and forwards the application packages to the Authority’s Planning Committee. The Planning Committee reviews the submittals and recommends approval by the Authority.
- Step 5:** The Authority reviews and approves the recommended project list.

² Applications for MTC’s 2nd Cycle Station Area Planning Program are due to MTC on February 29th, 2008.

Step 6: Following the Authority's approval, each grant recipient would enter into a funding agreement with the Authority to conduct the planning effort. The funding agreement will specify the use and constraints of federal T-PLUS monies.

**Exhibit 1
Existing T-PLUS Grants**

Submitted by:*	Project Description (Lead Agency)	Total T-PLUS Funding
WCCTAC	Richmond Transit Village-East Side Station Area Plan for Public Improvements: Prepare Conceptual Design and a Station Area Public Improvement Plan for the east side of the Richmond BART Station, including ped/bike access, stairways and elevators, and replacement access for BART maintenance (Richmond Redevelopment Agency).	\$27,500
TRANSPLAN	Preliminary Transit Oriented Development Plan for the SR-4/160 Frontage Focus Areas: Identify opportunities for coordinated land use and long-term development in the study area to stimulate eBART ridership and provide connectivities to other modes of public transit. (City of Antioch)	\$100,000
TRANSPAC	Diablo Valley College Transit Center: Identify design elements, conceptual site plans, cost estimates, and a final plan for the DVC Transit Center. (Central Contra Costa Transit Authority)	\$100,000
SWAT	San Ramon Valley Iron Horse Trail Corridor Concept Analysis: Study the feasibility of constructing bicycle/pedestrian overcrossings along the Iron Horse Trail at Sycamore Valley Road, Crow Canyon Road, and Bollinger Canyon Road. The purpose of the Feasibility Study is to establish the basic scope, feasibility, cost, and schedule, and to develop options to improve safety and circulation for bicyclists and pedestrians along the Iron Horse Trail.	\$100,000
TOTAL		\$327,500

*Note: First-Cycle T-PLUS Funds were allocated among, and submitted through the Regional Transportation Planning Committees (RTPCs). Second-Cycle funds are available countywide; the jurisdiction or agency may apply directly to the Authority.

AGENDA ITEM 11

Tri-Valley Transportation Plan and Action Plan Update

DRAFT

Prepared for the:

Tri-Valley Transportation Council

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TRANSPORTATION SOLUTIONS

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February 19, 2008

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1. INTRODUCTION

1.1 Overview of the Tri-Valley Transportation Plan and Action Plan Update

The 2008 Update to the Tri-Valley Transportation Plan/Action Plan assesses transportation issues within the Tri-Valley area and outlines a recommended package of vision statements, goals, policies, objectives and actions for addressing those issues. The study area includes Danville, San Ramon, Dublin, Pleasanton, Livermore, and unincorporated portions of Contra Costa County and Alameda County. In addition to serving as a guide for transportation planning through 2030, the Plan also represents the Action Plan for Routes of Regional Significance for Contra Costa County jurisdictions, as mandated by Measures C and J, and provides information that can be incorporated into the Congestion Management Programs for Contra Costa and Alameda Counties.

As the Action Plan for the Tri-Valley, many of the Plan's recommendations and goals will be incorporated into the 2008 Update to the Countywide Comprehensive Transportation Plan prepared by the Contra Costa Transportation Authority. In addition, the Tri-Valley Transportation Council (TVTC) joint powers agreement states that member jurisdictions are to consider the Tri-Valley Transportation Plan when adopting or amending general plans, specific plans, zoning ordinances, or capital improvement programs. The Tri-Valley Transportation Plan is intended to be congruent with, and does not override, existing policies, agreements, and regulations that exist in each jurisdiction or between jurisdictions.

This report documents the 2008 update of the Tri-Valley Transportation Plan and Action Plan. In 1995, the TVTC developed and adopted the first Transportation Plan and Action Plan. This planning document served as a guide for Tri-Valley transportation planning through 2010 and, for Contra Costa County jurisdictions, as the Measure C mandated Action Plan. The Action Plan underwent a focused update in 2000. Since then, new demographic, land use, and travel forecast data has become available. Measure J was passed in Contra Costa, and statewide Proposition 1B was approved, and MTC updated its Regional Transportation Plan. All of these events combined have triggered the need to revisit the Tri-Valley Transportation and Action Plan to reflect changes in traffic, finance and policy.

1.2 Background

In 1988, Contra Costa County voters approved Measure C, a one-half percent sales tax that generated \$1 billion in funding over 20 years. Measure C also included an innovative Growth Management Program (GMP) that encouraged local jurisdictions to participate in a cooperative, multi-jurisdictional planning process, and, among other things, establish flexible traffic service standards for Regional Routes. In November 2004, Measure J was passed by the voters of Contra Costa, extending the sales tax

program and the GMP for another 25 years. The Contra Costa Transportation Authority, created to manage this program, allocates 18 percent of the sales tax revenue it receives to local jurisdictions that comply with Measure C and J Growth Management Program requirements. To receive these funds, each Contra Costa jurisdiction must, among other requirements, participate in an ongoing cooperative, multi-jurisdictional planning process. As a part of this process, "Action Plans for Routes of Regional Significance" are to be developed by the Regional Transportation Planning Committees (RTPC) with input from local jurisdictions. The TVTC, composed of elected officials from the seven member jurisdictions, serves as the RTPC for the Tri-Valley sub-regional area.

Each Action Plan must:

- 1) Identify Routes of Regional Significance,
- 2) Set Multimodal Transportation Service Objectives (MTSOs), and
- 3) Establish Actions for meeting those MTSOs and local responsibilities for carrying them out

In addition, local jurisdictions and the RTPCs are to establish thresholds that trigger the evaluating of the impacts of major developments and General Plan amendments for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plan.

1.3 The 2008 Action Plan Update

The 2008 Tri-Valley Transportation Plan and Action Plan Update focuses on updating the growth management components to the plan that are required for the Contra Costa jurisdictions to comply with the Measure C and J GMP. In addition, changes have been reflected for the Alameda jurisdictions with regard to new project priorities and funding opportunities. During the course of the 2008 Update, the TVTC reviewed and updated several major elements of the Action Plan including the Statements of Vision, Goals and Policies; Routes of Regional Significance; Multimodal Transportation Service Objectives; Actions; the Subregional Transportation Impact Fee; and Development Review Procedures.

Statements of Vision, Goals and Policies of an Action Plan help guide its overall direction. Decisions regarding investments, program development, and development approvals are based on these policies.

Routes of Regional Significance are roadways that carry significant through traffic, connect two or more jurisdictions, serve major transportation hubs, or cross county lines. For these roadways the RTPCs use the Action Plan to establish quantifiable performance measures called MTSOs.

Multimodal Transportation Service Objectives (MTSO) represent quantifiable performance measures that are to be maintained or met within a specific timeframe. This

may include, for example, average peak-hour speeds, peak-period congestion duration, roadway level of service, transit loading, or transit service frequency. MTSOs can also represent targets for system performance such as transit ridership, mode shares, or average vehicle occupancy.

Actions are the specific actions, measures, or programs that the jurisdictions in Tri-Valley agree to in order to achieve the MTSOs. The responsibility of carrying out the actions may be at the local jurisdiction level or at the RTPC level. Actions may involve implementing specific projects at the local level, or they may call for the RTPC to support region-wide projects that have a local impact. (Note: Contra Costa jurisdictions are required to carry out these actions in order to be found in compliance with the Measure C/J GMP).

Subregional Transportation Mitigation Program (STMP) is the regional transportation fee program adopted by TVTC to generate revenues to fund transportation improvements within the Tri-valley that are necessary to mitigate the impact of new growth.

Development Review Procedures are agreements about how General Plan amendments or major development projects proposed by local jurisdictions will be reviewed by the jurisdictions and TVTC to determine whether the development proposal adversely affects ability to meet the adopted MTSO.

1.4 Outline of the Document

Chapter 2 of this document describes the review of statements of vision, goals and policies that was undertaken and presents a revised set of statements to guide the 2008 Transportation Plan and Action Plan. **Chapter 3** provides a description of the existing transportation conditions in the Tri-Valley. This chapter identifies the Routes of Regional Significance and the updated MTSOs. An assessment of the MTSOs from 2006 and 2007 monitoring is used to indicate the current status of the Tri-Valley with respect to the Action Plan.

A forecast of future population, employment and transportation conditions is presented in **Chapter 4** for the year 2030. In this chapter an assessment of the MTSOs for the Routes of Regional Significance is provided for the 2030 forecast for a baseline condition that assumes that only currently funded transportation improvements are in place.

Chapter 5 of the report defines the key elements of the 2008 Transportation Plan and Action Plan. This includes an updated description of the Transportation Plan elements and the actions defined by the Action Plan Update to maintain the MTSOs for the Routes of Regional Significance. The actions include “regional significant actions” designed to improve conditions throughout the Tri-Valley and actions specifically designed to address needs on individual Routes of Regional Significance. For each action, the agency or agencies responsible for implementing the action is identified.

The financial plan for meeting the needs of the Transportation Plan and Action Plan is presented in **Chapter 6**. This includes a brief description of the existing funding sources that support the transportation plan elements and the Subregional Traffic Impact Fee Program designed to implement “regional significant projects” in the Action Plan. **Chapter 6** also provides a description of an agreement for cost sharing for transportation improvements that are necessary to mitigate the impact of development in more than one jurisdiction.

Chapter 7 provides guidance on implementation of the Transportation Plan and Action Plan. The chapter includes a description of the process for Plan adoption and amendment. It defines a process and schedule for monitoring and reporting the MTSOs. The chapter defines the agreed-upon procedures for review of developments and General Plan Amendments. The chapter provides a method for conflict resolution and identifies the future role of the TVTC in monitoring, implementing and updating the Transportation Plan and Action Plan.

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2. REVIEW OF VISION, GOALS, AND POLICIES

2.1 Review of Consistency with General Plans of Tri-Valley Communities

The 2008 Transportation Plan and Action Plan Update began with a review of the statements of vision, goals and policies that had been developed in prior Transportation Plans/Action Plans. The statements of vision, goals and objectives of the 1995 Action Plan had been retained in the 2000 Action Plan Update but two new statements were added.

1995 Action Plan Visions, Goals, and Policies

- Manage congestion and enhance mobility
- Encourage alternatives to single occupant vehicles
- Integrate planning with air quality, community character, and other environmental factors

Additional Visions, Goals, and Policies in the 2000 Action Plan Update

- Increase vehicle occupancy, transit, and TDM programs
- Support corridor management and incident management programs

The review of statements of vision, goals and policies began with a review of their consistency with the General Plans of the Tri-Valley communities. Within the General Plans, four main transportation themes form a common thread:

Minimize arterial congestion and delays. All of the cities call for minimizing arterial congestion and delays in one form or another to provide “an efficient transportation system” and “acceptable levels of service”. One or more of the cities mention transportation demand management, increasing vehicle occupancy, increasing transit use, and undertaking physical and operational improvements in order to achieve this goal.

Encourage alternative modes of transportation. To achieve an efficient transportation system with minimal congestion, encouraging alternative modes of transportation was recognized as a policy for all of the cities. Pedestrian, bicycle, and transit improvements are supported in order to meet this goal, as are mixed-use developments.

Increase livability. Tri-Valley communities expressed concern for livability issues such as residential neighborhood traffic and pedestrian environments in their General Plans. Traffic calming, improved arterial operations and improved safety were top priorities to increase livability.

Support integrated regional planning. Most of the Tri-Valley communities specifically cite regional planning or the Action Plan as a priority to be involved with and support.

2.2 Proposed Statements of Vision, Goals, and Policies

Based on the review of consistency with the General Plans of the Tri-Valley communities and a preliminary assessment of forecasted growth in the Tri-Valley, a revised set of statements of vision, goals and policies was developed. They are as follows:

1. Integrate transportation planning with planning for air quality, community character and other environmental factors.
2. Support corridor management programs to make the most efficient, effective and safe use of existing facilities and services.
3. Support incident management programs to maintain mobility when accidents or breakdowns occur on major transportation facilities.
4. Consider both the need for vehicular mobility and congestion reduction, and such livability concepts as walkability, bicycle access and community character.
5. Maintain and actively pursue expanded transit, ridesharing and non-motorized mode options and trip reduction programs to increase accessibility, to increase the transit share of travel in the Tri-Valley and to increase average vehicle occupancy.
6. Manage school-related traffic to enhance safety and reduce peak period traffic impacts.
7. Routes of Regional Significance will be classified as either interregional or intraregional in order to recognize the different trip types served on each Route. Interregional Routes provide linkages between the Tri-Valley and other sub-areas and include I-680, I-580, SR-84, Vasco Road, and Crow Canyon Road. Intraregional Routes connect communities within the Tri-Valley and include all other Routes of Regional Significance.
8. Maintain established MTSOs on routes of regional significance.
9. Maintain established capacity constraints to limit interregional traffic at Tri-Valley gateways on I-580, I-680, Crow Canyon Road, and Vasco Road.
10. Encourage through-trips and interregional travel to stay on interregional routes and discourage diversion of these trips to intraregional routes as a mechanism for ensuring intraregional mobility.
11. Support arterial traffic management strategies that address hotspots at critical intersections and approaches.
12. Respect past regional commitments in the prioritization of funding of projects.
13. Work cooperatively with regional transportation partners to maximize funding opportunities.

2.3 Multimodal Transportation Service Objectives

Multimodal Transportation Service Objectives provide a mechanism for the jurisdictions within the Tri-Valley to define the quality of service that is desired on their Routes of Regional Significance. A combination of measures were defined in the 1995 Transportation Plan/Action Plan and retained in the 2000 update. They were as follows:

Peak Hour Travel Speed. This measure, applied only to I-580 and I-680, set a minimum average peak hour speed of 30 miles per hour for the AM and PM peak hours.

Delay Index. The Delay Index compares the time required to travel between two points during the peak hour to the time required during non-congested, off-peak hours. This measure is defined as the observed travel time divided by the free-flow travel time:

$$\text{Delay Index (DI)} = (\text{Observed Travel Time}) \div (\text{Free-Flow Travel Time})$$

The minimum value for the Delay Index, which indicates no delay, is 1.0. A DI of 1.0 indicates that traffic is moving at free-flow speed, as measured by floating car runs, unconstrained by congestion. As congestion increases and average speed decreases, the DI increases as well. For example, a DI of 2.0 indicates that the trip takes twice as long during peak hours as during the off-peak, due to congestion and slow speed.

Duration of Congestion. This MTSO is expressed in terms of hours of congestion. Hours of congestion can be measured with traffic counts or speed runs and should apply to mixed-flow lanes only.

Intersection Levels of Service. Intersection levels of service should be calculated using the CCTALOS method for AM and PM peak hours based on turning-movement counts.

The previous action plans have used a link level of service measure as the MTSO for SR 84 but this has been changed to a combination of the Delay Index used for the freeways and the intersection level of service used for the other arterials.

The previous versions of the Transportation Plan and Action Plan have also identified goals for reducing reliance on the automobile. These goals provide input for the planning process but are not used in the evaluation of performance on the Routes of Regional Significance.

Mode Split. Mode split is generally measure through extensive home interview and work place surveys. These data are available every decade from the U.S. Census and periodically from MTC. In between times, transit ridership may be monitored as a surrogate for mode split, however, field measurement of mode split through observation of traffic levels is not feasible. The mode split goal of the TVTP can only be met if transit ridership increases over the reporting period. The transit operators routinely collect and report annual ridership.

Average Vehicle Ridership. This MTSO is the ration of total person commute trips to vehicles used for commuting. The Tri-Valley Transportation Plan includes a regional action to increase AVR from 1.1 to 1.2. Several Tri-Valley jurisdictions maintain voluntary employer trip reduction programs to increase AVR.

3. EXISTING TRANSPORTATION CONDITIONS

3.1 Routes of Regional Significance

Three state highways provide access to and from the Tri-Valley. These highways include Interstate 680, Interstate 580, and SR 84. In addition, a number of arterial roadways facilitate travel within the Tri-Valley, connecting individual cities as well as carrying local traffic. The three state highways, along with numerous arterials together make up what are known as Routes of Regional Significance, as shown in Table 1 and Figure 3. These routes have been further classified as either interregional or intraregional in order to recognize the different trip types served on each route. Interregional routes provide linkages between the Tri-Valley and other sub-areas and include I-580, I-680, SR 84, Vasco Road and Crow Canyon Road. Intraregional routes connect communities within the Tri-Valley and include all other Routes of Regional Significance.

Table 1: Current Routes of Regional Significance

Interregional Routes	San Ramon Road
I-580	Hopyard Road
I-680	Santa Rita Road
State Route 84	Stanley Boulevard
Vasco Road	Stoneridge Drive
Crow Canyon Road	Sunol Boulevard
Intraregional Routes	First Street (Livermore)
Sycamore Valley Road	Vasco Road
Danville Boulevard	Fallon Road
Camino Tassajara	North Canyons Parkway
Crow Canyon Road	Isabel Extension
San Ramon Valley Boulevard	North Livermore Avenue
Bollinger Canyon Road	West Las Positas Boulevard
Alcosta Boulevard	Bernal Avenue
Dougherty Road	Jack London Boulevard
Tassajara Road	Hacienda Drive
Dublin Boulevard	

All freeways and many major arterials are designated as Routes of Regional Significance, but it is up to the individual RTPC to establish these routes for incorporation into the Authority's Countywide Plan. In general, Routes of Regional Significance are routes that meet the following four criteria:

1. Connect two or more subareas;
2. Cross county boundaries;
3. Carry a significant amount of through traffic; or
4. Provide access to a regional highway or transit facility (e.g. A BART station or freeway interchange).

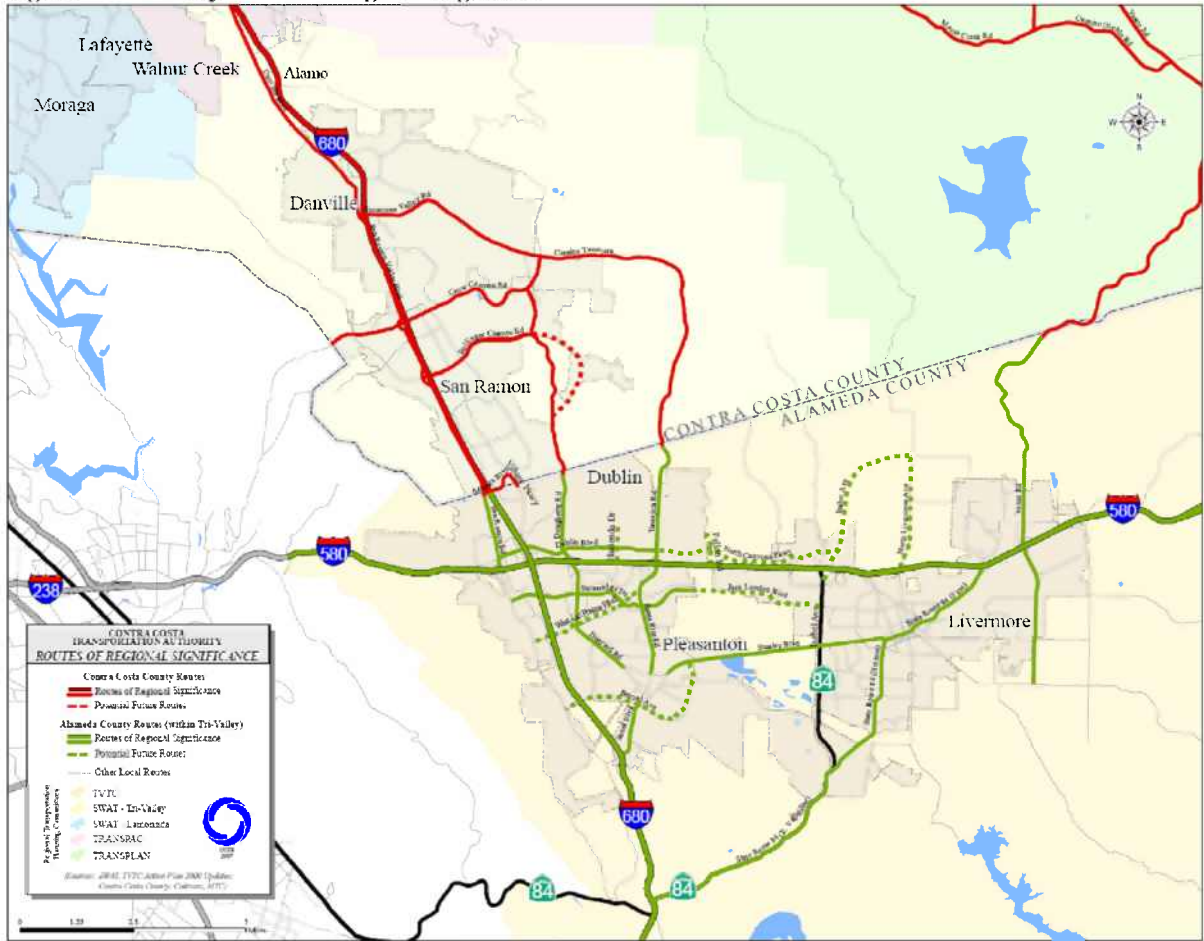
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Last updated in 2000, many arterials were designated as “potential future routes”, shown as dotted lines in Figure 3. Changing the classification of these roadways from “potential” to “designated” Routes of Regional Significance requires unanimous agreement by TVTC.

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Figure 1: Tri-Valley Routes of Regional Significance



3.2 Traffic Volumes and Conditions

An evaluation of the values of the MTSOs for the Routes of Regional Significance provides an overview of the existing traffic conditions in the Tri-Valley. Most of the MTSOs were met during the most recent monitoring efforts in 2006 and 2007. Table 2 summarizes the results of the monitoring.

Table 2: Status of MTSOs

MTSO	Standard	Facilities	2006 and 2007 Monitoring
Peak Hour Travel Speeds	Minimum average speed of 30 miles per hour	I-680 I-580	Met overall in AM and PM but not met for one segment NB in PM Met overall but not met for one segment WB in AM and one EB in PM
Delay Index	Delay index of 2.0 or less	I-680 I-580	Met overall in AM and PM but not met for one segment NB in AM and NB in PM Met overall but not met for two segments WB in AM and one EB in PM
Congestion Duration	No more than 5 hours of congestion south of SR-84	I-680	Met
Link Volume-to-Capacity Ratio	Link V/C ratio less than 0.99	SR-84	Met in all but one segment
Intersection Level of Service	LOS D (V/C > 0.90) at signalized intersections	26 Arterials	Met for all intersections except for two in AM and three in PM

Source: 2007 CCTA MTSO Monitoring Report, 2006 ACCMA LOS Monitoring Report

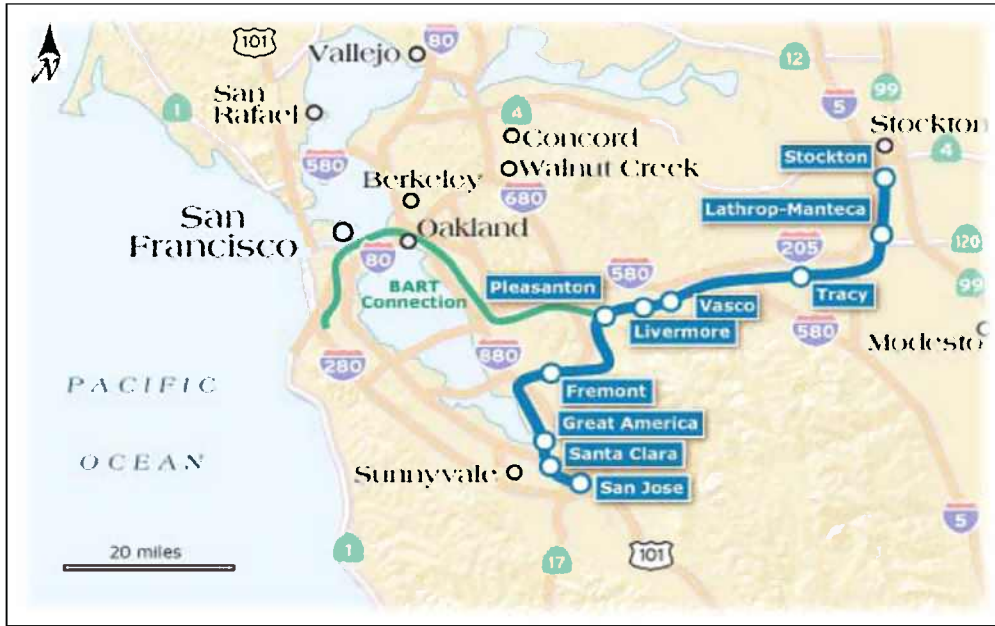
3.3 Transit Service

Transit service in the Tri-Valley is provided by the Altamont Commuter Express (ACE Rail), the San Francisco Bay Area Rapid Transit District (BART), County Connection, and the Livermore Amador Valley Transit Authority (LAVTA). In general, transit ridership has been slowly recovering after a decline during the years following the economic downturn of 2000-2001. In particular, Altamont Commuter Express (ACE) Rail, BART, and LAVTA are showing an increase in ridership while County Connection ridership is holding steady.

Providing commuter rail service from Stockton to San Jose, ACE Rail serves the Tri-Valley with one stop in Livermore and another at Pleasanton. Service began in 1998 and has since expanded to 4 round-trip trains. The complete route and stations served is

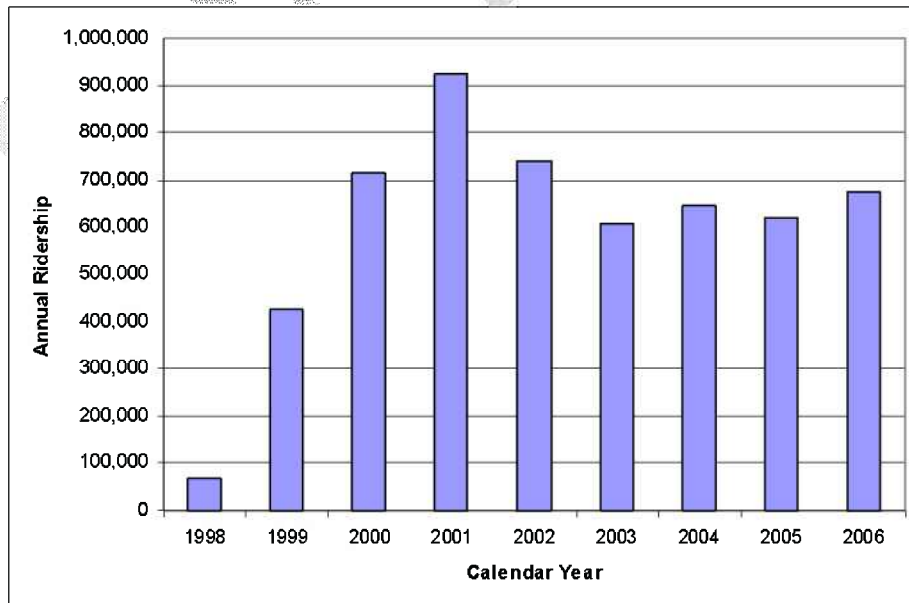
shown in Figure 4. Similar to LAVTA, ACE Rail ridership has begun to recover after last peaking in 2001. Figure 5 shows the ridership trends since 1998.

Figure 2: ACE Rail System Map



Source: <http://www.acerail.com>, September 2007

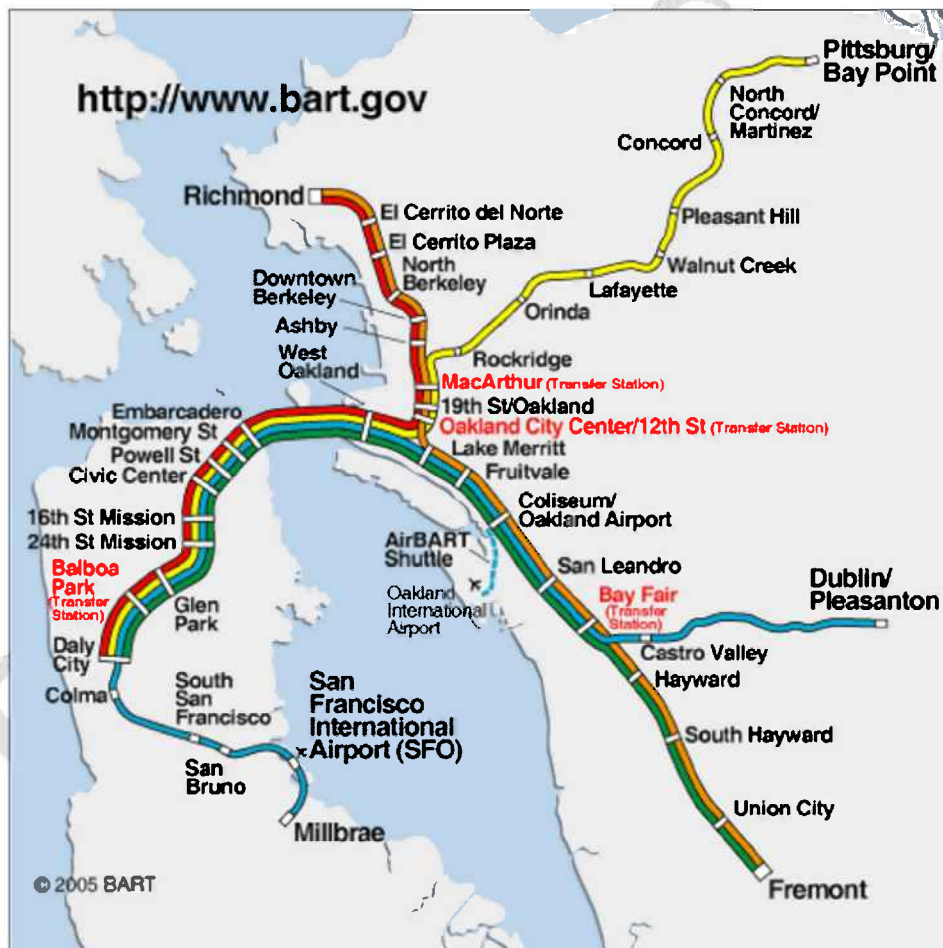
Figure 3: Annual Ridership for ACE Rail



Source: 2006 MTC Statistical Summary of Bay Area Transit Operators.

BART service to the Tri-Valley is provided at the Dublin/Pleasanton BART station. The station can be accessed through an on-site park-and-ride lot and through numerous County Connection and LAVTA bus routes. A map showing the BART system is presented in Figure 6. Ridership in the form of average annual weekday exits at the Dublin/Pleasanton station, along with the nearby Walnut Creek and Castro Valley stations is shown in Figure 7. The most apparent trend is a significant increase in ridership, especially at the Dublin/Pleasanton station, since FY 2003.

Figure 4: BART System Map

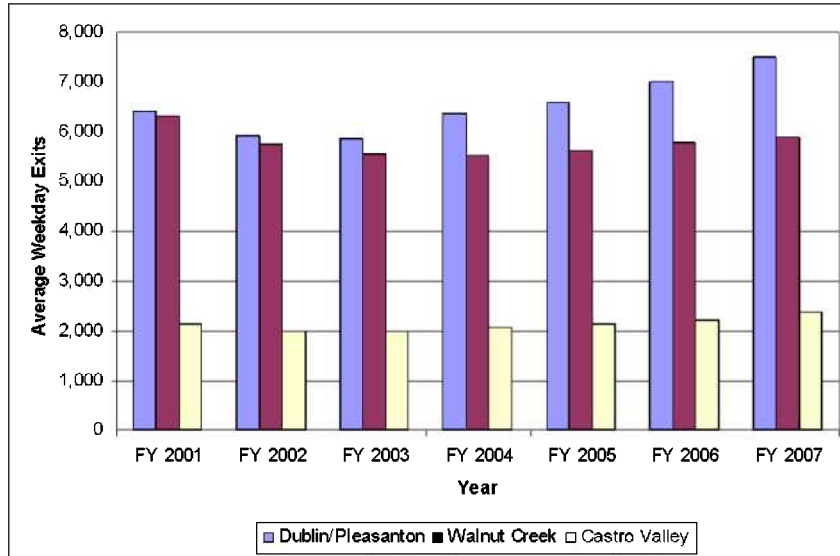


Source: <http://www.bart.gov>, September 2007

County Connection serves the Contra Costa County portion of Tri-Valley as well as the Dublin/Pleasanton BART station and the Alameda County Fairgrounds ACE train station. The bus routes currently serving this area are 121, 135, 221, 920, 960, and 970. Ridership on the Tri-Valley area routes has increased over FY 2006 and is approaching 2004 and 2005 levels as shown in Figure 8. Figure 9 identifies the locations of these

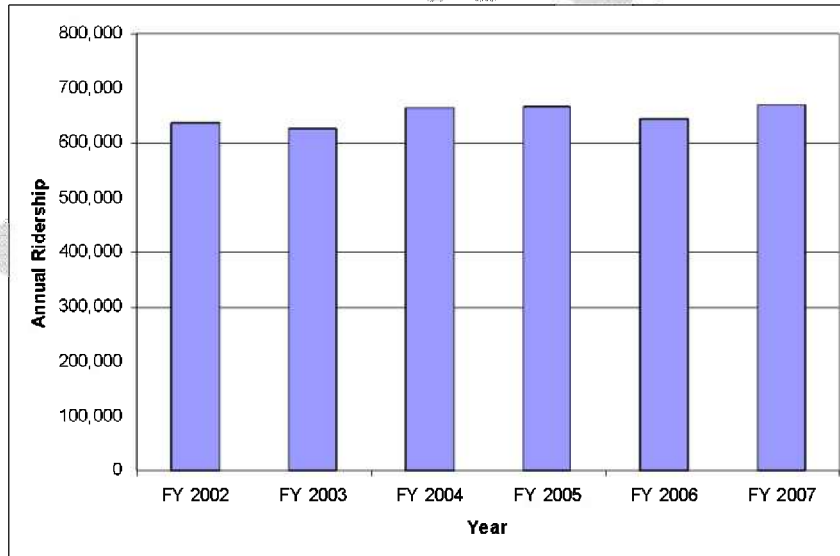
routes. Route 259 was recently discontinued in January 2005 while Route 135 started in December 2006.

Figure 5: Average Annual Weekday Exits at Select BART stations



Source: BART 2007 Ridership Report

Figure 6: Annual Ridership for County Connection Tri-Valley Bus Routes

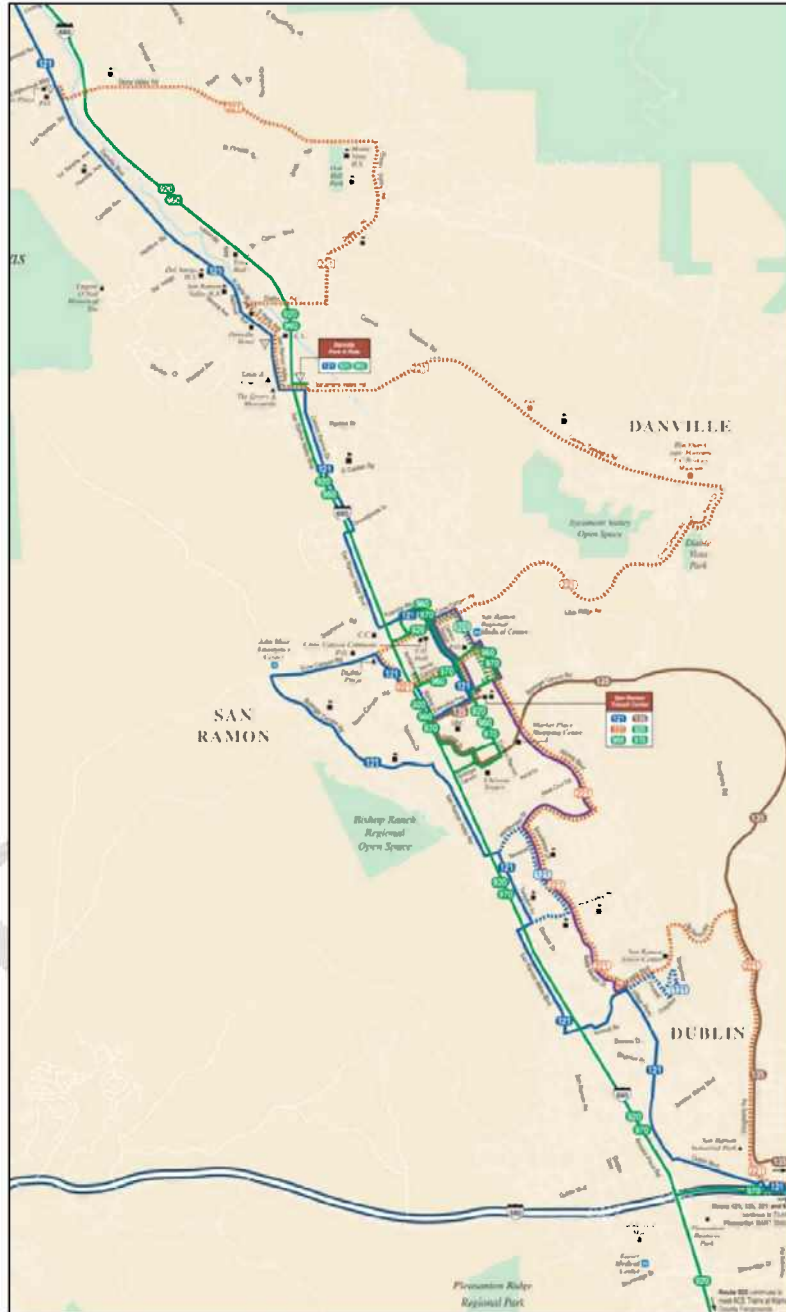


Source: County Connection, August 2007

In the Alameda County portion of Tri-Valley, LAVTA is the primary transit provider serving Dublin, Pleasanton, and Livermore with local and express bus services, as illustrated in Figure 10. LAVTA provides 11 fixed local services, one express service, four shuttle services (servicing BART, ACE and the Santa Rita Jail) and demand-

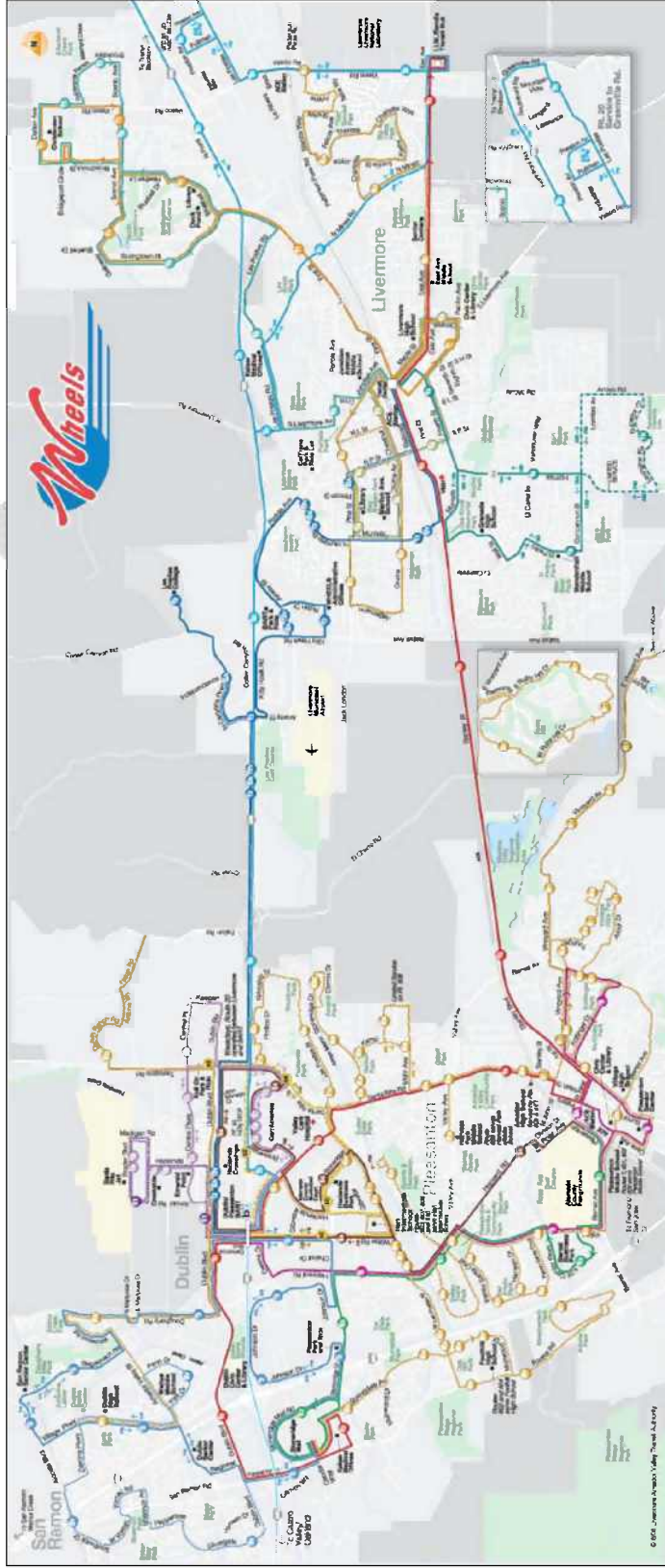
responsive paratransit service. Between 2005 and 2006, ridership for LAVTA, presented in Figure 11, shows a sharp increase in ridership that had previously peaked in FY 2001.

Figure 7: County Connection System Map (Tri-Valley area)



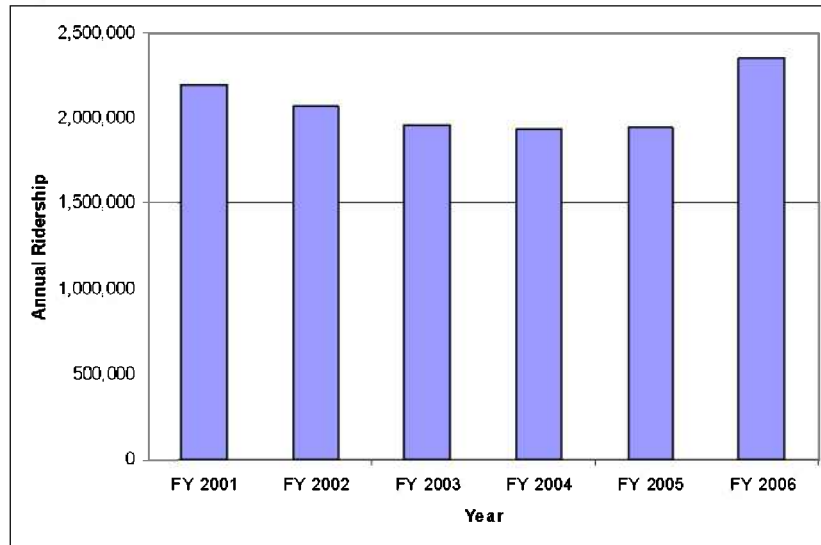
Source: <http://www.cccta.org>, September 2007

Figure 8: LAVTA System Map



Source: <http://www.lavta.org>, September 2007

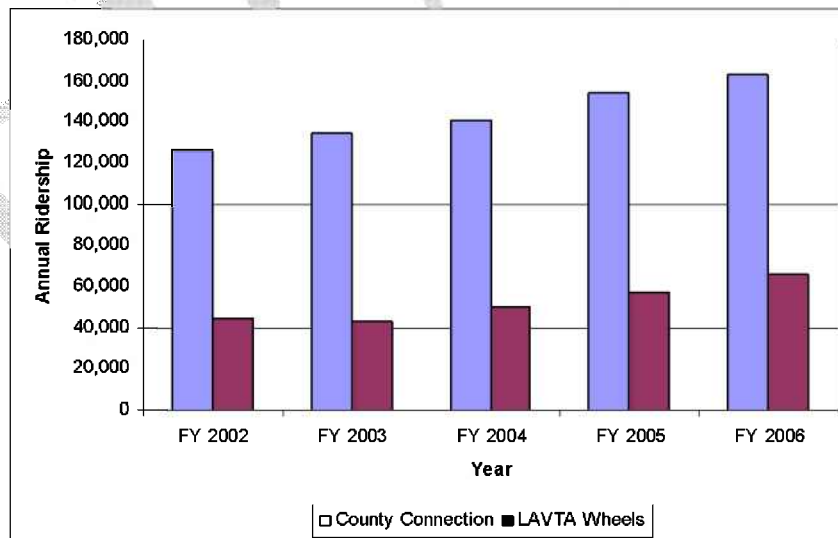
Figure 9: Annual Ridership for LAVTA Bus Routes



Source: 2006 MTC Statistical Summary of Bay Area Transit Operators.

Para transit services within the Tri-Valley are provided by both County Connection and LAVTA. Ridership on Para transit, shown in Figure 12, has been steadily rising, mirroring a trend found throughout the Bay Area. With population forecasts showing a large increase in the senior (age 62 and over) demographic, the rising demand for Para transit is a trend that is expected to continue.

Figure 10: Annual System Wide Para transit Ridership



Source: 2006 MTC Statistical Summary of Bay Area Transit Operators

3.4 Conclusions About Existing Transportation Conditions

Looking back at the original Action Plan adopted by TVTC in 1995, it is striking to note that the Plan indicated that there was very little congestion on the Tri-Valley's arterial and freeway network. Today, we see not only significant congestion, but also continued rapid growth that is expected to cause still greater levels of traffic congestion in the future. To continue to meet the MTSOs, new actions and measures may be required. It is important to note, however, that inability to achieve the MTSOs does not of itself constitute non-compliance with the Contra Costa GMP. Exceedance of an MTSO does, however, suggest that the Action Plan may need to be re-evaluated to determine whether the MTSOs needs to be adjusted, or whether new actions can be introduced to address the exceedance.

Transit is playing an important role in the region, but transit ridership is not growing at as fast a rate as population, employment or traffic volumes. In fact, forecasts indicate a continued reliance on the single-occupant auto as the dominant mode of transit in the Tri-Valley. If the Tri-Valley is to continue to seek to meet its transportation objectives by increasing transit use and increasing vehicle occupancy, more resources will be required to increase transit service to the point where it is sufficiently attractive to achieve a higher transit mode share and higher vehicle occupancies. More resources will also be needed to enhance other alternatives to the single-occupant vehicle such as carpooling, vanpooling, bicycling and walking.

4. OVERALL GROWTH RATES AND FUTURE TRAVEL PATTERNS

4.1 Population and Employment Forecasts

Forecasts for future population and employment levels in the Tri-Valley were derived from the Contra Costa Transportation Authority's (CCTA) Countywide travel demand forecasting model. By resolution, this model was adopted by the TVTC in 2006 as the replacement for the previous Tri-Valley Model. The traffic forecasts generated by the model are based on the Association of Bay Area Governments (ABAG) Projections 2005, and the subsequent 2006 CCTA Land Use Information System (LUIS '06), which was extensively reviewed and refined by the Tri-Valley local jurisdictions. The model is capable of generating forecasts for the year 2000, 2010, 2020, and 2030. Current year 2007 estimates are derived through straight-line interpolation between 2000 and 2010.

Population and employment forecasts are summarized in Tables 1 and 2. By 2030, the total Tri-Valley population is forecasted to grow 57 percent from today. Seniors (age 62 and over) are to make up most of that growth, more than tripling in number.

The total number of employees, or jobs, in the Tri-Valley is expected to grow at a similar rate as the number of employed residents. Since there are currently more employees than employed residents, the net in-commuting travel pattern that exists today will likely continue.

Table 3: Population and Employment Forecast

	2007	2030	Net Growth	Percent Growth
Total Population	330,973	520,649	189,676	57%
Total Households	118,749	165,853	47,104	40%
Total Employed Residents	172,675	270,075	97,400	56%
Total Employees	202,110	314,261	112,151	55%

Source: CCTA Travel Demand Model, Projections 2005

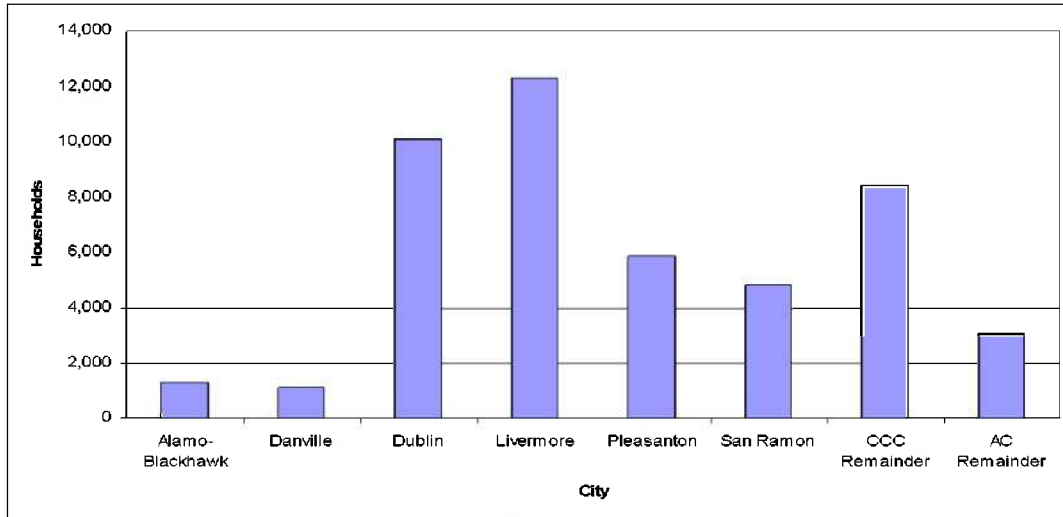
Table 4: Population Forecast by Age Group

	2007	2030	Net Growth	Percent Growth
Senior (Age 62+)	38,938	119,839	80,902	208%
Adult (Non-Senior)	227,328	318,195	90,867	40%
Non-working Young	64,708	82,615	17,907	28%
Total Population	330,973	520,649	189,676	57%

Source: CCTA Travel Demand Model, Projections 2005

Of the total household growth in the Tri-Valley, approximately 60 percent of it is expected to occur in Dublin, Pleasanton, and Livermore as shown in Figure 11. The communities of Alamo, Blackhawk, Danville, and San Ramon are forecasted to absorb 15 percent of the total growth while the other 25 percent is to occur in the remaining areas of Contra Costa and Alameda counties.

Figure 11: Household Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

Total employment is forecasted to grow 55 percent in the Tri-Valley by 2030 as shown in Table 5. Most of this growth is to occur in the service sector which will account for over 40 percent of the total employment growth.

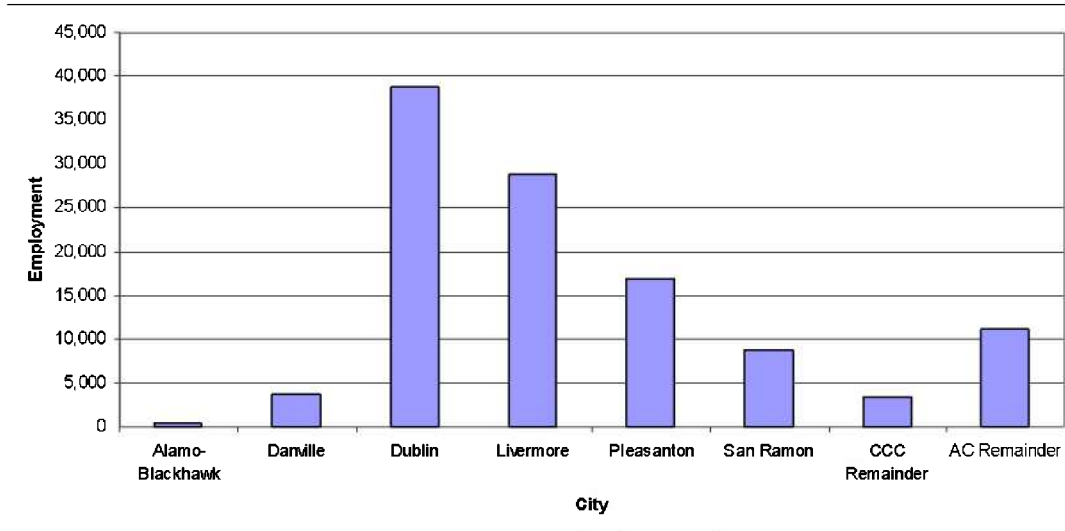
Table 5: Employment Forecast

	2007	2030	Net Growth	Percent Growth
Retail	36,757	58,922	22,164	60%
Service	86,590	132,280	45,691	53%
Manufacturing	20,046	32,465	12,419	62%
Agricultural	1,669	2,452	784	47%
Wholesale	9,721	14,862	5,141	53%
Other	47,327	73,279	25,952	55%
Total Employment	202,110	314,261	112,151	55%

Source: CCTA Travel Demand Model, Projections 2005

Distribution of employment growth is not expected to be even, with Dublin and Livermore accounting for over 60 percent of the additional Tri-Valley jobs as presented in Figure 12.

Figure 12: Employment Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.2 Traffic Forecasts

As shown in Table 6, traffic demand is expected to grow at a brisk pace along Tri-Valley area freeways and arterials. Most of the percentage growth is found along arterial roadways that, in 2000, were mostly serving undeveloped land but will be serving residential development in the future (or even already today).

Table 6: Traffic Forecasts for Select Routes of Regional Significance

Road Name	2000 PM Peak Volume / Peak Direction	2000 - 2030 PM Peak Volume % Growth
I-680 (North of Diablo Road)	8440	9%
I-680 (South of SR-84)	7600	34%
I-580 (West of I-680)	7100	45%
I-580 (East of Tassajara Road)	8750	16%
I-580 (East of Vasco Road)	7050	37%
Vasco Road (At County Line)	940	650%
Vallecitos Road (East of I-680)	1050	96%
Stanley Blvd (West of Isabel Avenue)	1980	6%
Bollinger Canyon Road (At Dougherty Road)	760	233%
Crow Canyon Road (at Dougherty Road)	670	109%
Camino Tassajara Road (at Crow Canyon Road)	1410	41%

Source: CCTA Travel Demand Model, Projections 2005

4.3 Evaluation of MTSO Values for 2030 Traffic Conditions

As indicated in Table 7, the growth in traffic that is expected in the Tri-Valley will result in a significant deterioration in level of service despite a significant investment in transportation projects and service (see Chapter 5 for assumed projects that are already programmed.) The forecast also reflects a doubling of transit ridership in the Tri-Valley and an increase in the peak period transit mode share from about 8% to about 12%. We note, however, that historically, the model has tended towards over-predicting transit ridership for the Bay Area.¹ These results suggest that additional actions beyond the already programmed projects will be needed to meet the goals and objectives of the plan.

Table 7: Status of MTSOs

MTSO	Standard	Facilities	2030 Forecasts
Peak Hour Travel Speeds	Minimum average speed of 30 miles per hour	I-680 I-580	Not met for AM NB or SB and not met for PM NB or SB Not met for AM EB or WB and not met for PM EB
Delay Index	Delay index of 2.0 or less for I-580m and I-680 3.0 for SR 84	I-680 I-5800 SR 84	Not met for AM NB or SB and not met for PM NB or SB Not met for AM EB or WB and not met for PM EB Met
Congestion Duration	No more than 5 hours of congestion south of SR-84	I-680	Not Met
Link Volume-to-Capacity Ratio	Link V/C ratio less than 0.99	SR-84	Met in all but one segment
Intersection Level of Service	LOS D (V/C > 0.90) at signalized intersections	26 Arterials	Not met for 19 intersection in the AM and 27 intersection in the PM

¹ By way of example, MTC's regional model, upon which the Countywide Model is based, consistently over-predicted transit ridership in the 2001 Regional Transportation Plan. Although MTC's model predicted a more-than 15 percent increase in transit ridership between 2000 and 2005, actual ridership in the Bay Area declined.

5. PROPOSED TRANSPORTATION PLAN AND ACTION PLAN

5.1 Focus of the Transportation Plan

As with the previously adopted Tri-Valley Transportation Plan and Action Plan, this Update focuses on transportation improvements within the Tri-Valley, and avoids expansion of the so-called “gateways” that enter and leave the Tri-Valley.. Three contributing factors have led to re-affirmation of this approach.

1. **Financial Constraints** - Financial resources for all projects are limited. The Measure C, Measure J and Measure B sales tax programs provide substantial funding for specific projects in Tri-Valley. Other projects must compete for the relatively small pot of public funds. Developer fees, which have an upper limit, could help supplement public funds. Future sales tax or gasoline tax initiatives may or may not be successful.
2. **Physical Limitations within Corridors** - Expansion of major corridors within Tri-Valley is limited due to existing development and terrain. These limitations hinder the development of transportation corridors other than the existing I-680 and I-580 corridors.
3. **Development Patterns** - Development patterns within Tri-Valley have been geared toward relatively low housing and commercial densities. These patterns are expected to continue in the future. This development pattern is impossible to serve thoroughly with transit, given realistic funding expectations.

The Tri-Valley Transportation Plan and Action Plan uses the above policy focus to create a set of actions comprising an integrated plan. The transportation plan comprises enhancement to roadway capacity coupled with increased transit service, control of demand (growth management and TDM), and acceptance of congestion in locations where it cannot be avoided. The following sections provide an overview of the plan.

5.2 Roadways

The plan includes many improvement projects for freeways, interchanges, arterials, and intersections. These are all based on the reality of *gateway constraints*.

Gateway Constraints Analysis of alternatives through the planning process showed that the TVTC’s best interests would not be served by widening any of the gateways for single-occupant vehicles leading into the area. The gateways include I-680 north and south, I-580 east and west, Crow Canyon Road to Castro Valley, and Vasco Road. Widening of these gateways would leave the freeways congested, lead to more through traffic, and increase traffic volumes on other Tri-Valley roads. This is true because of the Tri-Valley’s strategic location between San Joaquin County and the Bay Area and also between Central and Eastern Contra Costa County and Santa Clara County.

The implication of gateway constraints for roadway planning is that the interior freeways and arterials should be sized to handle only what traffic can get through the gateways. Thus, the plan recognizes that congestion will occur for several hours each weekday at the gateways, but this will have the positive effect of metering single-occupant vehicle travel to and from the area. Within the Tri-Valley area, the road system is designed to function with these gateways constrained to minimize congestion. The roadway plan, when combined with a balance between jobs and housing and given expected financial constraints and forecast travel demands, produces the best conditions that can reasonably be expected.

The reasons behind the gateway constraint concept are different for different gateways, as discussed below.

- **I-680 North** The section north of Diablo Road cannot be widened beyond the HOV lanes without overcoming several significant constraints: the widening would require additional right-of-way, construction of new retaining structures, and the costly reconstruction of existing overpasses and undercrossings, as well as increase impacts on adjoining land uses. The gateway constraint assumption recognizes these constraints. This concept should not be construed as an effort to preclude all potential solutions to mitigate increasing congestion on I-680 between Interstate 580 and SR 24. TVTC should work cooperatively with TRANSPAC and CCTA to identify and pursue strategies that are mutually beneficial.
- **I-680 South** The section south of SR 84 has room to be widened, and limited widening would help accommodate and balance increased flows into this section from both I-680 and the new SR 84 project. Accordingly, the plan recommends the addition of HOV lanes. Gateway constraints would still apply for single-occupant vehicles.
- **I-580 West** The topographic constraints along the Dublin Grade and the limits imposed at the I-680/I-580 interchange make widening beyond the current four lanes prohibitively expensive. The 1997 opening of the Dublin – Pleasanton BART line provide a new alternative to vehicular use of I-580. The Plan relies on the BART to provide needed additional capacity through the gateway.
- **I-580 East (Altamont Pass)** Alameda County policy, in recognition of the need to encourage shorter commuter trips and not overload Tri-Valley roads with regional traffic, opposes increases to capacity for single-occupant vehicles across this gateway. The gateway constraint policy also applies to Patterson Pass Road, Tesla Road and Old Altamont Road. The plan, however, includes HOV lanes, as a second-priority project, in recognition of the importance of I-580 as a regional facility. The Plan also relies on and supports the continuation of the recent ACE service across this gateway.

- **Crow Canyon Road (to Castro Valley)** Safety improvements are planned for this section of Crow Canyon Road, although, the TVTC supports maintaining the two-lane cross-section.
- **Vasco Road** While the TVTC supports Vasco Road remaining a two-lane road, the Plan includes safety improvements to this roadway. Any future upgrade should be done in such a manner to not preclude future accommodation of public transit or other improvements as subsequently determined appropriate.

The plan is based upon the following set of assumptions regarding gateway capacity on the freeways and major arterials that access the Tri-Valley:

- **I-680 North** Six lanes plus HOV lanes
- **I-680 South** Six lanes plus HOV lanes
- **I-580 West** Eight lanes
- **I-580 East (Altamont Pass)** Eight lanes plus HOV lanes
- **Crow Canyon Road (to Castro Valley)** Two lanes with safety improvements
- **Vasco Road** Two lanes with safety improvements

Any departure from these assumptions would require amending the Plan.

In response to the issues raised by the gateway approach, the Contra Costa Transportation Authority has established a gateway constraint methodology as part of its Technical Procedures.

Current gateways are established by two factors: geographic constraints and financial constraints. To some degree, the geographic constraints can be overcome through significant capital investments in new highway projects. However, the Tri-Valley Transportation Plan is based upon the assumption that significant capacity enhancements to the gateways serving Tri-Valley are not financially feasible. The policy of the TVTC is to work closely with neighboring jurisdictions, Congestion Management Agencies, Caltrans, and MTC to resolve capacity problems at the gateways and as needed through the partnership activities and to subsequently adjust Tri-Valley Transportation Plan should funding of mutually acceptable facilities become possible.

Corridor Management Congestion Strategies A number of alternative strategies to adding new lanes or building new roads are available for addressing congestion. These strategies focus on improving the efficiency of traffic flow on roads, and thereby increasing the number of vehicles or people that can move through that corridor. The range of potential strategies is broad. They can include the addition of auxiliary lanes to freeways, incident management programs such as the Freeway Service Patrol, changeable message signs that provide information to travelers on travel alternatives, ramp metering, and support for travel alternatives such as park-and-ride lots and HOV bypass lanes at

freeway ramps. In a sense, the gateway constraint concept is a strategy for managing the main travel corridors within the Tri-Valley.

Caltrans, with support from MTC, is in the process of implementing Traffic Operations Systems (TOS) along freeway corridors within the Bay Area. These systems will provide information to travelers on accidents and other delays on freeways, alternative routes to avoid these delays, and other information to encourage traveler decisions that would improve efficient roadway operations.

Ramp metering controls the volume of traffic entering a freeway so the system is as efficient as possible. As congestion on a freeway increases, the number of vehicles that the freeway can carry decreases. Although a single freeway lane can carry around 2,200 vehicles per hour under optimal conditions, as demand exceeds those optimal conditions, the volumes carried actually drop. Under congested conditions, travel lanes have been observed to carry only around 1,600-1,700 vehicles per hour. One source of this congestion is the “turbulence” caused by the merging of vehicles at freeway ramps. By smoothing out this merging, ramp metering can help make the flow of traffic on the freeway lanes more efficient and thus increase the volumes and speeds. A survey made for the Federal Highway Administration of seven ramp metering systems in the United States and Canada revealed that average highway speeds increased by 29 percent after installing ramp metering and travel times decreased 16.5 percent. At the same time reductions of freeway congestion averaged approximately 60 percent. An analysis of the FLOW system in Seattle (ramp metering and HOV lanes) revealed that in addition to similar improvements in speed and travel time, highway throughput increased from 12 to 40 percent as a result of ramp metering. An additional benefit from ramp metering is a decrease in the accident rate. Reductions from 20 to 58 percent have been achieved through improved merging operations.

Ramp meters can also encourage the peak spreading that needs to occur to keep the gateway flowing. This happens because motorists are willing to accept only up to about a 10-minute wait at the meters. Beyond that, they will adjust their trip making (i.e., choose to travel at a different time or choose a different mode). This peak spreading helps to get the most out of the system when gateway constraints are a reality.

In addition, when combined with HOV bypasses, ramp metering can provide an additional powerful incentive for carpooling and can help buses increase average speeds. When combined with HOV lanes on the freeways, the ramp metering-with-bypass system allows carpools and buses to achieve real travel time advantages compared to single-occupant vehicles.

Ramp metering has two potential drawbacks: backups on the local street system and rewarding long-distance commuters. The potential for backups on local streets can be minimized through ramp widening and strategic placement of the meters. Where these mitigation measures are not possible, ramp metering can significantly reduce levels of service adjoining intersections and along adjacent streets. The risk of rewarding long-

distance commutes can be minimized by instituting a system of ramp metering for the entire length of a freeway, rather than in isolated locations.

The Tri-Valley Transportation Plan and Action Plan supports ramp metering with HOV bypass only where it will not seriously impact local streets and where local implementation is tied with implementation along all of I-680 and I-580 in neighboring communities. Current Caltrans District 4 policy provides for preferential metered HOV lanes, not HOV bypass lanes. TVTC recommends that this policy be reevaluated by the District to provide maximum benefits to HOVs.

Freeway HOV Lanes HOV lanes provide the advantage of reducing travel times for ridesharers and transit patrons. They also enhance mobility during off-peak hours by being available for all vehicles. This is especially important when considering truck traffic, which increasingly relies on off-peak hours to reach destinations without undue delays.

The TVTC recognizes the benefits of HOV lanes, but realizes that take-a-lane programs do not work. Such an ill-fated attempt at providing HOV lanes on I-580 resulted in federal legislation prohibiting their use on freeways in unincorporated areas, which has been only recently changed. Thus, HOV lanes must be added to the freeways.

HOV lanes on both I-680 and I-580 are included in the plan. Due to the expense of the projects, however, some segments are included as lower priority projects. I-680 south of I-580 has been designed to accommodate the addition of HOV lanes, but pavement widening would be required. Top funding priority should be given to the section south of SR 84 to the top of the Sunol Grade, which is the border of Area 4 in the Alameda County Transportation Plan. This section will experience significant traffic increases due to the planned capacity increases to SR 84. The section of I-680 between Alcosta Boulevard and SR 84 should also be planned to include HOV lanes but with a lower funding priority.

On I-580, HOV lanes would be more difficult and costly to build because the interchanges have not been built to accommodate them. However, the Caltrans route concept report for I-580 calls for 10 lanes plus BART in the median. The most important segment for funding priority on I-580 is the segment between Tassajara Road and North Livermore Avenue. This segment is predicted to experience the highest traffic demand along I-580 in the Tri-Valley. To accommodate the extra freeway width, the interchanges at El Charro/Fallon and Airway would need to be rebuilt. The El Charro/Fallon interchange is planned to be rebuilt anyway. In addition, the planned new interchange at Isabel Avenue (SR 84) would need to be built to accommodate the width. As a lower funding priority, the plan also includes extending the I-580 HOV lanes east to the Alameda County border. This would require widening four interchanges in Livermore (N. Livermore, First, Vasco, and Greenville), and three interchanges or crossings east of Livermore.

HOV lanes on I-580 west of Santa Rita Road are not included in the plan. With the BART extension and the I-580/I-680 interchange project, this section will be built out to its maximum width given the physical constraints of freeway structures and rights-of-way. The section will have four through lanes, as it does today, plus auxiliary lanes between interchanges.

Arterial Issues The planned arterial system has been designed to provide smooth circulation in and between the Tri-Valley cities and to provide access to the freeway system. Intersections and freeway interchanges are the focal points of the arterial system. All of the widenings and extensions are necessary to serve new development, so the plan calls for direct developer construction or at least funding. The primary issue is how to share costs between jurisdictions having joint responsibility for a particular road. This is discussed further in the Financing Plan chapter.

There are two major arterials in the Tri-Valley that do not provide direct access to planned development but rather serve interregional traffic between Alameda County and Contra Costa County. These two arterials are Crow Canyon Road and Vasco Road.

Crow Canyon Road The portion of Crow Canyon Road west of Bollinger Canyon Road is a two-lane rural road that lies within the jurisdiction of Alameda County and Contra Costa County. While once used by its adjacent residents to bring goods to the market, today Crow Canyon Road is being used by commuters as an alternate to the I-580/I-680 freeways. Development in the vicinity of Crow Canyon Road, especially in the fast-growing San Ramon Valley area, has generated a significant increase in traffic on this roadway. The expected forecast for this roadway is LOS F.

The roadway, which is a narrow and winding road, was not designed to handle commuter traffic and does not have adequate width or alignment. Alameda County, in collaboration with Contra Costa County and the City of San Ramon, prepared and developed a project study report, pursuant to California Senate Bill 1149. The report recommended the construction of eight-foot shoulders, climbing lanes, and road realignment eliminating short-radii curves.

Contra Costa County has in its Measure C program the improvement of Crow Canyon Road within Contra Costa County. Alameda County, however, is seeking for funds to improve the two-lane section of the roadway. Unfortunately, improvement of this portion of Crow Canyon Road cannot be directed to a particular developer construction. But since the traffic forecast clearly indicates that traffic increase on this roadway is development-related, it is recommended that sub regional transportation impact fees be used to improve the section of Crow Canyon Road within the Tri-Valley.

Vasco Road Vasco Road is a narrow and winding rural road that is a major commuter and truck route linking the Tri-Valley with eastern Contra Costa County. Approximately 17 miles of Vasco Road, starting at a point on Vasco

Road approximately one-half mile south of the county line to the intersection of Camino Diablo in Contra Costa County, has been relocated as a result of the construction of the Los Vaqueros Reservoir. This portion of Vasco Road is designed to State and County standards. The remaining section of the roadway in Alameda County (approximately three miles in length) needs to be upgraded to these standards as well to improve traffic flow and safety. Alameda County is currently seeking funds to improve the section of the roadway from the new Vasco Road to the Livermore City limit. This proposed improvement includes realignment of the roadway, widening of shoulders, and installing passing lanes without increasing its capacity, consistent with the standards being used in the Los Vaqueros-Vasco Road project.

Road Improvements The Tri-Valley Transportation Plan and Action Plan includes many road improvement projects. These projects, listed in Tables 8 and 9, were developed by the member jurisdictions of the TVTC. Projects range from intersection modifications to freeway improvements and new roads.

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Table 8: Programmed Projects for the Tri-Valley Interregional Routes of Regional Significance

Project / Action Name	Project / Action Limits	Primary Sponsor
I-580		
I-580 Eastbound / Westbound HOV Lane	Tassajara Road to E. of Vasco Rd.	
5th EB I-580 through lane, Santa Rita Rd to Vasco Rd	I-580 Eastbound: Santa Rita Road to Vasco Road	
Westbound I-580 Aux Lane	Airport Blvd to Tassajara Rd	
I-680		
I-680: Construct Auxiliary Lanes, Sycamore to Crow Canyon	Sycamore to Crow Canyon	CCTA
HOV over Sunol Grade (northbound)	Northbound HOV lane from Fremont to Rt. 84	
I-680/Norris Canyon Rd HOV Ramps	Interchange of I-680 and Norris Canyon in San Ramon	CCTA
Southbound I-680 HOV Lane Extension	North Main to Livorna	TRANSPAC
I-680 HOV Lane Extension	Between Alcosta and south to SR 237	Caltrans
Transportation Operations System on I-680 South of I-580	I-580 to Santa Clara County Line	
I-680/Sunol I/C improvements		
I-680 Southbound High Occupancy Toll (HOT) Lane		
SR-84		
Isabel Parkway/SR 84 Interchange	At Rt. 84	Caltrans
Construct Isabel Parkway/SR 84 phase one	I-580 to Vallecitos Road	Caltrans
Isabel Avenue widening and extension (to I-580)	From Vallecitos Rd. to Vineyard	Alameda County
Isabel Avenue widening	From Airway Blvd. To Vineyard Ave.	Livermore
Isabel Avenue/I-580 interchange Phase II	At Rt. 84	Caltrans
Isabel Avenue/SR 84/I-580: Build Second Overcrossing	At Interstate 580	Caltrans
Vasco Road		
I-580/Vasco Road interchange	I-580 at Vasco Road	Caltrans
Crow Canyon Road		
Widening to 6 lanes	Alcosta to Tassajra Ranch Drive	San Ramon

Table 9: Programmed Projects for the Tri-Valley Intra-regional Routes of Regional Significance

Project / Action Name	Project / Action Limits	Primary Sponsor
1st Street		
1st Street Widening	Portola Ave. to I-580	Livermore
1st Street interchange	I-580 at 1st Street	Caltrans
Bollinger Canyon Road		
East Branch Rd., Bollinger extension to Camino Tassajara	Bollinger Canyon Ext. to Windermere Parkway	Contra Costa County
Camino Tassajara		
Camino Tassajara Widening (East Blackhawk Dr to County Line)	East Blackhawk Drive to County Line	Contra Costa County
Dougherty Road		
Widen to 8 lanes	I-580 to Dublin Boulevard	Dublin
Widen to 6 lanes north of Dublin Boulevard	Contra Costa county line to I-580	Dublin
Dublin Boulevard		
Dublin Blvd. Widening	Donlon Way to Tassajara Rd.	Dublin
Dublin Boulevard Extension	Tassajara to Doolan Rd.	Dublin
Hopyard Road		
Hopyard Road widening	Valley and Division in Pleasanton	Pleasanton
San Ramon Road		
I-580/Foothill/San Ramon J/C	At Foothill interchange	Pleasanton
San Ramon Valley Boulevard		
Widen to 4 lanes through Danville	Sycamore Valley Rd. to Crow Canyon	San Ramon
Santa Rita Road		
Santa Rita Road interchange	Santa Rita Road/ Tassajara road at I-580	Dublin
Stanley Boulevard		
Widen	Murcita Blvd. to west city limit	
Stanley Blvd/Isabel grade separation	Isabel at Stanley	Livermore
Stoneridge Drive		
Extend extension of W. Jack London Boulevard	Santa Rita Road to El Charro	
Tassajara Road		
Widen to 8 lanes	I-580 to Dublin Blvd.	Dublin
Widen to 6 lanes north of Dublin Boulevard	From Dublin Blvd. to County line	Dublin

5.3 Transit

The key transit improvements in the Tri-Valley have been the extension of BART to Dublin-Pleasanton and the institution of ACE commuter service between the Central Valley and Santa Clara County. Local LAVTA WHEELS routes rerouted to serve the BART and ACE station and create transit centers with timed transfers between modes. WHEELS and County Connection routes have also been rerouted and augmented to serve new development areas: North Livermore, East Dublin, and Dougherty Valley. In addition, some new express bus service has been implemented, including subscription bus service between BART and Concord and service between Walnut Creek and Bishop Ranch and the ACE station. Tri Delta transit began new service between East Contra Costa and Livermore.

The development pattern in the Tri-Valley is one of overall low density, however, and the new areas proposed for development will generally reinforce the low-density pattern. The low-density pattern does not support the extensive use of transit or cost-effective transit operations. If transit is to serve a much greater role than it does today, development densities will need to increase. Some plans for higher residential or commercial densities, or both, around BART stations are planned or under development. The East Dublin plan focuses higher densities near the existing BART station. Plans are being developed for a dense commercial and residential development around the planned West Dublin station.

The Tri-Valley Transportation Plan includes several transit improvements. These have been developed by a transit subcommittee of the TVTC that has included representatives from BART, CCCTA (County Connection), LAVTA (WHEELS), and Contra Costa County. The plan includes the following major components: Additional BART station in West Dublin, enhanced ACE commuter service, additional park-and-ride lots, additional express bus service in heavily traveled corridors, additional local bus service to new development areas, reoriented local bus service to serve BART and park-and-ride lots, and decreased headways on existing routes.

The Tri-Valley Transit Plan has been developed to correspond to expected funding levels. Since the area is expected to almost double in population, the hope is that transit funding will also double, although transit funding may not keep pace with population increases. Nevertheless, the plan includes the provision for significant new services plus greater use of existing routes that have available capacity. Additional riders can be served without additional investment.

BART West Dublin Station. The plan includes construction of a new BART station at West Dublin (already under construction). The East Dublin/Pleasanton extension opened in 1998. The planned BART headways are nine minutes.

ACE Commuter Service. The ACE commuter service, which began service through the Tri-Valley in 1998, provides peak-hour commuter train service between the Central Valley and Santa Clara County. The plan would add four round trips per day.

Park-and-Ride Lots. The plan includes the addition of new park-and-ride lots. These would be served by various bus lines and could also serve as staging locations for carpools.

County Connection. The plan calls for the expansion of service from the current six lines serving Tri-Valley (30-minute headways) to eight lines. The lines would serve Danville, San Ramon, Bishop Ranch, and Dougherty Valley; and some would extend down to the East Dublin BART station.

WHEELS. Under the plan, WHEELS service would expand from the current 12 lines with 30–60-minute headways to 21 lines, all with 30-minute headways. The route system would be extensively revised to serve the two BART stations, park-and-ride lots, and the newly-developed areas of East Dublin and North Livermore. Some routes would also extend into San Ramon and Danville.

Express Bus Service. The plan calls for the provision of new express bus routes operating in the I-680, I-580 and Vasco Road corridors.

5.4 Freight Transportation

Freight transportation provides an important contribution to the economy. As such, it is both necessary and appropriate that the plan give strategic priority to the movement of freight. To highlight the strategic importance of freight transportation, this plan designates I-580 as a Critical Freight Route and I-680 as a Major Freight Route. These designations are consistent with the Alameda County Long-Range Transportation Plan. As a Critical Freight Route, I-580 should be accorded priority for federal, state and regional intermodal funding. Also, I-580 should be operated in a manner that ensures that freight can be moved with maximum efficiency. To this end, expenditure priority should be given to those operational improvements necessary to prevent the encroachment of commute traffic from congesting Critical Freight Routes during midday hours (defined as from 9:00 am to 3:00 pm). As a Major Freight Route, I-680 should be given consideration for intermodal funding.

5.5 Transportation Demand Management (TDM)

While the TVTC supports TDM measures, it does not want to base the Plan on unrealistic TDM goals that are not supported by feasible programs. The Plan is based on a goal of an average 10 percent increase in AVR for all employers increasing the AVR from 1.1 to 1.2. This increase would be realized through the adoption and enforcement of local trip reduction ordinances. The 10 percent increase in AVR will bring some of the intersections, otherwise projected to be borderline unacceptable, back into compliance with the MTSOs.

5.6 Land Use and Growth Management

Land use assumptions for this Plan Update are based on ABAG Projections 2005, and were subject to extensive review and input by staff from the TVTC local jurisdictions through each planning department. It should be noted, however, that the Tri-Valley Transportation Plan and Action Plan uses a 2030 forecast that is not the same as General Plan “buildout,” which may be either higher or lower than the adopted forecast.

Overview of Contra Costa Jurisdiction’s Responsibilities Under the GMP

The Contra Costa GMP requires that local jurisdictions follow a procedure for review of impacts resulting from proposed local General Plan amendments that have the potential to influence the effectiveness of adopted Action Plans

The following requirements apply to Contra Costa jurisdictions with regard to compliance with the GMP:

- Submission to Regional Committee of proposed revision(s) to Action Plan to mitigate impacts associated with proposed General Plan amendments. General Plan amendments that would reduce the effectiveness of adopted Action Plans may lead to a determination of non-compliance if the Action Plan cannot be revised with the approval of the Regional Committee and the CCTA.

To respond to this requirement, Contra Costa jurisdictions may include the following types of land-use-policy actions:

- Modify allowable densities for newly developing areas or areas where redevelopment is anticipated.
- Change distribution of planned land uses (new or redeveloped) to reduce impacts on Regional Routes.
- Prohibit urban expansion in specified geographic areas.
- Condition development approvals on progress in attaining Multimodal Transportation Service Objectives.

General Plan Amendments in Contra Costa County

The tools and procedures for conducting General Plan updates and analyzing proposed General Plan amendments will be the same as those used in preparing the Growth Management Elements. If the specific project or policy changes are large enough to meet

requirements established by the region in its adopted Action Plan, the jurisdiction considering the plan amendment must submit the amendment to the Regional Committee for evaluation of its impact on the ability to achieve Action Plan objectives. The Growth Management Program directs the RTPCs to evaluate proposed amendments only in relation to issues affecting Action Plan success and consistency. It will be the responsibility of the jurisdiction considering the amendment to either:

1. Demonstrate that the amendment will not violate Action Plan policies or the ability to meet Action Plan Traffic Service Objectives; or
2. Proposed modification to the Action Plan that will prevent the General Plan amendments from adversely affecting the regional transportation network.

If neither of these can be done, approval of the General Plan amendment may lead to a finding of non-compliance with the Growth Management Program.

General Plan Consistency with Contra Costa Action Plans

The Action Plans for Routes of Regional Significance will be based on adopted General Plan land uses, the existing road network, and planned improvements to the network. Consistency with the Action Plans must be established for any changes to the General Plan that may significantly reduce the ability of the facility to meet the MTSOs. The RTPC will be responsible for establishing the type and size of amendment that will require review by the RTPC and the process for implementing this review. Approval of a General Plan amendment found to be inconsistent with the adopted Action Plans may render the jurisdiction ineligible for Local Street and Maintenance Improvement Funds from the CCTA.

Consistency with the Action Plans can be achieved by revising the proposed amendment, adopting local actions to offset impacts to the Route of Regional Significance, or Council or Board denial of the amendment.

Jurisdictions in the Tri-Valley may implement a proactive Growth and Congestion Management Strategy once a detailed growth management study has been conducted. The study should indicate the development reductions, land use density reductions, or other types of growth management or control that would be required for each applicable Tri-Valley jurisdiction to achieve MTSOs. Any development reduction should be proportional to the traffic distribution percentages for each jurisdiction. Also, the impact of this development reduction to traffic impact fees should be analyzed. All jurisdictions will then review this information and know exactly how much reduction in development or growth management or control is needed to meet the MTSOs.

Jobs-Housing Balance

One of the most important strategies for linking land use and transportation is jobs-housing balance. In theory, the more workers can either find affordable, attractive

housing close to their jobs, or a job that matches their skills and income needs near their place of residence, the more they can shorten the length and duration of their journey to work. Studies have, in fact, shown that a greater jobs-housing balance can shorten work trips, reduce the overall number of work trips and encourage more walking trips.

In addition, since commute patterns in “imbalanced” areas are now highly directional, adding new jobs could encourage commuting in the direction where capacity remains. This shift would spread traffic demand more and make more efficient use of our investment in the system.

Jobs-housing balance in one area, however, doesn't mean that no one will leave to work in another. In a multi-centered, intensively developed and continually changing urban region like the Bay Area, people usually need to travel beyond their immediate neighborhood not only for work, but also for shopping, childcare, recreation, and other needs. And the large number of dual-career households requires difficult balancing between the different commute needs of the two earners. In addition, even if one area achieves jobs-housing balance, imbalances in other areas will draw workers from balanced areas to where there is a deficit of workers to fill the jobs.

For example, even though the Tri-Valley has a pretty good balance between jobs and employed residents, around 45 percent of those employed residents commute to jobs outside that sub-area. As long as the Silicon Valley continues adding new jobs but few new houses, those businesses will need to bring in workers from adjoining areas like the Tri-Valley and even further afield. Employers in the Tri-Valley will likewise need to find their workers in places like Central and East Contra Costa and the Central Valley.

Urban location theory suggests that greater jobs-housing balance should occur as part of market interactions. While this balancing appears to have taken place, at least to some extent and in some areas, it has not occurred in the Bay Area. If local and regional policies can make a greater proximity between jobs and housing attractive and affordable to the workers in those jobs, the jobs-housing balance can help support greater efficiency on the transportation system.

5.7 Additional Action Plan Actions

The Tri-Valley Transportation Plan includes programmed projects to address future transportation needs throughout the Tri-Valley and specific projects along each Route of Regional Significance. These projects were identified in previous sections of this chapter. The roadway projects specific to the Routes of Regional Significance were identified in Tables 8 and 9. The analysis of the future travel demand with the programmed improvements indicates that the Tri-Valley will not be able to meet all of the goals of the Plan as reflected in the MTSOs. Additional programs to reduce the amount of vehicular travel or projects to provide additional roadway capacity will be required. To address these potential deficiencies, additional actions have been identified. These include regional actions designed to improve travel conditions throughout the Tri-Valley as well as additional actions for Routes of Regional Significance.

Regional Actions

Listed below are regional actions that are intended to reduce congestion and improve efficiency on the regional transportation system. These actions are broader in nature than the route-specific actions identified in the following subsection. Implementation of regional actions requires a coordination effort among local jurisdictions and regional agencies. The TVTC jurisdictions, while not able to implement all of these actions directly, agree to use every opportunity to work cooperatively with responsible agencies, including Caltrans, BART and MTC, toward their successful implementation.

1. Increase AVR for peak hour trips from 1.1 to 1.2 through increased number or frequency of express buses, new HOV lanes, other transit improvements and local TDM programs.
2. Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies. These strategies could include traffic operations systems and ramp metering, provided studies show that metering would effectively reduce overall delay within the corridor and not adversely affect operations of adjacent intersections. Provide HOV bypass lanes wherever space permits.
3. Support growth that achieves an overall jobs-housing balance within the Tri-Valley.
4. Support new funding sources to support commute alternatives and alternative-fueled vehicles for transit operators to fund needed transportation projects. The extension of county sales tax measures is one potential source of such funding. The State legislature has also passed enabling legislation that would allow MTC to propose a regional gasoline tax to the people of the Bay Area that would focus on providing increased funding for commute alternatives and other transportation projects.
5. Support active promotion of regional ridesharing services and commute incentives.
6. Support development of a seamless HOV network in the Tri-Valley to encourage the use of carpools and bus transit, and explore the possibility of connecting the HOV network to adjoining areas.
7. Encourage increases in transit services to meet the needs of the Tri-Valley, particularly the needs of the transit dependent.
8. Investigate the use of high-capacity transit wherever it might be appropriate.
9. Work to find sources of stable funding to support ongoing transit operations and to support new or enhanced express bus service.
10. Increase coordination of bus services between transit operators (both inter- and intra-county).

11. Support the preparation by Caltrans of an incident management plan for the State highways in the Tri-Valley. The TVTC recognizes that incidents can have a profound effect on traffic conditions both on the freeways and on the arterials.

Specific recommendations for expansion of transit services include the following:

1. Regional Express Bus Program
2. Expand BART Bus Feeder Service
3. Study BART Extension to Livermore
4. Explore Application of Bus Rapid Transit Project
5. Systemwide Bus Stop Improvements
6. Expansion of Paratransit Services
7. Support Transit Service in Vasco Road Corridor

Additional Actions for Routes of Regional Significance

This section describes additional actions for specific Routes of Regional Significance within the Tri-Valley designed to address potential deficiencies in MTSO values for 2030. These actions are above and beyond the actions identified in Tables 8 and 9 that are already programmed. Once the Plan is adopted, each jurisdiction will be responsible for making a good faith effort to implement the agreed-upon actions. In Contra Costa County, a jurisdiction's compliance with the 1988 Measure C Growth Management Program will be judged based partly upon its efforts to implement these agreed-upon actions.

The actions, programs and measures identified in the Action Plan are intended to mitigate congestion and achieve the MTSOs assuming that future traffic will be constrained by the limited capacities of highway facilities serving the Tri-Valley Gateways (see Section 5.2, "Gateway Constraints"). An individual jurisdiction may also elect to implement more stringent actions, measures or programs, in addition to those identified in this plan, on facilities within its jurisdictions.

Interregional Routes

I-580

- I-580: Construct High Occupancy Vehicle (HOV) Lanes
- I-580: Construct HOV Lanes, Vasco to San Joaquin
- I-580 Eastbound / Westbound HOV Lane
- I-580 WB High Occupancy Toll (HOT) Lane

I-680

- I-680/Sycamore Valley Rd HOV Ramps
- Northbound I-680 HOV Lane Extension: Through the SR 24 junction, this element includes a new HOV flyover structure.
- Evaluate ramp-metering on I-680 as a method for maintaining an acceptable level for the delay index on both the freeway as well as the local roadway network
- I-680 Express Bus System Expansion
- Improve geometrics of intersection of Crow Canyon Road/I-680 southbound off-ramp

SR-84

- Isabel Avenue extension
- SR 84 Expressway
- SR 84 Expressway Widening
- Isabel Ave Widening
- Study extension of Isabel Avenue North of I-580

Vasco Road

- I-580/Vasco I/C Improve to ultimate configuration

Intra-Regional Routes

Danville Boulevard

- Stone Valley Rd. / Danville Blvd. Intersection Improvements

6. FINANCIAL PLAN

6.1 Overview of the Financial Plan

The projects and programs of the Tri-Valley Transportation Plan and Action Plan receive funding from a variety of sources. Many of the projects and programs designed to address needs within an individual community are funded by the general revenues of the jurisdiction (city or county) in which the project is being implemented or through development impact fees specific to the jurisdiction. Larger projects of a more regional nature generally receive funding from a variety of funding sources designed to address subarea or regional issues. These include revenue from the county sales tax measures for Alameda County (Measure B) and Contra Costa County (Measures C and J).

Measure B was passed in 2000 and extended the half-cent sales tax for transportation in Alameda County through the year 2022. Measure B provides roughly \$3 billion over the 20-year period. Some of the key Tri-Valley projects funded by Measure B are the following:

- I-580 Auxiliary Lanes
- I-580 BART to Livermore Studies
- I-680 SMART Lanes (HOV/HOT)
- SR 84 Expressway
- Vasco Road Safety Improvements
- Altamont Commuter Express Rail Capital Improvements
- Bicycle and Pedestrian Trail Improvements

Measure C in Contra Costa County was passed in 1988 and provides a half-cent sales tax for transportation through the year 2008. Measure J was passed in 2004 and extends the half-cent sales tax through 2034. Measure C is currently providing roughly \$70 million to \$80 million per year and Measure J will provide roughly \$ 2 billion over the 25-year period. Some of the key Tri-Valley projects that will be funded by Measures C and J are the following:

- I-680 HOV Lane Gap Closure and Transit Corridor Improvements
- Local Street Maintenance and Improvements
- Major Street:
 - Traffic Flow, Safety and Capacity Improvements
 - Transportation for Livable Communities Grants
 - Pedestrian, Bicycle and Trail Facilities
 - Bus Services
 - Transportation for Seniors and People with Disabilities

- Commute Alternatives
- Congestion Management, Transportation Planning Facilities and Services
- Safe Transportation for Children

Additional regional funds are provided by the following federal, state and regional sources:

- Federal Surface Transportation Funds – SAFETE-LU
- State Transportation Development Act (TDA)/State Transit Assistance (STA) Revenues
- State Transportation Improvement Program (STIP) Funds
- State Corridor Management Improvement Account (Prop 1B)
- State Environmental Enhancement and Mitigation
- STDA, Article 3 – Bicycle and Pedestrian Funds
- Bridge Toll Revenues
- Regional Measure 2 Bridge Toll Revenues for Specific Projects and Programs
- AB 1107 half-cent sales tax revenues for transit (BART and AC Transit)
- Transportation Fund for Clean Air - Vehicle Registration Fees for Clean Air Programs

Because of the dramatic growth that is expected in the Tri-Valley and the surrounding areas, the funding from the sources identified above will not be sufficient to address all of the travel needs in a way that allows the area to meet all of its MTSOs in 2030. Since the first plan was adopted in 1995, the TVTC has looked to an additional Tri-Valley funding from new development that can be linked directly to new development. Two elements of the financing plan for the Tri-Valley Transportation Plan and Action Plan are designed to address this additional need for funds: the sub regional transportation impact fee, and the cost-sharing formulae for road improvements that benefit multiple jurisdictions.

6.2 Subregional Transportation Impact Fee

In 1998, the member jurisdictions of the Tri-Valley Transportation Council entered into a Joint Exercise of Powers Agreement (JEPA) that established the Tri-Valley Transportation Development Fee, or TVTDF. The TVTDF comprises a set of uniform fees on new development within the Tri-Valley area. The use of the fee is guided by the TVTDF Strategic Expenditure Plan, which outlines the priorities for the Tri-Valley area as agreed to by the seven TVTC member agencies. The TVTDF Strategic Expenditure Plan lists project costs for each of the potential projects to be funded; estimates expected project costs; identifies potential revenue sources for the projects; sets a prioritization plan and a timeline for project delivery; and identifies the TVTDF jurisdiction responsible for overseeing implementation of the project.

The 26 projects that the fee can fund are shown below. They are divided into two groups. Exhibit A projects are the original 15 projects funded through the fee program adopted in 1995. The 11 Exhibit B projects have recently been added in the latest update of the fee nexus study. Three of the original projects have already been completed. They are indicated below.

Exhibit A

1. I-580 / I-680 Interchange (COMPLETE)
2. I-680 / Alcosta Blvd I/C (COMPLETE)
3. Vasco Road Safety Phase I
4. Vasco Road Safety Phase II
5. Crow Canyon Road Safety Phase I
6. Crow Canyon Road Safety Phase II
7. I-680 HOV Lanes SR 84 to Sunol Grade (COMPLETE)
8. I-580 Eastbound HOV Lane
9. I-580 Westbound HOV Lane
10. SR 84 Expressway
11. SR 84 I/C
12. Express Bus Service
13. I-680 Aux Lanes Segment 2
14. West Dublin/Pleasanton BART Station
15. I-580/Foothill/San Ramon I/C

Exhibit B Projects

1. I-580/I-680 WB to SB
2. 5th EB I-580 through lane, Santa Rita Rd to Vasco Rd
3. I-580 First Street I/C
4. I-580 Vasco Rd I/C
5. I-580 Greenville I/C
6. Jack London Blvd Extension to El Charro Rd
7. El Charro Rd Extension
8. Camino Tassajara Widening (East Blackhawk Dr to County Line)
9. Stone Valley Rd. / Danville Blvd. Intersection Improvements
10. I-680 HOV Lanes Livorna Road to North Main
11. I-680 HOV Facilities/Express Bus

6.3 Shared Facilities

Implementation of much of the planned arterial system will be the direct responsibility of new development. Many of the arterials, however, are shared among jurisdictions. For each of these improvements, a negotiated agreement needs to be reached about cost sharing between jurisdictions. The cost-sharing approach could be based on which jurisdiction's traffic is expected to use the facility, or it could be based simply on the boundaries within which the facility lies, or a combination. These agreements should be negotiated in advance so that when development takes place, the responsibility for road improvements is clear.

7. PLAN IMPLEMENTATION, MONITORING, AND REVIEW

This chapter describes how the Tri-Valley Transportation Plan will be implemented. Specific topics include plan adoption by member jurisdictions, ~~collection of the subregional traffic impact fee~~, procedure for monitoring transportation service objectives, and procedures for handling development applications.

7.1 Plan Adoption and Amendment

As specified in the Joint Powers Agreement (JPA) that created the TVTC, adoption of the Tri-Valley Transportation Plan shall require the unanimous vote of all members of the TVTC. Following plan adoption, all TVTC member jurisdictions agree to consider the Plan when adopting or amending circulation elements of their general plans and specific plans, zoning ordinances, or capital improvement programs.

While compliance with the Tri-Valley Transportation Plan (TVTP) is essentially voluntary among the Alameda County jurisdictions, at least until aspects of the TVTP become part of the Alameda County Congestion Management Program, the Contra Costa jurisdictions have a mandate for compliance. Because the TVTP constitutes the Action Plan for the Contra Costa Tri-Valley jurisdictions, as required by Measure C. Thus, to maintain compliance with Measure C, the Contra Costa County Tri-Valley jurisdictions must make a good-faith effort to implement the planned actions to maintain compliance with Measure C and J or risk losing their return-to-source funds. Compliance is tied to local implementation of action policies as described in Chapter 5, "Action Plan." One locality, however, cannot be judged ineligible for local street maintenance and improvement funds because of the unwillingness of another locality to participate in the process.

NOTE: the following paragraphs were moved from the former section called "Amending the Plan".

The first TVTP was adopted in January 1995 and the TVTC updated it in 2000 in conjunction with the preparation of the 2000 Contra Costa Countywide Comprehensive Transportation Plan. The 2008 TVTP is the second update to the original plan. In the future, the TVTC is expected to comprehensively update the TVTP every four to eight years.

More focused amendments to the TVTC can be triggered by: ~~periodic review of the plan (every two to four years);~~

1. Responses to identified exceedances of adopted MTSOs violations;
2. A jurisdiction's proposal to adopt a major general plan amendment that was not considered in the existing plan and that propose new or modified actions in the TVTP; and/or

3. A change in the major assumptions underlying the Plan, such as a change in the assumptions for Gateway Constraints would constitute the latter.

This plan is based upon the assumption that major gateways into Tri-Valley will not be expanded beyond the capacities assumed for the gateways as set forth in Chapter 5. Any change in these assumptions, such as the addition of HOV lanes on I-580 over the Altamont Pass, would require that this plan be amended to incorporate revised assumptions for the Tri-Valley gateway constraints. Increased capacity at the gateways could significantly increase projected congestion on downstream freeway sections and arterial streets. As specified in the Joint Powers Agreement governing the TVTC, amendments to the plan will require a unanimous vote of all members of the TVTC.

NOTE: The section on “Plan Financing” has been moved to the updated Chapter 6, Financial Plan, where it has been edited and updated. The updates will reflect the current status of the TVTDF and the recently-adopted fee nexus study as well as broader changes in funding that could affect the financing of the projects and actions in the TVTP.

7.2 Monitoring Multimodal Transportation Service Objectives

The Multimodal Transportation Service Objectives (MTSOs) are the heart of the TVTP. They represent the both the TVTC’s objectives for how the Regional Routes function and its yardstick for measuring progress for achieving its goals. Chapter 5, Action Plan, outlines the MTSOs and the Regional Routes to which they apply. While certain growth assumptions are a part of the plan, they serve merely to guide the specification of a planned transportation system and financing program. The TVTP does not control growth directly but indirectly through the TSOs.

Currently, Under existing conditions, the MTSOs relating to freeway and intersection levels of service are largely being met. With forecast growth, however, many of the MTSOs are expected to be exceeded by 2030, even with planned improvements and the other actions outlined in the TVTP. Future growth should be matched with road improvements so that the TSOs continue to be met. Achievement of the TSOs depends upon successful implementation of the actions, measures, and programs set forth in Chapter 9, “Action Plan.”

As part of the periodic comprehensive review and update of the TVTP, the TVTC will monitor the current status of the MTSOs and forecast their status in the future. This monitoring will rely on data collected from the CCTA and the Alameda CMA.

In Contra Costa County, if, following good faith implementation of the Action Plan, a TSO is not met, then the Plan would need to be reevaluated through the forum of TVTC and SWAT. Amendments to the Plan could include a relaxation of TSOs, a strengthening of actions, or a combination of these approaches. In Alameda County, the jurisdiction

with the TSO violation can elect to modify growth rates, improve the facility, or seek a lower TSO standard through the amendment process set forth in this chapter.

The TSOs related to mode split and average vehicle ridership are goals for achievement by 2010. They need to be monitored and adjustments to the plan made if progress is not being made. Progress should be defined as increasing transit ridership and increasing average vehicle ridership.

The TSOs should be monitored, as part of the updating of the Action Plans. The following describes how each should be measured. Each jurisdiction should report the results of their monitoring activities to the TV TAC for review. Any TSO violations should be forwarded to the TVTC with recommended actions.

Freeway Levels of Service. This MTSO is expressed in terms of hours of congestion. Hours of congestion can be measured with traffic counts or speed runs and should apply to mixed-flow lanes only. The plan uses a capacity of 2,200 vehicles per lane per hour (1,100 vehicles capacity for auxiliary lanes). Traffic counts can also be used to show duration of congestion. Freeway monitoring should be done by Caltrans or the CMA.

Delay Index. The Delay Index compares the time required to travel between two points during the peak hour to the time required during non-congested, off-peak hours. This measure is defined as the observed travel time divided by the free-flow travel time:

$$\text{Delay Index (DI)} = (\text{Observed Travel Time}) \div (\text{Free-Flow Travel Time})$$

The minimum value for the Delay Index — which indicates minimum delay — is 1.0. A DI of 1.0 indicates that traffic is moving at free-flow speed, as measured by floating car runs, unconstrained by congestion but not exceeding the posted speed limit. (In calculating DI, it is assumed that vehicles will not exceed the posted speed limit.) As congestion increases and average speed decreases, the DI increases as well. For example, a DI of 2.0 indicates that the trip takes twice as long during peak hours as during the off-peak, due to congestion and slow speed.

Intersection Levels of Service. Intersection levels of service should be calculated using the VCCC CCTALOS method program for AM and PM peak hours based on turning-movement counts. Intersection monitoring should be conducted by the jurisdiction in which the intersection lies. The intent of the TVTTP is to maintain the intersection MTSO at all signalized intersections. However, to avoid extensive data collection, each jurisdiction should establish a list of critical intersection for monitoring. TVTC should initiate a discussion of utilizing intersection level-of-service calculations based on the Highway Capacity Manual as a supplement or alternative to the VCCC program CCTALOS method.

Mode Split. Mode split is virtually impossible to measure in the field, except through extensive home interview and work place surveys. These data are available every decade from the U.S. Census and periodically from MTC. In between times, transit ridership should be monitored as a surrogate for mode split. The mode split goal of the TVTTP can

only be met if transit ridership increases ~~annually~~ over the reporting period. The transit operators routinely collect and report annual ridership.

Average Vehicle Ridership. This MTSO relates directly to commute trips. The Tri-Valley Transportation Plan includes a regional action to increase AVR from 1.1 to 1.2. Several Tri-Valley jurisdictions maintain voluntary employer trip reduction programs to increase AVR.

7.3 **Development Applications** Review and General Plan Amendments

As noted above, the JPA that established the Tri-Valley Transportation Council requires each member jurisdiction to consider the TVTP when it adopts or amends circulation elements of their general plans and specific plans, zoning ordinances, or capital improvement programs. In addition, the JPA requires member jurisdictions to bring proposed new transportation projects of “regional or subregional significance” to the TVTC for review and comment.

The member jurisdictions, as part of the adoption of the Tri-Valley Transportation Plan, have agreed to analyze the impacts of will bring additions to the analysis required of new development ~~and does not relieve the jurisdiction of meeting CEQA and CMA requirements. This will affect both environmental impact reports and general plan amendments~~ and to share the results of these analyses with other Tri-Valley jurisdictions. These analyses shall assume gateway constraints described in this plan as described in the Contra Costa Transportation Authority’s has incorporated the use of gateway constraints in their Technical Procedures.

The TVTP recognizes that the Alameda and Contra Costa members of the TVTC must respond to different county wide requirements for analyzing the effects of land use or land use plan changes: the Alameda jurisdictions must fulfill the requirements of the Alameda Congestion Management Program while the Contra Costa jurisdictions must fulfill the requirements of both the Measure C Growth Management Program (which will be superseded by the Measure J GMP in 2009) and the Contra Costa CMP.

~~Environmental Impact Reports~~ Development Review. Member jurisdictions must analyze the impacts of any development project that generates more than 100 peak hour vehicle trips ~~These and must~~ should be circulated that analysis to all the jurisdictions that make up the TVTC. This analysis may be circulated separately or as part of CEQA documents prepared by the lead agency. ~~, since most projects large enough to require an EIR will impact more than one jurisdiction. In addition to any other cumulative analysis, the cumulative analysis section of each EIR should consider the Expected Land Use and transportation scenario on which the TVTP is based. The CMAs are required to use ABAG projections. The Expected Land Use scenario is greater than ABAG so it is more conservative and should be considered consistent. Lead agencies may elect to use the Transportation impacts should be stated in terms of whether or not the project would lead to a violation of Transportation Service Objectives~~ MTSOs as thresholds of significance in their CEQA documents. ~~Transportation mitigation measures should be consistent with~~

the TVTP network. Consistent with the JPA, the member jurisdiction should forward any regional and subregional transportation projects proposed as mitigation measures for the project for TVTC review and comment.

Contra Costa jurisdictions must conduct this analysis consistent with the Contra Costa Transportation Authority's Implementation Guide and Technical Procedures. Alameda jurisdictions must assess the effects of the development on the Metropolitan Transportation System consistent with the Alameda CMP.

General Plan Amendments. Member jurisdictions must analyze the impacts of any amendment to their General Plans that generates more than 500 peak hour vehicle trips and must circulate that analysis to all the jurisdictions that make up the TVTC. This analysis may be circulated separately or as part of CEQA documents prepared by the lead agency. The 2010 expected land use and transportation network, which are incorporated into the TVTP, are based on information supplied by the TVTC member jurisdictions on their expected 2010 developments as of June 1994. Any general plan amendments may affect either the adequacy of the planned network or the financing plan. Any jurisdiction considering a general plan amendment should evaluate its impact on the TVTP and demonstrate that the proposed amendment would not significantly reduce the ability to achieve the MTSOs. Transportation Service Objectives could still be met. If further transportation improvements are necessary beyond what are in the TVTP, the jurisdiction should specify how they would be funded.

~~The Action Plans for Routes of Regional Significance will be based upon adopted General Plan land uses, the existing road network, and planned improvements to the network. Consistency with the Action Plans must be established for any changes to the General Plan that may significantly reduce the ability of the facility to meet the Traffic Service Objectives. The Regional Committee will be responsible for establishing the type and size of amendment that will require review by the Regional Committee and the process for implementing this review. For the Contra Costa jurisdictions, approval of a General Plan Amendment found to be inconsistent with the adopted Action Plans may result in a finding that render the jurisdiction is out of compliance with the Measure C or J GMP and thus ineligible for Local Street Maintenance and Improvements and CC-TLC funds from the CCTA.~~

Consistency with the Action Plans can be achieved by revising the proposed amendment, adopting local actions to offset impacts to the Route of Regional Significance, or Council or Board denial of the amendment.

Growth Management Tools. The TVTP is not intended to be a land use control document. While the plan is based on a set of growth assumptions, the plan should not be interpreted as limiting growth to the assumed levels. Nevertheless, the plan does establish Transportation Service Objectives, which may indirectly influence growth rates. Growth beyond what is assumed herein may occur provided the TSOs are met.

If there are MTSO ~~violations~~exceedances, or projected MTSO ~~violations~~exceedances, in a Tri-Valley jurisdiction, then that jurisdiction can either (a) implement transportation improvements (e.g., road widening) to correct the MTSO deficiency on that affected network segment, or (b) implement other measures intended to result in measurable improvements to MTSOs on the Routes of Regional Significance network and contribute to significant improvements in air quality. Failing this, the jurisdiction can refer the problem to the TVTC for joint resolution. ~~In the event that the TVTC cannot resolve the violation to the mutual satisfaction of all members, the jurisdiction may modify the TSO standard, but only if other jurisdictions are not physically impacted.~~

The tools and procedures for conducting General Plan ~~updates in Contra Costa County~~ amendments and analyzing proposed General Plan amendments ~~shall be in accordance with the Measure C/J Technical Procedures and Implementation Documents.~~ will be the same as those used in preparing the Growth Management Elements. If the specific project or policy changes are large enough to meet requirements established by the region in its ~~adopted Action Plan~~ generate more than 500 peak hour vehicle trips, the jurisdiction considering the Plan amendment must submit the amendment to the Regional Committee for evaluation of its impact on the ability to achieve Action Plan objectives. ~~The Growth Management Program directs the RTPCs to~~ TVTC would then evaluate proposed amendments only in relation to issues affecting Action Plan success and consistency. It will be the responsibility of the jurisdiction considering the amendment to either:

1. Demonstrate that the amendment will not violate Action Plan policies or the ability to meet Action Plan Traffic Service Objectives; or
2. Propose modification to the Action Plan that will prevent the General Plan amendment from adversely affecting the regional transportation network.

If neither of these can be done, approval of the General Plan amendment by a Contra Costa jurisdiction may lead to a finding of non-compliance with the Growth Management Program.

In Contra Costa County, if a MTSO is not met following implementation of the Action Plan, the Plan would need to be reevaluated through the forum of TVTC and SWAT. Amendments to the Plan could include a relaxation of MTSOs, a strengthening of actions, or a combination of these approaches. In Alameda County, the jurisdiction with the MTSO violation can elect to modify growth rates, improve the facility, or seek a lower MTSO standard through the amendment process set forth in this chapter.

7.4 Amending the Plan

~~Amendments can be triggered by: periodic review of the plan (every two to four years); identification of TSO violations; a jurisdiction's proposal to adopt a major general plan amendment that was not considered in the existing plan; and/or a change in the major assumptions underlying the Plan. A change in the assumptions for Gateway Constraints would constitute the latter.~~

~~This plan is based upon the assumption that major gateways into Tri-Valley will not be expanded beyond the capacities assumed in the Expected Network as set forth in Chapter 5. Any change in these assumptions, such as the addition of HOV lanes on I-580 over the Altamont Pass, would require that this plan be amended to incorporate revised assumptions for the Tri-Valley gateway constraints. Increased capacity at the gateways could significantly increase projected congestion on downstream freeway sections and arterial streets.~~

~~As specified in the Joint Powers Agreement governing the TVTC, amendments to the plan will require a unanimous vote of all members of the TVTC.~~

7.5 Conflict Resolution

Because of the importance of support for the Plan by all members of the TVTC, the Council should act on a consensus basis. ~~However,~~ Some cases may arise, however, in which consensus cannot be reached. In cases where conflict exists between jurisdiction within one county, resolution should be negotiated through the forum of the Congestion Management Agency for the respective county. In cases where conflict exists between jurisdictions in different counties, resolution should be negotiated through the TVTC with the provisions of the Joint Powers Agreement applying. These provisions state the following:

1. Unanimous vote of all members required for plan adoption and amendment.
2. Unanimous vote of all members required for adoption of annual work program and budget.
3. Five votes required for grant applications, expenditure of funds, execution of contracts, ~~adoption~~ and adoption of rules of procedure.
4. Majority vote of all members present required for action on any other matter.

7.6 Future Role of TVTC

It is anticipated that implementation of the Action Plan will rest primarily with the individual jurisdictions. However, the plan has identified some continuing functions for the TVTC, as follows:

- ~~■ Housing and future updates of the Tri-Valley Model~~
- ~~■ Updates and amendments to the Tri-Valley Transportation Plan~~
- Development and implementation of a regional traffic impact fee Updates and amendments to the Tri-Valley Transportation Development Fee (TVTDF)
- Coordinated implementation of actions requiring inter-jurisdictional cooperation, including supporting the funding and development of the projects and programs listed in the TVTDF.


AGENDA ITEM 12



CONTRA COSTA TRANSPORTATION AUTHORITY

COMMISSIONERS: *Charlie Abrams, Chair* *Dave Hudson, Vice Chair* *Janet Abelson* *Susan Bonilla* *Donald P. Freitas*
Federal Glover *Brad Nix* *Julie Pierce* *Don Tatzin* *Maria Viramontes*

TO: Barbara Neustadter, TRANSPAC Lisa Hammon, WCCTAC
Andy Dillard, SWAT Mike Tassano, TVTC
Steve Goetz, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director 

DATE: January 17, 2008

SUBJECT: Items approved by the Authority on January 16, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its **January 16, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. MTC's 2009 Regional Transportation Plan (RTP) Financially Constrained and "Visionary" Project Lists Submittal Process.** MTC is in the process of preparing its 2009 RTP. The Bay Area CMAs will coordinate the submittal and updating of a comprehensive list of projects for the Update (also referred to as T-2035) from local jurisdictions, transit operators, and other project sponsors. The project list covers both financially constrained and "visionary" projects. Submittals are due by March 5, 2008. *The Authority approved the three recommendations contained in the Board item. Staff will work with the RTPCs, transit operators and TCC to prepare project lists, program recommendations, and other comments for discussion at the February 6th Planning Committee meeting, with action by the Authority scheduled for February 20th. (Attachment)*
- 2. Approval to Distribute the Calendar Year (CY) 2006 & 2007 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2007-08 Local Street Maintenance and Improvement Funds.** Staff has prepared the final CY 2006 & 2007 GMP Checklist for release to local jurisdictions in January 2008. Jurisdictions will have until June 30, 2009 to submit the checklist, which covers payment of Measure C Local Street Maintenance and Improvement Funds for FY 2007-08 and FY 2008-09. Payment of funds for the last quarter of FY 2008-09 (April 1 through June 30, 2009) will be subject to the Initial Measure J GMP Checklist, which is scheduled to be released in January 2009. *The Authority approved the checklist.*
- 3. Call for Projects for Second-Cycle T-PLUS Funds:** Approximately \$400,000 in additional federal Surface Transportation Planning (STP) funds is available through MTC for the second-cycle Transportation Planning Land Use Solutions Program. Funds may be used to Develop Transportation Oriented Development (TOD) Specific Plans at Existing and Proposed Transit Centers and to facilitate planning efforts for Priority Development Areas.

Subject	MTC's 2009 Regional Transportation Plan (RTP) Financially Constrained and "Visionary" Project Lists Submittal Process
Summary of Issues	<p>MTC is in the process of preparing its 2009 RTP. The Bay Area CMAAs will coordinate the submittal and updating of a comprehensive list of projects for the RTP (also referred to as T-2035) from local jurisdictions, transit operators, and other project sponsors. The project list covers both financially constrained and "visionary" projects. Submittals are due by March 5, 2008.</p> <p>The issues are: (1) MTC envisions a process whereby MTC staff would ultimately select projects for the financially constrained portion of the RTP, and only those projects would be eligible for real funding after adoption of the 2009 RTP; (2) in creating targets MTC staff have aggregated all funding types and added 50 percent for "flexibility", which obscures the significant financial constraints facing transportation over the next 27 years; and (3) MTC is proposing consideration of a "regional" network of high occupancy toll (HOT) lanes that go well beyond existing statutes, with very optimistic assumptions about how much revenue could be generated, and how it would be spent.</p>
Recommendations	<p>Staff recommends that the Authority: (1) submit a financially constrained project list for its "county share" STIP funds, Interregional Improvement Program (ITIP) funds, and transportation enhancement (TE) funds; (2) update the cost and status for remaining projects beyond the financially constrained lists; and (3) make policy and program proposals for an equitable share of regional surface transportation program (RSTP), congestion mitigation/air quality (CMAQ) funds, and state transit assistance (STA) funds.</p>
Financial Implications	<p>Projects that are not included in the financially constrained element of the 2009 RTP will be ineligible to receive future state or federal funding. Assuming that Contra Costa should receive a population-based "fair share" of all funding sources, the following funding targets are proposed (2007 \$): "county share" RTP funds, \$380 million; ITIP, \$168 million; TE, \$24 million; RSTP/CMAQ, \$527 million; and STA "population share" funds, \$175 million.</p>
Options	<ol style="list-style-type: none"> 1) Expand the "Call for Projects" beyond our work with the RTPCs and transit operators; 2) Use MTC's "expanded" target for prospective funding available to Contra Costa, ignoring actual financial constraints; and/or 3) Assume a portion or all of the prospective "HOT lanes" revenue would be available, and propose projects against that potential revenue.

<p>Attachments</p> <p><i>(See PC packet for Item 1 and the unreferenced Tables 1, 2 & 3)</i></p>	<ol style="list-style-type: none"> 1. Letter from MTC announcing T-2035 Call for Projects, December 26th, 2007; and 2. Authority Criteria for selection of projects for the financially-constrained portion of the 2009 RTP, adopted in December 2007.
<p>Changes from Committee</p>	<p><i>The Committee endorsed staff's proposed approach as described herein, reflecting information that became available over the holiday period and MTC's agreement to postpone submittals to March 5, 2008.</i></p>

Background

The Metropolitan Transportation Commission (MTC) is proceeding with the 2009 Regional Transportation Plan (RTP) Update. The schedule calls for the Draft Financially Constrained Element to be issued in June 2008. The full Draft RTP will follow in late 2008. Adoption of the Final 2009 RTP is tentatively scheduled for early-to-mid 2009.

As a planning document, the 2009 RTP Update (T-2035) will outline the region's programmatic and policy objectives for the 25-year time period of 2009 through 2033. The financially constrained element of the RTP is significant, because any transportation project requiring future state or federal funding must be included within that element.

Unfortunately, as noted in the "Summary of Issues", MTC's "call for projects" obscures the actual financial circumstances facing transportation by aggregating revenues, ignoring real statutory constraints, and not discussing continuity of, for example, transit operations. In addition MTC staff is proposing to include over \$5 billion in speculative revenues from a regional HOT lane network. For "bidding targets" for the CMAs, MTC has then increased the aggregate of these optimistic assumptions by 50 percent. These assumptions mask the very real and significant funding challenges facing the region over the RTP's assumed funding period (2013 through 2033), thereby creating false expectations about the opportunity for new projects and programs.

To underscore our view of fiscal reality, the 2005 RTP estimate for Contra Costa county share STIP funds totaled approximately \$555 million in 2004 dollars.¹ For the 2009 RTP, our analysis suggests that number has shrunk to \$380 million in 2007 dollars, reducing the opportunity for new project investments funded from our future county share funds – our most flexible source.²

MTC's "Call for Projects" for the Transportation 2035 Plan

On December 26, 2007, MTC issued a "Call for Projects" for the 2009 RTP. The overall funding "boundary" or target for Contra Costa was set at \$4.86 billion in total project cost (escalated). This was calculated based upon MTC staff's estimate of Contra Costa's population share of the roughly \$22 billion in its "discretionary" fund revenues (including \$5.27 billion in prospective HOT lanes revenue), plus a 50 percent addition to provide further flexibility for MTC to select projects. In stark contrast, the funds that

¹ Based on analysis by Dennis Fay, Alameda CMA, of MTC's December 2003 RTP Fund Estimate Adoption.

² Conceptual comparison only, since some assumptions have changed since the December 2003 estimate.

are truly most discretionary to Contra Costa – our county share STIP funds – and to MTC – the RSTP/CMAQ funds – total \$380 million (2007 dollars) and \$527 million (2007 \$), respectively. We further note that the RSTP/CMAQ funds have historically been used for both on-going needs of local streets and roads rehabilitation, and for MTC’s “regional” bicycle and TLC/HIP programs, so the degree to which they are “truly” discretionary is problematic. Under the call for projects, the Congestion Management Agencies (CMAs) are to coordinate project submittals for their county.

MTC staff intends to undertake a project-level performance evaluation and policy review to determine which projects it will ultimately include in the financially constrained element of the plan. CMA staff is providing input to MTC regarding prospective performance criteria that will be applied to establish project priorities. However, Authority staff is concerned that MTC staff is focusing on narrow criteria that are based on their subjective views of what is important, which may not sufficiently address mobility concerns of Contra Costa residents and businesses. We are concerned that the process, as outlined, is neither sufficiently collaborative nor transparent, and assumes far too much discretion on the part of MTC.

Proposed Response to MTC’s “Call for Projects”

Per Authority direction staff is working with our project sponsors through the RTPCs and transit operators to respond to the call for projects. We propose preparation and adoption by the Authority of a financially constrained list for the STIP comprised of our county share, ITIP and TE funds. We also propose adoption of a list of additional desired projects beyond financial constraints, and of proposed policies and programs for the RSTP/CMAQ and population based STA funds. All projects would be input into the project database maintained by MTC. We will rely primarily on existing sources of project data, which include the adopted 2005 RTP (T-2030, as amended), and, more recently the Authority’s updated Congestion Management Program (adopted in November 2007),³ and updates as available.

Committed projects are those that have a firm commitment for funding through either local, regional, state, and/or federal sources. For the purpose of this exercise, committed projects will include those that are in the 2007 TIP, or are 100 percent locally funded. Table 1 (PC packet) shows the current listing of committed projects in the 2005 RTP. *Staff will update the cost estimates for each project, and will indicate if the project has been completed or is presumed to be fully funded (as noted by an asterisk).*

Public Outreach

MTC has asked that the CMAs develop, execute, and document “a public involvement and outreach effort to allow members of the public to weigh in on projects/programs to be advanced by the CMA to MTC.” [Attachment A, p. 2]. Given the short timeframe, the proposed outreach plan will rely primarily upon the existing public forums available through the RTPCs and Authority standing committees, as follows:

- *General Mailing:* Staff will prepare a one-page notice for mailing to a subset of the Authority’s full mailing contact list, informing local jurisdictions, stakeholders and participants of the overall process and proposed meeting dates.

³ The CMP includes a financially unconstrained list of project in its Capital Improvement Program (CIP), published in its Appendix E.

- *Notify the RTPCs:* The RTPCs will be notified to agendize the T-2035 project development effort at the regular monthly meetings of the technical and policy committees. Members of the public are welcome to attend those meetings.
- *Citizens Advisory Committee:* This item will be agendized for the January 23 CAC meeting, at which time, the committee members and members of the public may provide input.
- *Technical Coordinating Committee:* The TCC will review the proposed project lists in January.
- *CCTA Website:* We will update the Authority's website with new information regarding the "Call for Projects," in the context of the 2008 Countywide Plan Update.

Proposed Schedule

The deadline for submittal of all projects into the T-2035 database is March 5, 2008. To meet this extremely tight timeframe, the following schedule is proposed:

- | | |
|-------------|--|
| January 9 | PC reviews overall strategy for project development process. |
| January 16 | Authority reviews overall strategy for project development process. |
| January 23 | CAC reviews MTC project development process. |
| Jan-Feb | RTPCs continue discussion of proposed financially constrained project list, focusing primarily on the 25-year county share STIP, ITIP and TE list. Staff will work with RTPC and transit operator staff as well as with the TCC regarding both these lists and the programs and policies that could be recommended for the RSTP/CMAQ and STA population funds. Given the significant unfunded needs for transit capital and local streets and roads rehabilitation, staff will discuss with TCC and the transit operators the level of commitments and potential projects that would fall under that category in Authority recommendations, compared to current MTC "regional" programs. |
| February 6 | PC finalizes the financially constrained 25-year county share STIP list utilizing available county share, ITIP, and TE funding, reviews progress made on the RSTP/CMAQ and STA "population share" constrained programs and policies, and reviews the larger proposed comprehensive list of RTP "vision element" projects. The lists will be forwarded to the RTPCs for TAC-level review. |
| February 20 | Authority approves (1) a financially constrained 25-year project list for inclusion in the 2009 RTP; (2) programs and policies for the RSTP/CMAQ and population-share STA funds; and (3) the final list of additional "vision" projects for inclusion in MTC's database. The Authority may also wish to send a letter regarding its view of the proposed "regional" HOT lane network and the revenue assumptions associated with that speculative proposal to MTC as part of its overall submittal for the 2009 RTP. |

The Planning Committee supported the revised approach as described, above. Staff has added some further clarifications in order to reflect better information gathered subsequent to the committee meeting.

Attachment 2
Evaluation Criteria for Selecting Financially-Constrained Projects
For the 2009 Regional Transportation Plan (RTP)

At its December meeting, the Authority approved the following evaluation criteria to be used by the RTPCs in prioritizing their projects on the list, and subsequently by the Authority:

- (a) Funding shortfalls that hinder the completion of voter-endorsed Measure J capital projects, including, in the first 10-year period (FYs 2013-14 through 2022-23), projects where Measure J cash flow may be limited as a result of the proposed eBART 2015 bond measure, such as for the I-80 and I-680 corridors;
- (b) Deliverability, other committed funding sources, the degree to which project scopes and costs are known, and the relative benefits of each project;
- (c) Safety, congestion relief, and mobility enhancement;
- (d) Facilities that will encourage greater transit usage;
- (e) Environmental considerations including strategies to support urban infill, transit-oriented development, and strategies that could reasonably be expected to reduce the emissions of greenhouse gases; and
- (f) Transit and local streets and roads rehabilitation projects in circumstances where traditional sources are insufficient to address the magnitude of specific project needs.

Other criteria that can be considered once input is received from the RTPCs and Transit Operators include:

- 1. RTPC priority
- 2. Measure C projects with funding shortfalls
- 3. Measure J projects with funding shortfalls
- 4. Projects with developer fees, federal earmarks, etc.

Projects removed from the list can still be included in the RTP constrained list if they are shown as locally funded.



CONTRA COSTA
transportation
authority

COMMISSIONERS: *Dave Hudson, Chair* *Maria Viramontes, Vice Chair* *Janet Abelson* *Charlie Abrams* *Susan Bonilla*
Donald P. Freitas *Federal Glover* *Brad Nix* *Julie Pierce* *Karen Stepper* *Don Tatzin*

TO: Barbara Neustadter, TRANSPAC Lisa Hammon, WCCTAC
 Andy Dillard, SWAT Mike Tassano, TVTC
 John Cunningham, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: February 22, 2008

SUBJECT: **Items approved by the Authority on February 20, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **February 20, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Discussion of the CTP Vision and Goals:** The Authority first adopted the Vision, Goals and Strategies document as a cornerstone of the 2000 Update to the Countywide Transportation Plan, and updated them as part of the 2004 CTP. Staff circulated the Authority's adopted Vision and Goals from the 2004 CTP in October 2007 to the Regional Committees. Comments have been received from WCCTAC and SWAT. Staff has compiled the comments for discussion. *The Authority discussed the material, directed staff to include additional comments and clarifications, and authorized circulation of the material to the RTPCs for their review and comments.*
- 2. MTC's 2009 Regional Transportation Plan (RTP) Project Lists Submittal Process:** In response to the Call for Projects issued by MTC on December 26, 2007, Authority staff has worked with the RTPCs and project proponents to develop project lists for submittal to MTC by March 5, 2008. Projects that already have committed funds or are 100% locally funded are listed for inclusion in the "Committed" project list, which totals \$2.3 billion in project costs. The financially constrained list includes a total of \$416 million in STIP-RIP funds, and \$169 million in STIP-ITIP funding, with project costs totaling \$3.4 billion in 2007 dollars, and \$5.83 billion in escalated dollars. Staff further recommended \$1.6 billion in new projects for the Vision Element of the RTP. *The Authority adopted Resolution No. 08-01-G (which is still in the process of being finalized) and the attached project lists. (Attachment)*



Resolution No. 08-01-G

**RE: ADOPTION OF THE CONTRA COSTA TRANSPORTATION
AUTHORITY'S PROPOSED 2009 REGIONAL TRANSPORTATION PLAN
(RTP) CAPITAL PROJECTS LIST FOR SUBMITTAL TO MTC**

WHEREAS, the Contra Costa Transportation Authority (the "Authority") has been designated as the congestion management agency by the cities, towns and County of Contra Costa; and

WHEREAS, under the provisions of Sections 65082 (b) and 65088.5 (b) the Metropolitan Transportation Commission (MTC) is required to incorporate the congestion management program (CMP) in the Regional Transportation Improvement Program (RTIP) submitted biennially to the California Transportation Commission (CTC) for state and federal transportation funding in the State Transportation Improvement Program (STIP), unless the CMP is inconsistent with the Regional Transportation Plan; and

WHEREAS, on December 26, 2007, MTC requested that all of the CMAs submit project lists totaling approximately \$22 billion for the Bay Area, with Contra Costa's estimated population-based share at \$4.86 billion (escalated); and

WHEREAS, under Section 188.8 of the Streets and Highways Code "county share" funds are allocated by the CTC according to formula, and are required to be spent in each county as part of the STIP; and

WHEREAS, the Measure C Sales Tax Renewal Ordinance (# 88-01 as amended by # 04-02), herein referred to as "Measure J", approved by the voters in November 2004, allocates \$2 billion in 2004 dollars to new transportation investments, including more than \$800 million for various projects; and

WHEREAS, Since the June 2003 report, "Shaping Our Future", the cities, towns and County have been working to better link land use and transportation, with several jurisdictions far along in developing specific plans or implementation of transit-oriented and/or dense mixed use development, including Antioch, Concord, Contra Costa County, Hercules, Pittsburg, Richmond, San Ramon, and Walnut Creek; and

WHEREAS, to achieve the broad, multi-modal vision approved by the voters with the passage of Measure J, the Authority will need to match its local sales tax funds with its county share and funds from a variety of other sources; and

WHEREAS, the Authority supports the broad goals of environment, economy and equity proposed by MTC for the 2009 RTP, and believes that the best way to accomplish those goals is for the Authority to work collaboratively with other CMAs, Caltrans and MTC to manage corridor congestion; better link transportation and land use; and provide effective transportation facilities and services that enhance mobility in an environmentally sensitive manner; and

WHEREAS, the Authority is committed to working collaboratively with MTC through the Bay Area Partnership to address AB 32, and has taken significant strides in that direction, through adoption of the Measure J Growth Management Program, which includes a requirement for each local jurisdiction to adopt a voter approved Urban Limit Line, through its participation in the development of the East County Habitat Conservation Plan (HCP); and through its funding for the East Bay Regional Park District trails

program; and

WHEREAS, the Authority has developed its projects and programs to respond to and respect the diversity, uniqueness and varying needs of each part of Contra Costa County, and recognizes the eight other Bay Area counties have their own diverse characteristics and needs; and

WHEREAS, Contra Costa is the third largest county by population in the region, is slated to absorb the third largest increase in population after Santa Clara and Alameda, and has provided a disproportionately higher share of affordable and workforce housing in the Bay Area in the past 25 years;

NOW, THEREFORE, BE IT RESOLVED, THAT IN RESPONSE TO MTC'S DECEMBER 26, 2007 REQUEST FOR SUBMITTAL OF PROJECTS, THE AUTHORITY HEREBY:

- (1) Adopts the attached capital project lists as shown in Exhibits 1, 2, and 3, for incorporation into the Draft 2009 RTP as follows:

Exhibit 1: Proposed "Committed" Project List;

Exhibit 2: Proposed "Financially Constrained" Project List; and

Exhibit 3 Proposed "Vision Element" Project List.

- (2) Finds that Exhibits 1 and 2 constitute the Authority's core project lists for incorporation into the Draft 2009 RTP to best fulfill the mandate of the voters, balance Contra Costa's diverse needs with constrained STIP funding, and to address the goals set by MTC as part of the 2009 RTP process.
- (3) Should MTC's fund estimate for the financially constrained element of the RTP result in higher revenues than estimated herein, recommends reconsideration – in collaboration with the Authority - of the projects recommended in the "Vision Element" Project List (Exhibit 3), for inclusion in the financially constrained element (Exhibit 2). Such projects should be modeled in a way that would make them eligible for future discretionary funding as part of the RTP's environmental impact report (EIR).
- (4) Recommends \$12 million (2007 \$) annually of Contra Costa's population share of federal Regional Surface Transportation Program (RSTP) funds be applied for the rehabilitation and maintenance of Contra Costa's local streets and roads, to fulfill the "Fix It First" promise of the 2005 RTP and address the significant shortfall facing Contra Costa jurisdictions.
- (5) Recommends that the State Transit Assistance (STA) funds derived by the region's share of statewide population, and considered discretionary by MTC, continue to support paratransit operations, small transit operators, and transit services that provide transportation options for transit dependent populations and communities of concern. Funding should be provided at amounts sufficient to support existing operating levels plus service increases commensurate with county population increases. If funds remain uncommitted after fulfilling these operating needs, funding should be made available to address major transit capital shortfalls.

- (6) Recommends \$10 million (2007 \$) annually from the balance of Contra Costa's population share of RSTP funds, CMAQ and STA funds for transit capital rehabilitation needs, with an emphasis on BART vehicle replacement, as a supplement to the expanded STA revenue-based funds due the operators from SB 717 (Statutes of 2007), and Federal transit capital funds.

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- (7) Recommends \$90 million (2007 \$) in CMAQ funds, committed in the first ten years of the program, towards the "Freeway Performance Initiative" in Contra Costa.
- (8) Recommends funding future bicycle and pedestrian projects from Contra Costa's county share "Transportation Enhancement" (TE) funds, in combination with its Measure J bicycle and pedestrian program funds, and supports a policy commitment to that effect in the RTP.
- (9) Recommends continuing the TLC program at approximately \$2.5 million per year, provided the program is delegated to the Authority under broad policy guidelines.
- (10) Looks forward to working in partnership with affected CMAs, Caltrans, and MTC on overall corridor management of I-80, I-680 and Route 4, including implementation of the I-80 Integrated Corridor Mobility Project.
- (11) Supports inclusion of HOT lane revenue assumptions and investments within the financially constrained element of the RTP only for Alameda and Santa Clara counties and consistent with the existing statutory constraint that revenues must be spent within the corridor of collection. If MTC chooses to assume other HOT lane revenues within the 2009 RTP, the Authority believes those statutory provisions must apply as well.


Chair

This Resolution was approved
at a meeting of the Contra Costa
Transportation Authority, held on
February 20, 2008 in Pleasant Hill, California.

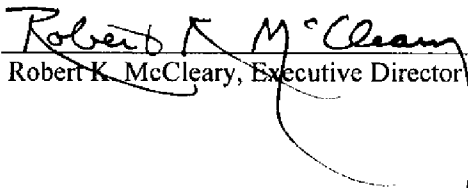
Attest: 
Robert K. McCleary, Executive Director

Exhibit 1: Proposed "Committed" Project List

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Comments
1	CCTA/TRANSPAC	I-680 SB HOV Lane Restriping; Extend the Southbound HOV lane northward from Livorna Rd to north of Rudgegar Rd (approximately 1 mile).	\$3,000,000	Measure J: \$3M	
2	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	
3	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	Eligible for STP - project does not need to be listed separately.
4	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	\$20,500,000		Eligible for STP - project does not need to be listed separately.
5	Concord	Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements	\$2,000,000	Measure J: \$2M	
6	Martinez	Martinez Ferry Terminal	\$5,000,000		Project eligible for Federal Ferry funds
7	CCTA	SR4 East Widening: Somersville Rd to SR160; Widen to eight lanes (3 lanes + HOV in each direction) to Hillcrest Ave including a wide median for transit, and to six lanes (3 lanes in each direction) from Hillcrest Ave to SR160. Project includes ultimate I/C improvements	\$467,300,000	Measure C: \$15.4M, Measure J: \$135.7, Prop 1B: \$85M; BART: \$110M; STIP-RIP: \$40.2M; Fees: \$80M; Federal: \$1M	
8	SR4 Bypass Authority	SR4 Bypass (BP): Balfour Road I/C - Phase 1; Construct a bridge over Balfour Rd w/ a loop for EB Balfour Rd to WB BP and diamond ramps in all other quadrants.	\$43,485,000	Other/Local: \$43.5M	Back up if SR4/Phillips Lane drops
10	SR4 Bypass Authority	SR4 Bypass: Widening to 4 Lanes from Sand Creek Road to Balfour Road; Add a two-lane facility and a wide median that will separate existing two lanes of opposing traffic and transform the facility to a four-lane freeway. Construction includes a second bridge over Sand Creek Rd and a diamond on-ramps on the SW quadrant of Sand Creek interchange.	\$21,941,000	Other/Local: \$21.9M	Back up if SR4/Phillips Lane drops
11	Pittsburg	James Donlan Blvd Extension; Construct new two-lane roadway connecting James Donlon Blvd in Antioch to Kirker Pass Road in County.	\$39,592,000	Other/Local: \$39.6M	
12	Brentwood	Lone Tree Way - UP Undercrossing; construct 6 lane crossing under existing UPRR to relief congestion and to comply with PUC requirement for grade separation.	\$24,250,000	Local: \$24.25M	
13	Oakley	Main St Widening, SR 160 to Big Break Rd; Widen from 4 lanes to 6 lanes, widen shoulders, construct median island with left turn pockets, construct curb, gutter and sidewalk on both sides.	\$11,860,000	Local: \$11.86M	
14	Antioch	Fitzuren Road Widening & Realignment; Replace 2-lane Fitzuren Rd (extension of 4-lane Buchanan Rd) with a new 4-lane divided arterial, including shoulders/bike lanes, Park and Ride, and sidewalks.	\$9,000,000	Local: \$9M	
15	Brentwood	Brentwood Blvd Widening North; Widen the original 2-lane roadway to a 4-lane roadway from Sunset Court to Lone Tree Way and upgrade a functionally obsolete state owned bridge.	\$21,164,000	Local: \$21.16M	

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Comments
16	Antioch	Pittsburg-Antioch Highway Widening: Auto Center Drive to Loveridge Road - Widen to 4 lanes	\$12,000,000	Local: \$6M; Other: \$6M	
17	Antioch/Oakley	Empire Avenue at UPRR: Widen at grade crossing to 4 lanes	\$2,000,000	Local: \$2M	
18	County	Bailey Rd Widening: Widen to 12-ft lanes and 4-ft shoulders. Pittsburg city limit to Concord city limit	\$5,385,000	Local: \$5,385M	No lanes added. Does not need to be listed separately in the RTP.
19	County	Marsh Creek Widening and Realignment: Realign selected curves and widen along entire length (Clayton city limit to SR4 Bypass)	\$4,270,000	Local: \$4.27M	No lanes added. Does not need to be listed separately in the RTP.
20	AC Transit	Expansion Buses - Purchase of Expansion Vehicles to provide service for Measure J Service Increases.	\$12,000,000	Other/Local: \$12M	
21	AC Transit	San Pablo Corridor Improvements - Constructs improvements required to implement Rapid Service to Richmond Parkway Park/Ride lot	\$12,500,000	Other/Local: \$12.5M	
22	AC Transit	San Pablo Dam Road Speed Protection Corridor Improvements - Constructs improvements on San Pablo Dam road to improve bus speed and passenger safety (signal priority, passenger amenities, bus loading areas and rider information)	\$11,500,000	Other/Local: \$11.5M	
23	AC Transit	Environmental Sustainability Program - Improves solar, electrical and waste water treatment to ensure Environmental Sustainability	\$6,000,000	Other/Local: \$6M	
24	AC Transit	Safety and Security at Facilities - Provides "hardening" of operating facilities, cameras on vehicles and at passenger transfer locations	\$4,200,000	Other/Local: \$4.2M	
25	AC Transit	ZEB (Zero Emission Bus) Hydrogen Vehicle Program - Provides for increased number of hydrogen buses and facilities improvements	\$7,200,000	Other/Local: \$7.2M	
26	WestCAT	Facility Expansion - Purchase land for satellite facility needed due to constraints of land available near current facility. Cost includes acquisition of land, development of land, and construction of building.	\$7,500,000	Other/Local: \$7.5M	
27	WestCAT	Infrastructure improvements to enhance transit options - To include potential Park and Ride expansion, signal prioritization, queue jump lanes, Freeway drop ramps. Service expansion - Purchase of new vehicles to expand the current levels of service within the WestCAT service area. Local and Express bus service enhancements (10 vehicles) - \$4M; Small circulator vehicles to provide service to neighborhoods (4 vehicles) - \$1M; Over the Road vehicles to enhance and expand LYNX service to Pinole / Provide supplementary service to the Hercules Ferry. (6 vehicles) - \$3.5M	\$10,000,000	Other/Local: \$10M	
28	WestCAT		\$8,500,000	Other/Local: \$8.5M	
29	Hercules	Hercules Transit Center Relocation	\$5,038,000	Fees: \$1.65M; Measure C: \$1M; Other/Local: \$2.39M	
30	Hercules	Central Hercules Arterial Improvements	\$26,552,850	RDA: \$18.97M; TE: \$5.5M; Other: \$3.09M	
31	Pinole	San Pablo Avenue Bicycle/Pedestrian Bridge	\$800,000		Project is eligible for TE. Project is not model-able. No need to list separately in RTP.

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Comments
32	County	San Pablo Dam Road Improvements in El Sobrante	\$6,900,000	Subregional Fees: \$1.9M; Developer Fees: \$2.8M; Other/Local: \$2.2M	
33	WCCTAC	San Pablo Avenue Corridor Improvements (PDA)	\$6,000,000	Other/Local: \$6M	MTC will likely set aside funding for PDAs
34	WCCTAC	I-80 Integrated Corridor Mobility - Operations and Maintenance	\$125,000,000	Other/Local: \$125M	Will discuss with MTC how to show operational projects
35	WCCTAC	San Pablo Avenue SMART Corridors Program - Operations and Maintenance	\$25,000,000	Other/Local: \$25M	Will discuss with MTC how to show operational projects
36	WCCTAC	Student Bus Pass Program	\$25,000,000	Other/Local: \$25M	Will discuss with MTC how to show operational projects
37	EBRPD	Bay Trail Gap Closures	\$5,490,000	Fees: \$1.51M	Project is eligible for TE. Project is not model-able. No need to list separately in RTP.
38	WTA	Ferry Capital Improvements in West County	\$20,000,000	Other/Local: \$20M	
39	CCTA/WCCTAC	I-80 Integrated Corridor Mobility - Phase 2; Parallel Arterials Management Systems	\$25,000,000	Other/Local: \$25M	
40	Richmond	East Side Improvement to Richmond Intermodal Station	\$15,000,000	Fees: \$15M	Project is candidate for Prop. 1B
Note: Projects below the double line are carried forward from the adopted RTP (T-2030)					
41	CalTrans	State Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda	\$7,000,000	Other/Local: \$7M	Project carried forward from previous RTP (T2030). Cost under review.
42	CCTA	Caldecott Tunnel Fourth Bore	\$420,000,000	Measure J: \$123M, RM2: \$50M, STIP: \$33M, TCRP: \$20M, ITIP: \$18M, CMIA: \$175M; Demo: \$1M	Project carried forward from previous RTP (T2030).
43	Richmond	Richmond Intermodal transfer station - Parking Structure	\$29,000,000	TCRP: \$5M, STIP: \$4.32M, Measure C: \$5.9M, STIP: \$8.1M, IIP: \$2M, Demo: \$3.35M	Project carried forward from previous RTP (T2030).
44	Capitol Corridor JPA	Capitol Corridor train station in Hercules	\$31,600,000	TCRP: \$5M, Measure J: \$7M, STIP: \$8M, TE: \$1M, Demo: \$1M; Fees: \$7M, Local: \$2.6M	Project carried forward from previous RTP (T2030).
45	MTC	New Express buses for I-80 HOV service (capital costs)	\$17,000,000	Other: \$17M	Project carried forward from previous RTP (T2030). Cost under review
46	Danville/CCTA	School Bus Programs in San Ramon and Lamorinda	\$112,000,000	Local: \$112M	Project carried forward from previous RTP (T2030).
47	CCTA	Antioch/Pittsburg to Martinez to San Francisco ferry service (capital reserve only, full project not included)	\$33,000,000	Other: \$33M	Project carried forward from previous RTP (T2030). Cost under review.
48	Concord	Extend Panoramic Drive: Extend from North Concord BART Station to Willow Pass Road	\$10,000,000	Local: \$10M	Project carried forward from previous RTP (T2030). Cost under review.
49	Concord	Widen Ygnacio Valley/Kirker Pass Roads: Widen from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$6,000,000	Local: \$6M	Project carried forward from previous RTP (T2030). Cost under review.

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Comments
50	Oakley	Extend Laurel Rd. from SR 4 Bypass to Empire	\$20,000,000	Local/Other: \$20M	Project carried forward from previous RTP (T2030). Expected to be complete in a couple of months.
51	Antioch	Widen Wilbur Avenue Bridge over Burlington Northern-Santa Fe Railroad Tracks from 2 to 4 lanes	\$9,000,000	Other/Local: \$9M	Project carried forward from previous RTP (T2030). Cost under review.
52	BART	Pittsburg/Bay Point BART station parking and lighting improvements: 400 new spaces	\$4,000,000	Other: \$4M	Project carried forward from previous RTP (T2030). Cost under review.
53	CalTrans	State Route 4 traffic management system	\$1,000,000	Other: \$4M	Project carried forward from previous RTP (T2030). Cost under review.
54	SR4 Bypass Authority	State Route 4 Bypass, Segment 1: construct a 6-lane facility from Route 4 to Laurel Road interchange and a 4-lane facility from Laurel Road interchange to Lone Tree Way and add interchanges at Laurel Road and Lone Tree Way	\$85,000,000	Other/Local: \$85M	Project carried forward from previous RTP (T2030). Cost under review.
55	CC County	Construct East Branch: Construct 4 lane roadway from Bollinger Canyon Road extension to Camino Tassajara	\$14,000,000	Local: \$14M	Project carried forward from previous RTP (T2030). Cost under review.
56	CC County	Construct Windemere Parkway: Construct 4 Lane roadway from Bollinger Canyon Road Extension to Camion Tassajara	\$14,000,000	Local: \$14M	Project carried forward from previous RTP (T2030). Cost under review.
57	CC County	Widen Dougherty road: Widen to 6 lanes from red Willow to Contra Costa County line	\$45,000,000	Local: \$45M	Project carried forward from previous RTP (T2030). Cost under review.
58	CCTA	Gateway Lamorinda traffic program: Measure C sales tax project	\$15,000,000	Local: \$15M	Project carried forward from previous RTP (T2030). Cost under review.
59	CCTA	Widen Route 4 from 4 lanes to 8 lanes from Loveridge Road to Somersville Road with HOV lanes	\$141,000,000	RM2: \$15M, STIP: \$39.5M, IIP: \$3M, TCRP: \$14M, Measure C: \$38.1M, Demo: 29M; Fees: \$2.4M	Project carried forward from previous RTP (T2030).
60	Richmond	Richmond Parkway Transit Center: includes signal reconfiguration/timing, new 700-800 space parking facility, and security improvements at Hilltop park-and-ride lot	\$28,700,000	STIP: \$12.7M, RM2: \$16M	Project carried forward from previous RTP (T2030).
61	CalTrans	Extend I-80 eastbound HOV lane from Route 4 to the Crockett interchange south of Carquinez Bridge	\$50,000,000	RM2: \$50M	Project carried forward from previous RTP (T2030).
62	Antioch	Widen Somerville Road Bridge in Antioch from 2 lanes to 4 lanes	\$1,000,000	Other/Local: \$1M	Project carried forward from previous RTP (T2030). Cost under review.
63	SR4 Bypass Authority	SR 4 Bypass: Segment 3: Construct a 2-lane facility from Balfour Rd. to Walnut Blvd. Upgrade Marsh Creek Rd.	\$47,000,000	Fees: \$4.7M	Project carried forward from previous RTP (T2030). Cost under review.
64	BART	BART crossover at Pleasant Hill BART Station	\$25,000,000	RM2: \$25M	Project carried forward from previous RTP (T2030).
65	San Ramon	Widen and extend Bollinger Canyon Rd to 6 lanes from Alcosta Blvd to Dougherty Dr.	\$4,400,000	Local: \$4.4M	Project carried forward from previous RTP (T2030). Cost under review.
66	Pleasant Hill	Buskirk Avenue Widening, Phase 2	\$9,000,000	Local: \$9M	Project carried forward from previous RTP (T2030).
67	CCTA/MCCTAC	I-80 Integrated Corridor Mobility	\$63,400,000	CMIA: \$55.3M, STIP: \$4.3M, Other: \$3.8M	Project carried forward from previous RTP (T2030).

Total: \$2,326,376,850

Exhibit 2: Proposed "Financially Constrained" Project List

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Prospective STIP Requests (estimate)	JTIP funds	Comments
CENTRAL COUNTY PROJECTS							
Interstate 680 Corridor							
1	CCTA/TRANSPAC	I-680/SR4 Phase 3, Phase B, East to West and Phase A West to East	\$52,000,000	STIP-RIP: \$1.3M, Measure J: \$35.7M	\$15,000,000		
2	CCTA/TRANSPAC	I-680/SR 4 Phase 1 NB to WB	\$76,200,000		\$5,000,000	\$71,200,000	
3	CCTA/TRANSPAC	I-680/SR4 Phase 2 EB to SB	\$44,000,000		\$2,400,000	\$41,600,000	
4	Martinez	I-680/Marina Vista Interchange Modifications	\$6,000,000	Measure J: \$1.3M	\$4,700,000		
5	Concord	SR242/Clayton Road On- and Off-ramps	\$31,000,000	Measure J: \$4.5M	\$26,500,000		
6	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.	\$8,248,000	Local: \$1M, STP: \$5.5M	\$6,708,000		
7	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 Measure J: \$9M, Local: \$1M	\$1,500,000		
8	Concord	Waterworld Parkway Bridge; Construct a two-lane bridge across the Walnut Creek channel to connect Waterworld Pkwy to Meridian Park Blvd.	\$12,500,000	Measure J: \$2.8M; Developer Fees: \$20M	\$3,400,000		
9	Concord	SR4/Willow Pass	\$32,800,000		\$10,000,000		
10	County/Martinez	Pacheco Blvd. Widen to 4 lanes, construct new RR overcrossing for Burlington Northern Santa Fe Railway.	\$35,000,000	Measure J: \$4.9M; Measure C: \$3M, Fees: \$5.1M	\$22,000,000		
11	County	Alhambra Valley Road realignment and safety projects (three phases) to straighten curves and improve operational and safety characteristics.	\$5,080,000	Martinez AOB: \$0.7M, Local \$1.5M,	\$2,880,000		
12	County	Kirker Pass Rd Truck Climbing Lanes Northbound from Pittsburg city limit to Clearbrook Drive.	\$8,000,000	Measure J: \$5.8M; Prop. 42: \$1.2M	\$1,000,000		
13	Martinez	Martinez Intermodal Station (Phase 3)	\$12,600,000	Measure J: \$2.6M		\$10,000,000	
14	County Connection	Trunkline Transit service capital improvements from Pacheco Boulevard(Martinez) to Main Street (Walnut Creek) - Buses	\$2,100,000		\$2,100,000		
15	County Connection	Infrastructure Improvements (bulbouts, queue jump lanes, passenger shelters, signage)	\$6,000,000		\$6,000,000		
16	County Connection	Information Technology (real time information, signal priority)	\$3,900,000		\$3,900,000		
						\$113,088,000	\$122,800,000
SOUTHWEST COUNTY PROJECTS							
17	San Ramon/Danville	I-680 Aux Lane (Segment 2); construct auxiliary lanes on I-680 (northbound and southbound) from Steamore Valley Rd in Danville to Crow Canyon Rd in San Ramon.	\$40,000,000	Measure C: \$17M, Fees: \$3M	\$20,000,000		
18	San Ramon	I-680/Morris Canyon Road HOV ramps	\$80,000,000	Measure J: \$32.7M; TVTD: \$17.3M	\$30,000,000		
19	County	Camino Tassajara Road Widening (Windermere Pkwy to County Line); Widen to 4 lanes including 8-foot paved shoulders and Class II bike lanes in both directions.	\$11,320,000	Other/Local: \$4.5M	\$6,820,000		
						\$56,820,000	\$0

Project No.	Agency	Project Name	Current Cost Estimate (2007 \$)	Other fund sources	Prospective STIP Requests (estimate)	ITIP	Comments
EAST COUNTY PROJECTS							
20	BART	eBART Phase 1: Extend BART using DMU technology from Bay Point to Hillcrest Ave	\$500,000,000	Measure J: \$175M; RM2: \$96M; RM1: \$52M; AB117: \$115M; Fees: \$6M; TCRP: \$5M; Prop 1B: \$40M	\$13,000,000		Request already committed by the Authority
21	SR4 Bypass Authority	SR4/SR160 Interchange, Phase 1 and 2 direct connectors	\$45,264,000	Fees: \$25.2M	\$20,000,000		
22	Antioch	SR4/Phillips Lane interchange: Extend Phillips Lane south from Oakley Rd to SR4 and construct full interchange	\$40,000,000	Local: \$20M	\$20,000,000		
23	Brentwood	Lone Tree Way Widening - O'Hara Avenue to Brentwood Blvd (widen from 2 lane to 6 lanes)	\$22,848,000	Measure J: \$32.7M; TVTD: \$17.3M	\$13,500,000		
24	County	Vasco Rd Safety Improvement - Phase 1: 3 miles north of county line to 5.3 mile north, median barrier and passing lane	\$31,000,000	Federal: \$0.5M	\$23,000,000		Co. also pursuing TVTD funds
25	Oakley	Main St. Downtown Bypass: Vintage Parkway to 2nd St. - construct new road	\$18,000,000	Fees: \$0.5M	\$9,000,000		
26	Pittsburg	West Leland Road Extension: San Marco Blvd to Willow Pass Rd in Concord	\$12,000,000	Local: \$9M	\$6,000,000		
27	Tri Delta	Express Bus Service and eBART support network (park and ride facilities/rolling stock)	\$16,000,000	Local: \$6M	\$16,000,000		
					\$120,500,000		\$0

WEST COUNTY PROJECTS							
28	AC Transit	Maintenance Facilities Rehab and Expansion - Provides rehabilitated and/or expansion facilities needed to expand service within West Contra Costa County	\$20,000,000		\$20,000,000		
29	WestCAT	Facility Expansion - Purchase land for expansion of current facility to store additional transit vehicles. Cost includes acquisition of land, development of land.	\$5,000,000	Measure J: \$18M; Demo: \$2.6M; Fees: \$7M	\$5,000,000		
31	El Cerrito	I-80/Central Avenue Interchange modifications	\$40,000,000	Other/Local: \$16.28M	\$12,000,000		
32	Richmond	Richmond Waterfront Transit Access: Project is to construct a railroad grade separation in the Marina Bay District in Richmond. (Public Safety and Ferry Access project)	\$36,280,000		\$20,000,000		
33	San Pablo	I-80/San Pablo Dam Road Interchange: Reconstruct interchange and related improvements on I-80 and adjacent interchanges.	\$89,445,200	Measure J: \$17.6M; Fees: \$7.1M; Local: \$3M	\$27,000,000	\$36,000,000	
34	Hercules	John Muir Parkway (JMP) Extension: Refugio Bridge: Extend JMP 1800 ft with four traffic lanes, curb, gutter, sidewalk, Type 1 bike path on both sides as well as construct a two-lane bridge at the Refugio Creek to connect Bayfront Blvd to the extension of JMP.	\$5,976,000	TE: \$0.31M	\$5,666,000		
35	Hercules	Hercules Intermodal Station Phase 2 - Station Building and Parking	\$10,000,000		\$10,000,000		
36	Pinole	Widen Pinole Valley Road Ramps at I-80	\$700,000	Fees: \$4M; Other/Local: \$0.845M	\$700,000		
37	County	N Richmond Truck Route (Public Health Safety project)	\$22,100,000		\$17,255,000		
					\$107,621,000	\$46,000,000	
COUNTYWIDE PROJECTS							
38	BART	BART Cars Replacement	\$2,060,000,000		\$18,000,000		Contra Costa share
					\$18,000,000	\$0	
TOTAL			\$3,443,111,200		\$416,029,000	\$168,800,000	

Exhibit 3: Proposed "Vision Element" Project List

Project No.	Agency	Project Name	Project Cost (2007\$)	Other fund sources	Comments
1	CCTA/TRANSPAC	I-680 NB HOV Lane Extension: N. Main to SR242; Extend HOV approx 3.2 miles by restriping from N. Main St to Monument Blvd and widening from Monument Blvd to I-680/SR242.	\$44,000,000		
2	CCTA/TRANSPAC	I-680/SR4 Phase 4 SB to EB	\$40,500,000		
3	CCTA/TRANSPAC	I-680/SR4 Phase 5 WB to NB	\$26,000,000		
4	CCTA/TRANSPAC	I-680/SR4 HOV Flyover	\$82,000,000		
5	County	Kirkner Pass Rd Truck Climbing Lanes Southbound	\$14,000,000		
6	Marlitez	Alhambra Avenue Widening (Phase 3)	\$6,000,000	Other: \$1M	
7	BART	eBART Phase 2; Extend BART using DMU technology from Hillcrest Ave to Byron.	\$50,000,000		
8	County	Vasco Road Safety Improvements: Phase 2	\$50,000,000		
9	El Cerrito	Del Norte Area TOD	\$25,000,000	Fees: \$6.9M	
10	Richmond	Richmond Parkway Upgrade	\$75,000,000	Meas. J: \$20M	
11	Richmond	Grade Separation @ Morton/Giant	\$20,000,000		Candidate for Trade Corridor Improvement Fund in Prop. 1B
12	Hercules	Re-engineer Freeway Ramps at I-80/SR4	\$11,767,875		
13	County	Cummings Skyway Truck Lane Extension	\$1,750,000		
Note: Projects below the double line are carried forward from the adopted RTP (T-2030)					
14	CCTA/SWAT	Selected additional I-680 auxiliary lanes south of I-680/24 interchange	\$20,000,000		Project carried forward from previous RTP (T2030).
15	AC Transit	AC Transit Regional Lifeline Transit Priorities	\$50,000,000		Project carried forward from previous RTP (T2030)
16	C.C. County	Byron Highway shoulder widenings and railroad grade separation	\$20,000,000		Project carried forward from previous RTP (T2030).
17	CalTrans	SR24 and I-680 Traffic Operation System (TOS) and fiber optic cable project	\$5,000,000		Project carried forward from previous RTP (T2030).
18	CalTrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project	\$5,000,000		Project carried forward from previous RTP (T2030).
19	CalTrans	I-80 and I-580 Traffic Operation System (TOS) and fiber optic cable project	\$5,000,000		Project carried forward from previous RTP (T2030).
20	Richmond	Richmond Parkway/San Pablo Ave grade separated interchange	\$20,000,000	Meas. J: \$16M	Project carried forward from previous RTP (T2030).
21	CCTA/TRANSPAC	I-680 transit corridor improvements (including express bus service enhancements and improved connections to BART)	\$100,000,000		Project carried forward from previous RTP (T2030).
22	CCTA/TRANSPAC	Express bus service expansion along I-680 (Phases 1 and 2)	\$57,000,000	Other/Local: \$46M	Project carried forward from previous RTP (T2030).
23	CCTA/WCCTAC	Express bus service expansion along I-580	\$50,000,000	Other/Local: \$20M	Project carried forward from previous RTP (T2030).
24	C.C. County	Construct Route 239 from Brentwood to Tracy Expressway	\$100,000,000		Project carried forward from previous RTP (T2030).
25	Capitol Corridor JPA	Capitol Corridor Regional Rail Service (West Contra Costa and Solano counties)	\$70,000,000		Project carried forward from previous RTP (T2030).
26	SR4 Bypass Authority	SR4 Bypass: Widen Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes	\$130,000,000		Project carried forward from previous RTP (T2030).
27	CCTA/TRANSPAC	Widen State Route 4 as continuous 4-lane arterial from SR 160 to San Joaquin County line	\$100,000,000		Project carried forward from previous RTP (T2030).
28	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	\$20,000,000		Project carried forward from previous RTP (T2030).
29	CCTA	Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	\$50,000,000		

TOTAL: \$1,698,017,875

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: February 4, 2008
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa County TDM Program Monthly Update

Major Activities

Employer Outreach

Throughout the month of January, staff attended a number of employer/commuter transportation fairs and community events, including:

- January 8th – San Ramon Chamber of Commerce Monthly Networking Lunch: Mayor H. Abram Wilson “The Annual State of the City Address.”
- January 16th – Lafayette Chamber of Commerce Green Committee Meeting. There were approximately 20 attendees at this meeting to discuss how to make the City of Lafayette a green community. Staff had an opportunity to promote the 511 Contra Costa programs.
- January 23rd – Safeway Corporation - Pleasanton. Since this is an annual event, staff attends and promotes the 511 Contra Costa commuter programs. There were approximately 50-60 attendees. There are a significant number of Contra Costa residents who work for Safeway and are eligible for the 511 Contra Costa programs.
- January 24th – Orinda Chamber of Commerce Breakfast meeting – Orinda.
- January 25th – Moraga Chamber of Commerce Breakfast meeting – Moraga.

Upcoming Events:

- Tuesday, February 13th AT&T San Ramon - Staff will be on-site to provide commuter information from 11:00 am to 1:00 pm.
- Wednesday, March 5th Danville Area Chamber of Commerce Lunch: State of the Town Address.

SWAT TDM FY08/09 Budget

The 511 Contra Costa staff is in the process of preparing the “draft” applications and budget for the FY08/09 TDM Programs. Staff will meet with each SWAT TAC member to review and discuss the “draft” budget and programs. TFCA applications are tentatively due to the Contra Costa Transportation Authority by April 30, 2008. The draft applications will be presented to SWAT at the March 2008 meeting.

Bike to Work Day

Bike to Work Day is on May 15, 2008. The East Bay Bicycle Coalition is coordinating all Bike to Work Day activities in Contra Costa County.

Employer Events

TDM staff continues to coordinate and attend Transportation Commuter Fairs and Community Events throughout the SWAT region to promote the 511 Contra Costa TDM programs. If you know of an employer in your area who might be interested in hosting a Transportation Commuter Fair, please contact me, and I will be happy to work with that employer.

Other Projects/Programs

511 Regional Rideshare

The 511 Regional Rideshare is teaming up with Steve Silver’s Beach Blanket Babylon to promote carpooling in the Bay Area. Interested participants will need to sign up with 511 RideMatch and they could be randomly selected to win tickets to Beach Blanket Babylon. Visit www.511.org for more information.

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: March 3, 2008
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa County TDM Program Monthly Update

Major Activities

Employer Outreach

Throughout the month of February, staff attended a number of employer/commuter transportation fairs and community events, including:

- Tuesday, February 13th AT&T San Ramon - Staff was on-site to provide commuter information from 11:00 am to 1:00 pm. Approximately 25 employees requested commute alternative information.
- Wednesday, February 27th – Saint Mary’s College – Staff attended a promotional event for the new Saint Mary’s College Gael to Rail Shuttle. Staff had an opportunity to promote the 511 Contra Costa programs to students and faculty.

Upcoming Events:

- Wednesday, March 5th Danville Area Chamber of Commerce Lunch: State of the Town Address.
- Tuesday, March 11th AT&T San Ramon - Staff will be on-site to provide commuter information from 11:00 am to 1:00 pm.

Saint Mary’s College Gael to Rail Shuttle

The new Gael Rail Shuttle provides late night service between Lafayette BART and Saint Mary’s College via Moraga Road. The service will be available on Thursday through Sunday evenings, and is a demonstration service between March 1 and May 28, 2008 (see attached poster).

New Year Mailing

TDM staff has completed the New Year mailing for 2008. Approximately 500 SWAT employers received information related to the 511 Contra Costa Programs. They also received information on upcoming events.

Other Projects/Programs

Student Transit Ticket Program

TDM staff is preparing to survey students who participated in the Student Transit Ticket Program for the current school year. Approximately 1,560 students are participating in this program throughout the Southwest Contra Costa County.

Earth Day Event-Lafayette

TDM staff was contacted by Bart Carr (Lafayette Bike/Ped Advisory Committee) to attend the 'Earth Day' event. This is the third annual Earth Day event, and this year it's going to be held at Stanley Middle School in Lafayette on Sunday, April 20th from 12:00 – 4:00 pm.

Go Ahead. Stay Out Late

Starts
Saturday,
March 1



Introducing Route 250 - The Gael Rail Shuttle

Late Night Service Between Lafayette
BART and Saint Mary's College
Thursday - Sunday until 1 AM

- **This is a demonstration service**

Provided between March 1 and
May 28, 2008. Tell your friends now!

- **Free fare for Saint Mary's students**

Just show your valid student ID. Non
students pay the regular \$1.75 cash fare

- **Hours of service** - Thursday/Fridays
9:30 PM to 1:25 AM, Saturdays from
6:30 PM to 1:25 AM, and Sundays from
noon to 1:25 AM.

- **Flag Stops** - The bus will stop at any
existing bus stop, but will also make
stops in between. Simply wave to the
driver to "flag" down the bus, and the
driver will pull over at the nearest safe
location.

For Information Visit www.cccta.org
or call 943-1829

The County Connection

