



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of April 6, 2009

3:00 p.m. SWAT Board Meeting
Lafayette City Offices, Room 240
3675 Mt. Diablo Boulevard, Lafayette, CA

AGENDA

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda.

(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of March 2, 2009 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Appoint SWAT Technical Coordinating Committee (TCC) Members for 2009-2011 Term: *(Attachment - Action)*

6.B Review and Comment on Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft EIR:2009: Staff has provided comments for the Committee's consideration. Comments are due to the Authority by April 7th.
(Attachments)

6.C Update on 2009 Measure J Strategic Plan Program of Projects: (Attachments)

7. WRITTEN COMMUNICATIONS: Consider Actions as Appropriate (Attachments)

- Authority's Summary of Actions from 03/18/09 Meeting (Attachments)
- SWAT 511 Contra Costa TDM Program Monthly Update
- City of San Ramon Notice of Public Hearing
- Memorandum on Moraga Center Specific Plan EIR

8. DISCUSSION: Next Agenda

8. ADJOURNMENT to Monday, May 4, 2009 at 3:00 p.m.

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.cccounty.us/SWAT

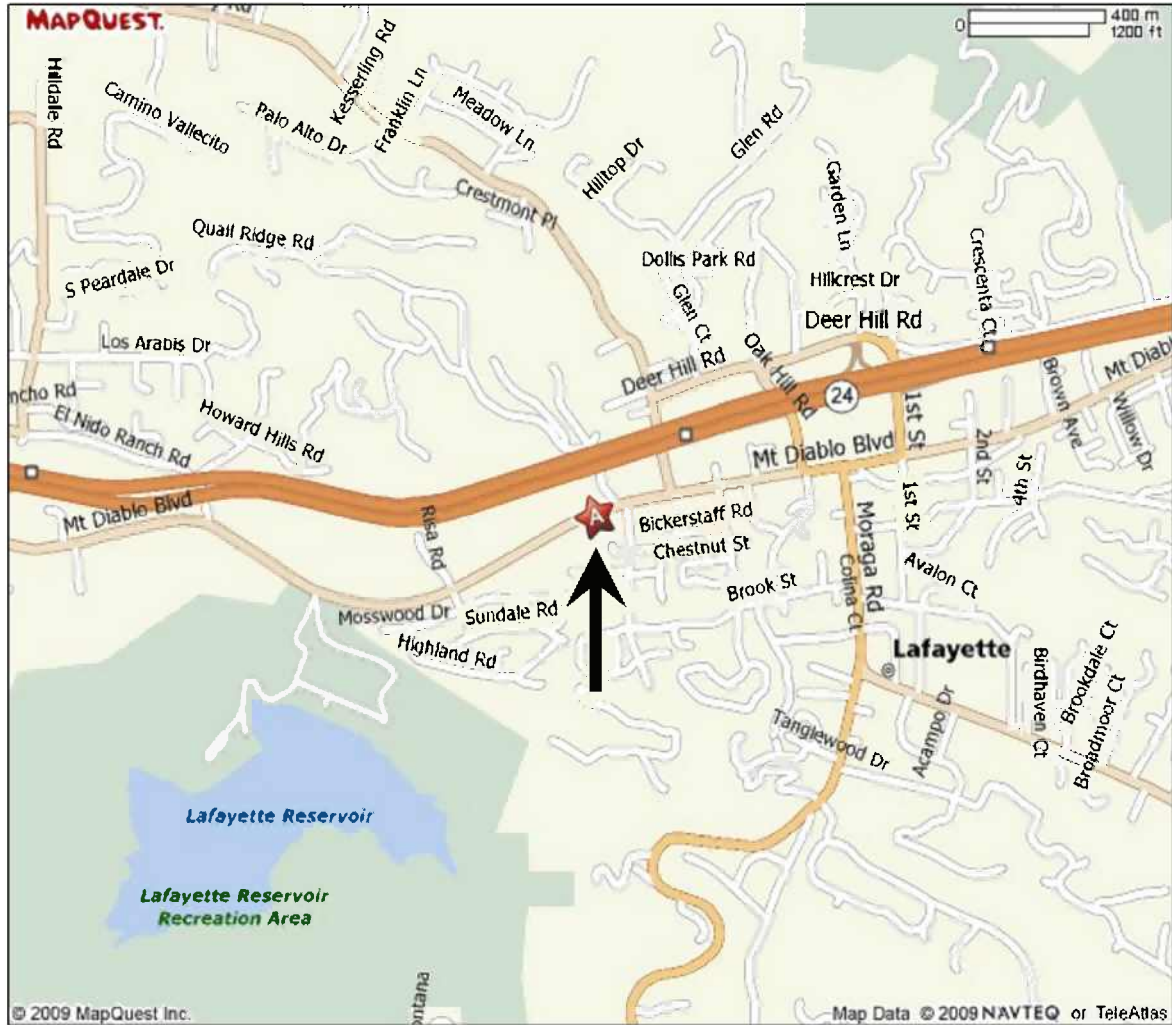
SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

Lafayette City Offices, Room 240

3675 Mt. Diablo Boulevard

Lafayette, CA 94549



ATTACHMENT 5.A



SWAT

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

SUMMARY MINUTES
March 2, 2009 – 3:00 p.m.
Lafayette City Offices, Room 240
3675 Mt. Diablo Boulevard
Lafayette, CA

Committee Members Present: Don Tatzin, City of Lafayette; Gayle Uilkema, Contra Costa County; Newell Arnerich, Town of Danville; Mike Metcalf, Town of Moraga. Dave Hudson, City of San Ramon arrived at 3:32 p.m.

Staff members present: Leah Greenblat, Lisa Bobadilla, Monica Pacheco, Darlene Amaral, Lori Salamack, Kelly Suronen, Andy Dillard

Others present: Brad Beck, CCTA; Jack Hall, CCTA; Charles Hogle, CCTA-CAC

Meeting convened with a quorum by Chair Tatzin at 3:07 p.m.

1. **CONVENE MEETING/SELF INTRODUCTIONS**
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:**
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT minutes of February 2, 2009
ACTION: Arnerich/Uilkema/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A **Proposed 511 Contra Costa – SWAT FY 2009-2010 TDM Program:**

The Committee took action to accept and approve the SWAT FY 2009-10 SWAT TDM Programs and Budget, and authorized staff to submit TFCA applications for funding considerations to the Authority. After a lengthy discussion on the budget report formatting, the Committee requested that staff continue to retool the reporting format for use in future SWAT TDM Programs and Budget reports. Staff will present a revised budget format for the Committee to consider at an upcoming SWAT meeting.

ACTION: Arnerich/Uilkema/unanimous

6.B **Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft EIR:**

Martin Engelmann, CCTA staff, presented the release of the Draft 2009 CTP and Draft EIR. The 2009 CTP is the third major update to the plan, and focuses on implementing Measure J. The Committee directed staff to return and present any comments on the draft documents for consideration at the April SWAT meeting. Comments are due to the Authority by April 6th.

ACTION: None

7. **WRITTEN COMMUNICATIONS:**

A meeting summary from the Authority's February 18, 2009 meeting was provided. A Notice of Intent to Adopt a Negative Declaration and Notice of Public Hearing was provided by San Ramon for a proposed project located at 12700 Alcosta Boulevard in San Ramon.

ACTION: None

8. **DISCUSSION: Next Agenda**

For the upcoming April 6th SWAT meeting, the Committee directed staff to provide and present comments on the Draft 2009 CTP for the Committee's consideration. The Committee also requested that the Authority provide an update on the recent economic downturn and its effect on revenues and projects associated with Measure J.

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for **April 6, 2009**, which will be held at the Lafayette City Offices, Room 240, 3675 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by Chair Tatzin at approximately 3:55 p.m.

Staff Contact:

Andy Dillard

(925) 314-3384 PH

(925) 838-0360 FX

adillard@ci.danville.ca.us

ATTACHMENT 6.A



SWAT

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

DATE: April 6, 2009
TO: SWAT Committee
FROM: SWAT TAC
SUBJECT: Technical Coordinating Committee (TCC) Appointments for 2009-2011 Term

At the request of the Contra Costa Transportation Authority, the SWAT TAC has considered and recommends the appointment of the following SWAT staff members to the Authority's Technical Coordinating Committee (TCC) for a two-year term, beginning on April 1, 2009 and ending on March 31, 2011.

	Primary Representative	Alternate Representative
Planning:	Janice Carey, Orinda	Lisa Bobadilla, San Ramon
Engineering:	Tony Coe, Lafayette	Leah Greenblat, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

Staff Contact:
Andy Dillard, Town of Danville
Phone: (925) 314-3384
Email: adillard@ci.danville.ca.us



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COMMISSIONERS:

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Vice Chair*

Janet Abelson

Newell Arnerich

Ed Balico

Susan Bonilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

March 3, 2009

Don Tatzin
SWAT
c/o Andy Dillard, Town of Danville
510 LaGonda Way
Danville, CA 94526

Don
Dear Chair Tatzin:

Presently your agency appoints a representative and an alternate to the Authority's Technical Coordinating Committee (TCC). Your current appointees are Tai Williams, Tony Coe and Janice Carey as member and Leah Greenblat, Lisa Bobadilla and Andy Dillard as alternate. Under the provisions of the TCC Charter, the current two-year term will expire on March 31, 2009. According to our records, we have not received notification of your appointees for the upcoming term. Accordingly, I am requesting that your agency either re-appoint or name a new staff representative and alternate for the next two year term ending March 31, 2011.

For your convenience, a copy of the TCC Charter as well as the current TCC membership roster is enclosed.

Sincerely,

Robert K. McCleary
Robert K. McCleary
Executive Director

*Robert K. McCleary
Executive Director*

cc: Ellen Wilson, CCTA

Enclosures

3478 Buskirk Ave.
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Pleasant Hill
CA 94523

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FAX:
925/ 256-4701

<http://www.ccta.net>

TCC Membership

February 19, 2009

Members

Chair

Jerry Bradshaw

Vice Chair

Didre Heitman

TCC Appointees

TRANSPAC:

John Hall, Walnut Creek
Ray Kuzbari, Concord
Eric Hu, Pleasant Hill

Alternates

Steve Goetz

Staff Designee*

Barbara Neustadter

SWAT:

Tony Coe, Lafayette
Tai Williams, Danville
Janice Carey, Orinda

Leah Greenblat, Lafayette
Andy Dillard, Danville
Lisa Bobadilla, San Ramon

Andy Dillard, Danville

TRANSPLAN:

Ahmed Abu-Aly, Antioch
Ed Franzen, Antioch
Paul Reinders, Pittsburg

John Cunningham, County

WCCTAC:

Steve Lawton, Hercules
Jerry Bradshaw, El Cerrito
Rich Davidson, Richmond

Adèle Ho, San Pablo

COUNTY:

Planning: Catherine Kutsuris
Trans. Plng: Steve Goetz
Engineering: Mike Carlson

Robert Drake

Bill Fernandez

MTC:

Ashley Nguyen

Raymond Kan

CCEAC:

Jerry Bradshaw, El Cerrito

Adèle Ho, San Pablo

TRANSIT:

Cindy Dalhgren, CCCTA
Christina Verdin, AC Transit
Diedre Heitman, BART
Tom Harais, Tri Delta Transit
Rob Thompson, WestCAT

Nathan Landau, AC Transit
Cindy Church, BART
Steve Ponte, Tri Delta Transit

CALTRANS:

Mark Zabaneh

Laurie Lau

BAAQMD

Geraldina Grünbaum

Joseph Steinberger

* Staff person assigned to Regional Transportation Planning Committee

TECHNICAL COORDINATING COMMITTEE CHARTER

June 19, 1991

MISSION OF THE COMMITTEE

The Technical Coordinating Committee (TCC) provides advice on technical matters that may come before the Authority. The Committee members also act as the primary technical liaison between the Authority and the Regional Committees.

RESPONSIBILITIES OF THE COMMITTEE

The TCC provides advice on the following issues:

- review and comment on project design, scope and schedules
- development of priority transportation improvement lists for submittal to the Metropolitan Transportation Commission (MTC)
- review and comment on the Strategic Plan
- review and comment on the Congestion Management Program
- review of the regional Action Plans and the proposed merging of the Action Plans to form the Countywide Transportation Plan
- review and comment on the Growth Management Plan Implementation documents

COMMITTEE MEMBERSHIP

The Committee shall be composed of twenty four (24) technical staff members as follows:

1. Each Regional Committee to appoint three members representing the planning, engineering and transportation disciplines. (twelve members)
2. The Board of Supervisors to appoint three members representing the planning and engineering disciplines. (three members)
3. Each transit operator to appoint one representative: Bart, CCCTA, AC Transit, Tri Delta and WestCat. (five members)
4. The City County Engineering Advisory Committee shall appoint one member.
5. Caltrans, MTC, and the Bay Area Air Quality Management District (BAAQMD) each to have one ex-officio non voting member. (three members)

Appointments to the Committee shall be for a renewable two year term. The first term shall expire March 31 1993.

Notwithstanding the above formal membership roster, all interested technical staff will be welcome to attend and participate in the committee deliberations.

TECHNICAL COORDINATING COMMITTEE CHARTER
page 2

June 19, 1991

COMMITTEE ORGANIZATION

With the exception of the ex-officio members, each Committee member shall have one vote, although the preferred method of conducting business shall be by consensus. The Committee shall elect a chair and vice chair to serve a one year term. The initial term shall expire March 31, 1992.

The Committee may form sub-committees to deal with major programmatic issues. Full committee meetings shall be once per month, or as needed; with committee and sub committee meetings scheduled as necessary.

ATTACHMENT 6.B



SWAT

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

DATE: April 6, 2009

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: Comments on Draft 2009 Comprehensive Transportation Plan (CTP)

On February 18, 2008, the Contra Costa Transportation Authority (Authority) released the Draft 2009 Comprehensive Transportation Plan (CTP) and Draft Environment Impact Report. SWAT staff has had the opportunity to review the documents and has provided a collective set of comments on the Draft CTP for the Committee's consideration. Comments provided by Lafayette staff were reviewed and approved by the Lafayette City Council at its regular meeting of March 23rd, 2009. All comments relating to the Draft CTP and Draft EIR are due to the Authority by April 7th.

Item Page 2009 Draft CTP Comments (*corresponding jurisdiction in italics*)

1. 15 Add Traffic Growth vs. Planned Capacity Improvements for Pleasant Hill Road. Per Lafayette's staff communication with the CCTA, this will be a 26% traffic volume increase and 0% capacity (lane) increase. (*Lafayette*)
2. 42 Show Lafayette's 81 space Park and Ride Lot on St. Mary's Rd. near the Community Park. Improve legibility of illustration. (*Lafayette*)
3. 96 Typo in bullet number 9 – "Tri-Valley" (*Danville*)
4. 97 Several actions from the draft Lamorinda Action Plan are not, but should be incorporated into the summary of Actions. Modify the Actions summary for SR24: "Planning activity includes. . .HOV and transit improvements in the I-680 corridor *to reduce single occupancy vehicles on SR 24*, park and ride lots, *and* associated BART shuttles, *gateway constraints and alternative modes to school and student safety improvements.*

- Modify the Actions summary for Pleasant Hill Rd.: “Planned activity includes...discouragement of the use of Pleasant Hill Road as a substitute for freeway travel, *gateway constraints, baseline monitoring, pedestrian and bicycle safety improvements* and promotion of ridesharing and transit use for school travel.” *(Lafayette)*
5. 99 Spell out “AVR” (Average Vehicle Ridership). *(Danville)*
 6. 100 Under “Route-Specific Actions” remove the project “Danville Boulevard: Stone Valley Rd./Danville Boulevard Intersection Improvements.” *(Danville)*
 7. 123 In Appendices, the CTPL needs to be updated throughout by all jurisdictions prior to the completion of the Final Draft of the CTP. *(Danville)*
 8. 159 Project 0030 Pleasant Hill Road/Taylor Blvd. Realignment: It was the Circulation Commission’s understanding that the County was no longer pursuing this project. *(Lafayette)*
 9. 170 Project 0583 Burton Ridge Regional Trail, Olympic Blvd. to Michael Lane should be listed within the Lafayette section, not Central County. *(Lafayette)*
 10. 227-237 Lafayette staff will incorporate minor updates to Lafayette’s projects in the Comprehensive Transportation Project List: Lamorinda. *(Lafayette)*
 11. 229 Project 0553 SR 24 Bikeway, Lafayette should be added as a project sponsor. *(Lafayette)*
 12. 229 Project 0575 Mt. Diablo Blvd. Bike/Pedestrian Trail. Please provide additional information regarding this SWAT project. If it is the multi-purpose path project on the south side of Mt. Diablo Blvd., between Village Center and the Lafayette Reservoir, then: Lafayette and EBMUD should be listed as the project sponsors and the project is currently under construction. *(Lafayette)*

Staff Contact:

Andy Dillard, Town of Danville
 Phone: (925) 314-3384
 Email: adillard@ci.danville.ca.us



CONTRA COSTA
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March 25, 2009

COMMISSIONERS:

*Maria Viramontes,
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Newell Americh

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Michael Kee

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TO: Recipients of the Draft 2009 Countywide Comprehensive Transportation Plan and Draft Environmental Impact Report

FROM: Martin R. Engelmann, Deputy Executive Director, Planning *ME*

RE: Corrections and Additions

At the March 18, 2009 Authority meeting, the following changes to the Draft 2009 (CTP) were approved.

<i>Page</i>	<i>Correction or Addition</i>
14	Add a data point to Figure 9 showing 38 percent increase in traffic volume on Richmond Parkway and zero percent increase in roadway capacity
15	Add a data point to Figure 10 showing 26 percent increase in traffic volume on Pleasant Hill Road and zero percent increase in roadway capacity
18	Add the phrase to the end of the first paragraph: <i>"...and uncertainties may affect our decisions?"</i>
59	The heading "Issues" should read "Approaches" instead
100	Delete: <i>"Danville Boulevard: Stone Valley Rd. / Danville Blvd. Intersection Improvements"</i>
119	Revise description of Richmond Parkway to read: <i>"Richmond Parkway: I-80(2) / Fitzgerald Dr. to I-580, near Pennsylvania Avenue including the Castro St. / Garrard Blvd. couplet"</i>
121	Add to the list of Regional Routes in Tri-Valley: <i>"Village Parkway: Alcosta Blvd. to Alameda County"</i>

File: 13.15.01



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Robert Taylor

Maria Viramontes

February 18, 2009

RE: Draft 2009 Countywide Comprehensive Transportation Plan

Dear Transportation Constituents and Stakeholders:

We are pleased to release the **Draft 2009 Countywide Comprehensive Transportation Plan (CTP)**. This document, the third major update to the Plan, is built on the efforts of elected officials and staff from cities, towns and the County of Contra Costa, and staff from other county, regional, and State transportation agencies.

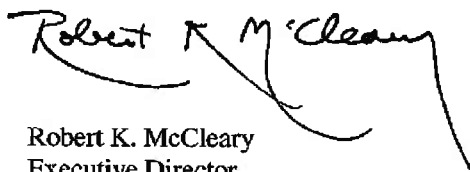
The 2009 CTP focuses on implementing Measure J, the half-percent sales tax passed by the voters in November 2004. It also refines the Authority's vision, goals and strategies for managing the impacts of growth and improving mobility on our streets, highways, transit systems, and bicycle and pedestrian facilities.

If you have any questions on the Plan, please contact Martin Engelmann, Deputy Executive Director for Planning, at 925.256.4729 (mre@ccta.net), or Brad Beck, Senior Transportation Planner, at 925.256.4726 (bbeck@ccta.net).

Our website at www.ccta.net contains additional information on the 2009 CTP, including downloadable copies of the plan documents, the Draft EIR, and other supporting documents such as the Action Plans for Routes of Regional Significance. **Comments on the draft 2009 CTP are due by 5:00 p.m., Monday, April 6, 2009.**

We appreciate your interest and look forward to your continued involvement in improving Contra Costa's transportation system and quality of life.

Sincerely,



Robert K. McCleary
Executive Director

File: 13.15.01

Robert K. McCleary
Executive Director

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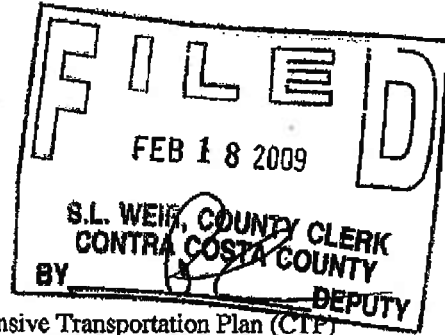
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<http://www.ccta.net>

Notice of Availability

February 18, 2009

Project Title: 2009 Contra Costa Countywide Comprehensive Transportation Plan (CTP) (SCH# 2008052073) Draft Environmental Impact Report.

Project Location: The project will apply throughout Contra Costa County, one of nine counties that make up the San Francisco Bay Area.

Public Review Period: February 18, 2009 to April 6, 2009 at 5:00 PM
The DEIR is available at www.ccta.net

Public meetings at which comments on the DEIR can be made:

West County (WCCTAC)
8:00 AM, Friday, February 27, 2009
City Council Chambers
City of San Pablo
13831 San Pablo Avenue
San Pablo, CA 95806

Central County (TRANSPAC)
9:00 AM, Thursday, March 12, 2009
City of Pleasant Hill Community Room
100 Gregory Lane
Pleasant Hill, CA 94523

East County (TRANSPLAN)
6:30 PM, Thursday, March 12, 2009
Board Room
Tri Delta Transit Building
801 Wilbur Avenue
Antioch, CA 94509

Southwest County (SWAT)
3:00 PM, March 2, 2009
Office of Supervisor Gayle B. Uilkema
3338 Mt. Diablo Blvd
Lafayette, CA 94549

CCTA Planning Committee
6:00 PM, Wednesday, March 4, 2009
Contra Costa Transportation Authority
3478 Buskirk Avenue., Suite 100
Pleasant Hill, CA 94523

Tri-Valley Transportation Council (TVTC)
4:30 PM, Thursday, March 12, 2009
Doughtery Station Community Center
17011 Bollinger Canyon Road
San Ramon, CA 94582

Project Issues Discussed in Document: Environmental Setting, Impact Analysis, Mitigation Measures, Transportation and Circulation, Air Quality, Energy, Geology and Seismicity, Biological Resources, Hydrology and Water Resources, Visual Resources, Noise, Cultural

Notice of Availability: 2009 CTP DEIR

February 18, 2009

Page 2

Resources, Hazardous Materials, Land Use and Housing, Greenhouse Gases and Climate Change

Description of Project: As part of its Measure C responsibilities and subsequent Measure J responsibilities, CCTA must prepare a Countywide Comprehensive Transportation Plan (CTP) to "support efforts to develop and maintain an ongoing planning process with the cities and the county." The CTP is intended to provide the overall direction and a coordinated approach for achieving and maintaining a balanced and functional transportation system within the county while strengthening links between land use decisions and transportation. It outlines the CCTA's vision for Contra Costa and its transportation system and the goals, strategies and specific projects and other actions for achieving that vision. The projects and programs included are composed of a mix of highway, arterial, transit, operational, and non-motorized improvements.

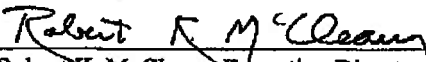
Hazardous Materials Site: The proposed project is a plan for transportation improvements and growth management and would apply throughout Contra Costa. The draft environmental document, as a program EIR, divides the county into areas with a high, moderate or low potential for encountering hazardous materials.

Lead Agency Name and Address:

Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Contact Person and Phone Number:

Brad Beck, Senior Transportation Planner
Phone: 925 256 4726 | Fax: 925 256 4701 | bbeck@ccta.net


Robert K. McCleary, Executive Director
Contra Costa Transportation Authority


Date

File: 13.15.13.08

ATTACHMENT 6.C



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COMMISSIONERS: March 2, 2009

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Re: 2009 Measure J Strategic Plan

To: Regional Transportation Planning Committee Managers, County Staff and Transit Managers:

At its February meeting, the Contra Costa Transportation Authority initiated work on the 2009 Measure J *Strategic Plan*. This *Strategic Plan*, which will cover the seven-year period extending from FY2009 through FY2015, will update assumptions used in the 2007 Measure J *Strategic Plan* related to revenue projections, debt capacity, debt service on proposed bonds, interest rates and inflation. It will also examine project priorities based on latest information on projects funding, costs, and schedules.

While the Authority's finances are sound and we have an "AA" rating, this *Update* comes during a significant downturn in the economy which is adversely affecting Measure J revenues and increasing debt service costs on proposed bonds. The reduction in revenues, combined with the projected increase in bond debt service costs, lessens the amount of funding available for *Capital Projects* in the seven years covered by the *Strategic Plan* by more than \$200 million. Because the Measure J Expenditure Plan does not contain a contingency for economic downturns, the Authority will need to consider delaying some projects, tightening the funding caps on *Capital Projects*, or both. The Authority's decision to infuse State Local Partnership funds over the next five years (~ \$26 million) into Measure J *Capital Projects* will soften the impact.

To expedite high priority projects throughout Contra Costa, the Authority has already committed to a bond issuance of \$300 million in September 2009. This was intended to be the first of a series of three planned bond issues secured by Measure J sales tax revenues. In light of the current economic conditions, the sale of additional bonds beyond 2009 will be carefully evaluated in the 2009 *Strategic Plan*. We will reconsider our financial assumptions and build in sufficient safeguards to not overextend the financial commitments to projects, beyond the proportion of the Measure J program reserved for them.

Anticipated Measure J funding capacity for *Capital Projects* is forecast to shrink by a total of \$204 million in escalated dollars (or \$165 million in 2004 dollars) during the 2009-2015 period. This reduction and the revised revenue trend may impact our anticipated capacity to issue previously planned bonds of \$150 million in 2012 and \$138 million in 2015.

RTPCs Managers

March 2, 2009

Page 2

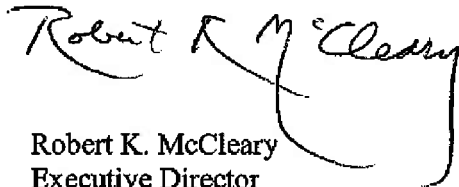
In considering our projections and the potential impacts on projects, it is important to also keep in mind that our projections will be updated periodically as economic conditions change. The projections are not 'cast in stone'. The economy will improve and the timing and strength of the recovery may very well put us back on a trajectory to achieve our financial goals. However, in the near term the impact of the recession will need to be considered in the 2009 Measure J Strategic Plan.

Attachment A details the needed reduction in programmed projects by sub-region (in both 2004 dollars and escalated) after the infusion of State Local Partnership Program funds. **Attachment B** summarizes the current 2007 Strategic Plan *Program of Projects* (in both 2004 and escalated dollars) by sub-region, modified per the latest inflation rates assumptions.

The Authority is seeking Regional Transportation Planning Committees (RTPCs) assistance in identifying *Capital Projects* in their sub-region that can be delayed beyond fiscal year 2015, and whether the RTPC would be supportive of utilizing funding from any of the sub-region programs (e.g. Sub-regional Transportation Needs) for *Capital Projects*.

Please provide us your input no later than **Tuesday, April 7, 2009**. Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at hnoeimi@ccta.net.

Sincerely,


Robert K. McCleary
Executive Director

Attachments

Comparison between the 2007 Strategic Plan and the 2009 Update

	2007 SP		Difference
	Adjusted for 2009 SP inflation assumptions		
	(\$ x 1000)		
Measure J Revenues (2009-2015):			
2004 \$	\$ 449,441	\$ 353,720	\$ (95,720)
Escalated	\$ 544,330	\$ 428,196	\$ (116,135)
Bond Proceeds (2009-2015) (see Note 1)			
2004 \$	\$ 492,927	\$ 386,304	\$ (106,623)
Escalated	\$ 588,000	\$ 454,962	\$ (133,038)
Debt Service (2009-2015):			
2004 \$	\$ 99,579	\$ 118,942	\$ 19,363
Escalated	\$ 121,066	\$ 144,539	\$ 23,473
Funding Available for Projects (2009 - 2015) (see Note 2)			
2004 \$	\$ 577,619	\$ 412,387	\$ (165,232)
Escalated	\$ 690,109	\$ 485,983	\$ (204,126)

(1) Projected capacity in the 2007 Strategic Plan was for 3 bonds issuances: \$300M (FY10), \$150M (FY12), & \$138M (FY15) in the 2009 Strategic Plan, projected capacity is lower

(2) Funding available for Projects = 0.41 x Measure J Revenues + Bond Proceeds - Debt Service

IMPACT OF MEASURE J REVENUE REDUCTIONS ON PROJECTS BY SUBREGION THROUGH FY2015

	% share based on 2007 SP Program of Projects (2004 \$)	Reduction in Programmed funds for Projects (2004 \$)	Reduction in Programmed funds for Projects (Esc \$)
West County	9.1%	\$ (14,979)	\$ (18,505)
East County	56.4%	\$ (93,117)	\$ (115,035)
Central County	24.2%	\$ (39,950)	\$ (49,354)
Southwest County	10.4%	\$ (17,187)	\$ (21,232)
		\$ (165,232)	\$ (204,126)

+

STATE LOCAL PARTNERSHIP PROGRAM FUNDS INFUSION PER SUBREGION THROUGH 2015

	% share based on Expenditure Plan	SLPP Added for Projects (2004 \$)	SLPP Added for Projects (Esc \$)
West County	9.0%	\$ 1,988	\$ 2,340
East County	48.5%	\$ 10,711	\$ 12,610
Central County	29.7%	\$ 6,559	\$ 7,722
Southwest County	12.8%	\$ 2,827	\$ 3,328
		\$ 22,084	\$ 26,000

=

NET IMPACT OF REDUCED MEASURE J REVENUES AFTER ADDING SLPP FUNDS THROUGH 2015

	Net Reduction in Programmed funds for Projects (2004 \$)	Net Reduction in Programmed funds for Projects (Esc \$)
West County	\$ (12,992)	\$ (16,165)
East County	\$ (82,406)	\$ (102,425)
Central County	\$ (33,391)	\$ (41,632)
Southwest County	\$ (14,360)	\$ (17,904)
	\$ (143,148)	\$ (178,126)

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - Central County**
(2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE										
1001 Caldecott Tunnel Fourth Bore **	-	-	10,000	53,000	49,500	-	-	-	-	112,500
9626 CAPITOL CORRIDOR IMPROVEMENTS										
4002 Martinez Intermodal Station - Phase 3 **	5,394	-	816	-	-	-	-	-	-	6,210
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3 **	-	-	540	-	-	-	-	-	-	540
9630 INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	7,105	-	-	-	18,239	25,344
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,518	-	-	-	-	-	-	2,518
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,018	-	-	-	-	1,018
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,175	-	-	-	-	1,175
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	695	839	811	-	-	-	-	-	2,345
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	972	-	-	-	64,000	64,972
8002 I-680 Southbound Carpool Lane Extension (Restripe) **	-	300	2,228	-	-	-	-	-	-	2,528
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	7,560	3,240	-	-	-	10,800
9648 MAJOR STREETS TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	984	-	-	-	984
24002 Pine Hollow Road Widening (Clayton)	-	-	252	-	-	-	-	-	-	252
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	3,997	-	-	-	-	-	3,997
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	4,544	-	-	-	-	4,544
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,511	3,973	2,350	-	-	-	-	7,834
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	6,017	-	-	-	6,017
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	7,553	-	-	-	-	-	-	7,553
24008 Waterworld Parkway Bridge (Concord)	-	-	-	2,817	-	-	-	-	-	2,817
24026 Major Streets in Central County (TBD)	-	-	-	-	-	-	-	4,587	-	4,587
24027 Yencio Valley Road Permanent Restoration - Phase 2 (Concord) **	-	-	2,937	-	-	-	-	-	-	2,937
24028 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,678	-	-	-	-	-	-	1,678
9651 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,250	-	-	-	-	-	-	2,250
SUM*										
SUM (2008-2015)*										
SUM*										
SUM (2008-2015)*										

* Includes only half of the Caldecott's funding

** Committed funding

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - Central County
(Scaled in Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE										
1001 Caldecott Tunnel Fourth Bore**	-	-	11,547	62,421	59,465	-	-	-	-	133,433
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4002 Martinez Intermodal Station - Phase 3**	6,015	-	943	-	-	-	-	-	-	6,957
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3**	-	-	624	-	-	-	-	-	-	624
9630 INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	8,536	-	-	-	23,949	32,485
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,907	-	-	-	-	-	-	2,907
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,223	-	-	-	-	1,223
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,412	-	-	-	-	1,412
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	787	969	955	-	-	-	-	-	2,711
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	1,168	-	-	-	84,038	85,206
8002 I-680 Southbound Carpool Lane Extension (Restripe)**	-	339	2,573	-	-	-	-	-	-	2,912
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	9,082	3,970	-	-	-	13,052
9648 MAJOR STREETS; TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	1,206	-	-	-	1,206
24002 Pine Hollow Road Widening (Clayton)	-	-	291	-	-	-	-	-	-	291
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	4,708	-	-	-	-	-	4,708
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	5,458	-	-	-	-	5,458
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,745	4,679	2,823	-	-	-	-	9,247
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	7,373	-	-	-	7,373
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	8,721	-	-	-	-	-	-	8,721
24008 Waterworld Parkway Bridge (Concord)	-	-	-	3,318	-	-	-	-	-	3,318
24025 Major Streets in Central County (THD)	-	-	-	-	-	-	-	5,848	-	5,848
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)**	-	-	3,391	-	-	-	-	-	-	3,391
24028 Clayton Rd/17th Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,938	-	-	-	-	-	-	1,938
9651 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,598	-	-	-	-	-	-	2,598
										SUM*
										\$ 270,303
										\$ 162,316

* Includes only half of the Caldecott's funding

** Committed funding

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - East County

(2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
9626 BART - EAST CONTRA COSTA EXTENSION										
2001 East Contra Costa Rail Extension (eBART)	-	-	-	-	-	-	7,820	115,930	-	123,750
9627 STATE ROUTE 4 EAST WIDENING										
3001 SR 4 East Widening: Somersville Road to SR160**	3,776	17,892	3,650	57,567	27,517	-	-	-	-	110,403
3002 Commercial Paper Net Cost	-	-	2,097	-	-	-	-	-	-	2,097
9629 EAST COUNTY CORRIDORS										
5001 SR4 Bypass: WB SR4 to NB SR160 Connector	-	-	535	542	-	-	-	-	-	1,077
5002 SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd ***	1,747	1,772	-	12,389	19,609	-	-	-	-	35,517
5003 SR4 Bypass: Sand Creek Interchange - Phase 1 ***	5,698	1,963	7,698	-	-	-	-	-	-	15,358
5005 SR4 Bypass: Balfour Road Interchange - Phase 1	-	-	1,263	1,281	-	-	-	-	-	2,544
5006 Vasco Road Safety Improvements (C.C. County)	283	287	-	-	-	-	-	-	-	571
5007 SR239 Study	-	-	839	811	313	-	-	-	-	1,963
5008 Commercial Paper Net Cost**	-	-	3,365	-	-	-	-	-	-	3,365
5009 Other East County Corridors Projects (TBD)	-	-	-	-	-	-	-	-	2,181	2,181
5010 SR4 Bypass Seg 1 and 3**	22,474	-	-	-	-	-	-	-	-	22,474
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10004 BART Parking, Access and Other Improvements - East County	-	-	-	-	-	-	-	-	9,900	9,900
9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV										
24025 Major Streets in East County	-	-	-	-	-	-	-	-	16,200	16,200

** Committed funding

*** Partially committed funding

SUM

SUM (2008 -2015)

\$347,400

\$319,119

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - East County**
(Escalated Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9626 BART - EAST CONTRA COSTA EXTENSION										
2001 East Contra Costa Rail Extension (eBART)	-	-	-	-	-	-	9,774	147,793	-	157,567
9627 STATE ROUTE 4 EAST WIDENING										
3001 SR 4 East Widening: Somersville Road to SR160**	4,210	20,255	4,215	67,800	33,437	-	-	-	-	129,537
3002 Commercial Paper Net Cost	-	-	2,421	-	-	-	-	-	-	2,421
9629 EAST COUNTY CORRIDORS										
5001 SR4 Bypass: WB SR4 to NB SR160 Connector	-	-	617	639	-	-	-	-	-	1,256
5002 SR4 Bypass: Widened to 4 Lanes - Laurel Rd to Sand Creek Rd ***	1,948	2,006	-	14,591	23,557	-	-	-	-	42,102
5003 SR4 Bypass: Sand Creek Interchange - Phase I ***	6,354	2,222	8,888	-	-	-	-	-	-	17,464
5005 SR4 Bypass: Balfour Road Interchange - Phase I	-	-	1,458	1,509	-	-	-	-	-	2,967
5006 Vasco Road Safety Improvements (CC County)	316	325	-	-	-	-	-	-	-	641
5007 SR239 Study	-	-	969	955	376	-	-	-	-	2,300
5008 Commercial Paper Net Cost***	-	-	3,885	-	-	-	-	-	-	3,885
5009 Other East County Corridors Projects (TBD)	-	-	-	-	-	-	-	-	2,864	2,864
5010 SR4 Bypass Seg 1 and 3***	25,061	-	-	-	-	-	-	-	-	25,061
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10004 BART Parking, Access and Other Improvements - East County	-	-	-	-	-	-	-	-	13,000	13,000
9649 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV										
24025 Major Streets in East County	-	-	-	-	-	-	-	-	21,272	21,272
SUM										
SUM (2008-2015)										
SUM										
\$422,337										
\$385,201										

** Committed funding

*** Partially committed funding

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - Southwest County
 (2004 Dollars x 1,000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE			10,000	53,000	49,500	-	-	-	-	112,500
1001 Caldecott Tunnel Fourth Bore**			10,000	53,000	49,500	-	-	-	-	112,500
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8003 I-680/Norris Canyon Road Bus/Carpool On- and Off-Ramps***			450					2,200	19,850	22,500
9634 BART PARKING, ACCESS and OTHER IMPROVEMENTS										
10003 BART Parking, Access and Other Improvements - Southwest County									2,700	2,700
9648 MAJOR STREETS; TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24009 Major Streets in Danville									2,742	2,742
24010 Major Streets in Lafayette									1,780	1,780
24016 Major Streets in Moraga									1,180	1,180
24017 Major Streets in Orinda									1,592	1,592
24021 Major Streets in San Ramon									2,973	2,973
24024 Major Streets in County (Southwest)									2,693	2,693

* Includes only half of the Caldecott's funding

** Committed funding

*** Partially committed funding

SUM* \$ 94,410
 SUM (2008-2015)* \$ 58,900

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - West County
 (2004 Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4001 Hercules Rail Station	-	-	6,750	-	-	-	-	-	-	6,750
9631 I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.										
7002 I-80/San Pablo Dam Road Interchange Improvements ***	-	-	1,846	8,224	-	-	-	-	-	10,070
7003 I-80/Central Avenue Interchange Improvements ***	-	-	425	-	-	-	3,059	4,550	4,555	12,589
7005 I-80 Integrated Corridor Mobility **	-	3,969	269	-	-	-	-	-	-	4,238
7006 Commercial Paper Net Cost to I-80 Integrated Corridor Mobility	-	-	104	-	-	-	-	-	-	104
9633 RICHMOND PARKWAY										
9001 Richmond Parkway Upgrade Study **	-	-	140	-	-	-	-	-	-	140
9002 Richmond Parkway Upgrade	-	-	-	-	-	-	-	-	4,160	4,160
9003 Marina Bay Parkway Grade Separation **	-	-	-	10,100	-	-	-	-	-	10,100
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10002 BART Parking, Access and Other Improvements - West County	-	-	2,670	4,530	-	-	-	-	6,300	13,500
9643 ADDITIONAL BUS TRANSIT ENHANCEMENT										
19001 AC Transit Capital Improvements	-	-	1,000	-	-	-	-	-	-	1,000
19002 WestCAT Transit Capital Improvements	-	-	2,450	1,250	-	-	-	-	-	3,700

** Committed funding

*** Partially committed funding

SUM S 66,351

SUM (2008 - 2015) S 51,336

CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - West County
 (Expenditures in Dollars x 1000)

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4001 Hercules Rail Station	-	-	7,794	-	-	-	-	-	-	7,794
9631 I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.										
7002 I-80/San Pablo Dam Road Interchange Improvements ***	-	-	2,132	9,685	-	-	-	-	-	11,817
7003 I-80/Central Avenue Interchange Improvements ***	-	-	491	-	-	-	3,823	5,801	5,980	16,095
7005 I-80 Integrated Corridor Mobility **	-	4,483	310	-	-	-	-	-	-	4,803
7006 Commercial Paper Net Cost to I-80 Integrated Corridor Mobility	-	-	120	-	-	-	-	-	-	120
9633 RICHMOND PARKWAY										
9001 Richmond Parkway Upgrade Study **	-	-	162	-	-	-	-	-	-	162
9002 Richmond Parkway Upgrade	-	-	-	-	-	-	-	-	5,462	5,462
9003 Marina Bay Parkway Grade Separation **	-	-	-	11,895	-	-	-	-	-	11,895
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10002 BART Parking, Access and Other Improvements - West County	-	-	3,083	5,335	-	-	-	-	8,272	16,691
9643 ADDITIONAL BUS TRANSIT ENHANCEMENT										
19001 AC Transit Capital Improvements	-	-	1,155	-	-	-	-	-	-	1,155
19002 WestCAT Transit Capital Improvements	-	-	2,829	1,472	-	-	-	-	-	4,301

** Committed funding

*** Partially committed funding

SUM \$ 80,295

SUM (2008 - 2015) \$ 60,581

ATTACHMENT 7

4. **Legislation.** Staff presented proposed principles for legislation regarding future High-Occupancy Toll (HOT) lanes in the Bay Area for discussion and potential action. *The attached position statement was approved.*

5. **Strategic Plan Update.** *Staff advised the Authority that a delay was appropriate for the submittal of regional transportation planning committee (RTPC) recommendations relative to updating the Strategic Plan. As there were no objections, staff has revised the date for submittal to May 27, 2009. A letter to the RTPCs will follow.*



CONTRA COSTA
transportation
authority

March 18, 2009

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Michael Kee

Mike Metcalf

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Executive Director*

*3478 Buskirk Ave.
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<http://www.ccta.net>

Honorable Ellen Tauscher, Congressional District 10
U.S. House of Representatives
2459 Rayburn House Office Building
Washington, D.C. 20515

RE:Earmark Requests for the Next Federal Transportation Act

Dear Congresswoman Tauscher:

The Transportation Authority appreciates your continued commitment to improving transportation and the economy, both in Contra Costa and the nation. In that context, your staff has requested that the Authority formally transmit to you its preferences for special federal project "earmark" appropriations as part of the process to renew the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which is scheduled for legislative action prior to October 1, 2009. We are pleased to respond to your request.

Specifically, the Authority hereby requests your support for a \$40 million appropriation to cover one or more projects along the East County Corridor to widen Route 4 east, in the area from Somersville Road to State Route 160, complete various Route 4 Bypass projects, and improve Vasco Road as our top priority. In addition, within Contra Costa, the Authority also supports earmarked funding for I-680 Transit Corridor Improvements (\$28 million), I-80 San Pablo Dam Road Interchange Improvements (\$15 million), and the SB I-680 HOV Project (\$10 million).

These identified projects align well with state and local priorities. CCTA staff used the following criteria to select projects: Regional Transportation Planning Committee priority, deliverability (progress toward having environmental clearance and/or completed design), Strategic Plan priority (inclusion in the first 6 years of Measure J Strategic Plan), and maximization of other fund sources.

We appreciate your request for our input early in the process. If you have any questions, please contact Jack Hall of our staff at 925.256.4743. Your continuing support for critical transportation improvements, and your interest in working with the Authority on those projects, is greatly appreciated.

Sincerely,

Robert K McCleary
Executive Director

cc. Hon. George Miller
Hon. Jerry McNerney
Steve Heminger
Bijan Sartipi



CONTRA COSTA
transportation
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March 18, 2009

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Ted Droettboom
Joint Policy Committee
P.O. Box 2050
101 Eighth Street
Oakland, CA 94604-2050

RE: Proposed Joint Policy Committee (JPC) Policies for Implementation of SB 375

Dear Mr. Droettboom:

Thank you for the opportunity to comment on the draft proposed JPC policies. The Authority supports cost-effective approaches to reducing greenhouse gas (GHG) emissions, consistent with the overall goal of SB 375. We are interested in working closely with MTC, ABAG and the JPC to identify and implement meaningful steps towards that goal.

Expanding the JPC Partnership

The Authority supports expanding the JPC's partnership to include the Bay Area's nine congestion management agencies (CMAs) and their constituent local jurisdictions in the preparation of the "sustainable communities strategy" (SCS) required under SB 375, and the regional transportation plan (RTP). The CMAs are best-positioned to effectively and realistically link transportation investment decisions with the land use decisions of their constituent cities and counties, particularly as the latter have sole authority over land use.

Proposed Changes to Specific Draft Policies

- **Policy 1, Seeking GHG emissions reduction targets that "provide significant challenges to current trends and habits", and may go beyond those set by the CARB.**

Revised Recommended Policy: *The Bay Area regional agencies will seek factors, methodologies, and GHG emissions reductions targets from the Air Resources Board (ARB) that are feasible, reasonable and realistic.¹ MTC and ABAG will*

¹ Having the ARB set a reasonable and realistic target for GHG emissions is critical to minimize the exposure to litigation against the SCS and the RTP. As revised by SB 375, Section 65080 (b)(2)(B)(vii) of the Government Code now requires each metropolitan planning organization (MPO; in the Bay Area, MTC

Ted Droettboom

March 18, 2009

Page 2

work in partnership with the CMAAs and the cities, towns and counties of the Bay Area to seek the most effective approaches that could achieve reductions in GHG emissions well beyond ARB targets.²

Concerns with the JPC Draft Policy: We believe that the draft policy raises litigation and equity issues. If the region obtains aggressive targets from ARB that prove unattainable, litigation against MTC's RTP might well occur which could freeze project delivery for essential infrastructure, and could also lead to the redirection of funding away from projects and programs beneficial to and desired in a particular county. Specifically, in Contra Costa we believe that litigation could place Measure J projects at risk, once the "exemption period" in the statute ends.³

If, for example, our sales tax projects need federal funds, but (a) the GHG emission target is not met, and (b) the projects are deemed to be inconsistent with achieving the ARB target, then state and/or federal matching funds for accomplishing them could be prohibited by policy or litigation.⁴ Such an outcome would then block the Authority's ability to implement the vision approved by its voters as set forth in Measure J.

and ABAG have split responsibilities) to prepare an SCS that shall "set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks **to achieve, if there is a feasible way to do so**, the greenhouse gas emission reduction targets approved by the state board;" (*emphasis added*). This section is the primary potential source of future litigation, in our view, and why it is important to keep the formal targets reasonable and realistic.

² Such "expanded" targets should be explored through the evaluation of alternative land use and transportation investment strategies similar to the fully collaborative approach taken in the Sacramento region.

³ Footnote 11 in the JPC document (p. 6) is incorrect and needs to be revised. The exemption from the provisions of SB 375 only applies to projects programmed for funding on or before December 31, 2011. For local sales tax measures, only those projects specifically listed in a ballot measure prior to December 31, 2008 are exempt, and any state or federal funds necessary to complete them not programmed by that date would not be exempt. Proposition 1B bond projects and those contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program are also exempt from the requirements of SB 375 if programmed for funding on or before December 31, 2011. Govt. Code Section 65080(b)(2)(K).

⁴ It would not be beneficial to repeat the region's experience with transportation control measure 2 (TCM 2), a forecast that Bay Area transit ridership would increase 15% from 1982 to 1987 when in fact that 15% ridership increase had not been achieved even by 2007, 25 years later.

- **Policy 2, Modeling the Relationship between Transportation and Land Use.**
We support the policy as stated with three caveats: (1) the “integrated and transparent modeling system” for assessing transportation and land use policy choices could be accomplished without necessarily linking the two models mechanically; (2) development of model enhancements or an “integrated” model should not compromise the Bay Area’s implementation schedule and working relationship with the CMAs and local jurisdictions; and (3) the policy should be further framed as follows:

- At the end of the day, models are simply a tool to assist in our understanding of complex human choices, and their outcomes should be carefully assessed and tested against our knowledge and understanding of human behavior and the plans, expectations and constraints of local jurisdictions.⁵
- It is critically important for the modeling and analytical techniques to be applied in a way that conveys the assumptions made, the range of outcomes likely to result from varying those assumptions, and the sensitivity of the model to those variations.
- Models and analytical procedures must not only assess the prospective impact of varying transportation capacity on land use, but also consider other factors influencing the decisions that individuals and families make regarding where to live, work, shop and socialize, and how to get there. Such factors include the quality of schools, housing affordability, proximity to youth, sports or recreational activities, public safety, and other quality of life considerations that often may trump transportation considerations.

- **Policy 3, Preparing a Sustainable Communities Strategy (SCS) and an Alternative Planning Strategy (APS).**

Revised Recommended Policy: “The Bay Area regional agencies are committed to achieving the region’s GHG-reduction targets through the SCS and will prepare an APS only as a last resort. To assist in the preparation of a realistic and attainable SCS, the regional agencies will:”

- *Form a partnership with the CMAs and local land use jurisdictions to cooperatively prepare an SCS, beginning no later than the end of 2009;*
- *Work collaboratively through the CMAs to identify capital investments that are necessary for achieving or facilitating transit-oriented and*

⁵ For example, modeling and analysis suggested that the BART SFO/Milbrae extension would not require an operating subsidy. When those forecasts were not achieved, a major dispute resulted in whether BART or SAMTRANS would be responsible for defraying the several million dollars in operating subsidies required to sustain the services. In another example that was a precursor to today’s financial challenges, in the late 1990s the hedge fund Long Term Capital nearly brought down the banking system when its sophisticated mathematical trading models failed to anticipate the impact of defaults in Russian bonds.

“smart growth” developments where supported by local jurisdictions, identify funding needed to accomplish those projects, and support CMA development of funding packages for them.

- *Recognize that investments in transit-oriented and smart growth projects must be viewed in the context of other existing commitments and policies, including the provision of sufficient funding to address the most critical capital shortfall needs of local streets and roads and transit, and implementation of voter-approved state bond measures and local sales tax programs.*

Concerns with the JPC Draft Policy: We believe that the draft JPC proposal, with its emphasis on starting a new funding program oriented towards “incentivizing” “priority development areas”, could result in: (a) reducing funding available to accomplish the “Fix It First” policy, an existing regional commitment necessary to help address the unmet rehabilitation needs of local streets and roads and transit systems; (b) diverting funds away from accomplishing voter-approved initiatives to the new and, as yet, untested PDA program; (c) benefiting areas that “plan” to absorb new housing and transit-oriented development, as reflected in a desired growth scenario, while reducing the funding to those areas that have absorbed significant growth in the last 30 to 50 years. In that regard, Contra Costa has absorbed a much higher share of housing growth in the Bay Area over the past three decades than many areas in the urban core, and continues to need investment to meet the needs of its residents and employers. For example, increased job growth in east and west Contra Costa could be beneficial to reducing GHG emissions by reducing trip lengths of current residents.

We believe that working in partnership to develop funding packages that support beneficial growth would be more productive. Contra Costa has relatively dense, transit-oriented and/or mixed use developments emerging or planned in Antioch, Concord, El Cerrito, Hercules, Pittsburg, Pleasant Hill, Richmond, San Ramon, and Walnut Creek. The Authority has already invested millions of dollars to support some of these efforts, and plans further investments under our Measure J and STIP programs.

Finally, we believe that the JPC should not advocate for a specific policy such as road pricing without further analysis and collaboration. For example, it is not clear that HOT lanes are beneficial for reducing GHG emissions; they may, in fact, divert people out of carpools and vanpools, and have other negative impacts. Pricing can have a significant role to play in reducing GHG emissions, but issues of social equity and providing alternatives to the single occupant vehicle to sustain mobility in the face of increased pricing all need to be considered.

- **Policies 4 through 6.** The Authority has no concerns with these policies.
- **Policy 7, Vetting and evaluating all regional agency policies affecting the location and intensity of development or transportation infrastructure through the JPC.** We are concerned that this proposed policy could complicate

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March 18, 2009

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the preparation of both the SCS and the RTP. The policy implies that the JPC has a role in regional governance. In reality, the JPC has limited accountability to the local governments that appoint individuals to the JPC's constituent agencies. This policy should be revised to either (a) include representatives from each CMA or the JPC in order to broaden the policy discussions, or (b) focus the JPC's efforts on a discussion of key regional policies as a way to inform the individual agencies, or (c) be eliminated.

Conclusion

We appreciate the opportunity to comment on the JPC's proposed policies. If you have any questions, please contact Bob McCleary (925.256.4724) or Martin Engelmann (925.256.4729) of our staff.

Sincerely,



Maria T. Viramontes
Chair

c.c. Authority members; MTC Commissioners
Hon. Mark DeSaulnier
Hon. Tom Torlakson
Hon. Joan Buchanan
Hon. Nancy Skinner
Steve Heminger, MTC
Henry Gardner, ABAG



COMMISSIONERS: *Maria Viramontes, Chair* *Robert Taylor, Vice Chair* *Janet Abelson* *Newell Arnerich* *Ed Balico*
Susan Bonilla *David Durant* *Federal Glover* *Michael Kee* *Mike Metcalf* *Julie Pierce*

CONTRA COSTA TRANSPORTATION AUTHORITY POSITION REGARDING HOT/EXPRESS LANES IN THE BAY AREA

Overarching Considerations

- High Occupancy Toll (HOT)/Express Lanes are a tool that can, under appropriate circumstances, be used as part of a corridor management strategy. HOT lanes should be implemented only if a thorough analysis demonstrates the project will:
 - Maintain or enhance the safety of a facility, with minimal exceptions sought to Caltrans design standards;
 - Reduce overall delay in the corridor;
 - Increase the benefits for travelers in alternative modes to the single occupant vehicle, including carpools, vanpools, and bus transit; and
 - Provide sufficient revenues to offset the cost of operating and maintaining the HOT lanes.
- After defraying debt service, maintenance and operating costs, a portion of the excess revenues generated by the HOT lanes should be dedicated to sustaining and/or expanding transit services in the corridor.
- Implementation of HOT lanes in any county should be contingent upon the support of the Congestion Management Agency (or agencies) through which the corridor runs.
- In general, additional HOT lanes in the Bay Area should be implemented only after (1) a minimum of three years of operating experience is gained from the Alameda and Santa Clara projects authorized by existing statute; and (2) the Legislative Analyst's Office (LAO) completes an independent assessment of the performance of these lanes.
- While the Authority would support authorizing legislation allowing a third HOT lane corridor in each of those two counties, as well as a HOT lane on I-80 in Solano County, it is our contention that other future HOT lanes should be built only after (1) a full analysis indicates they can fulfill the considerations specified above; (2) the analysis includes a thorough review of the proposed financial plan for the HOT lane and the Expenditure Plan for the use of any revenues in excess of maintenance and operating costs; and (3) the projects have the support of the affected CMA(s) and local jurisdictions.

Bay Area HOT Lanes: Principles for Legislation

The Authority requires any legislation regarding HOT lanes to incorporate the following principles, and will oppose any legislation affecting Contra Costa facilities that does not.

1. For HOT lanes in the San Francisco Bay Area, MTC/BATA shall be responsible for toll collection, establishing standard signs, branding, marketing and customer services, and shall facilitate coordination of the Congestion Management Agencies (CMAs), Caltrans, and the California Highway Patrol (CHP).
2. MTC/BATA shall staff and support a Technical Advisory Committee (TAC) comprised of staff from Caltrans, the CMAs, the CHP and MTC/BATA.
3. The CMAs shall, for each corridor that one or more CMAs select for implementation of a HOT lane, prepare a financing plan, an expenditure plan, and a maintenance and operations plan in collaboration with Caltrans, MTC/BATA and local jurisdictions. Each expenditure plan shall be subject to approval by both the appropriate CMA board(s) and by MTC/BATA. The maintenance and operations plan shall be subject to the approval of Caltrans.
4. Financing mechanisms, including tolls, shall be selected by the CMA(s) responsible for the corridor. BATA may offer to use its bridge tolls to provide credit enhancement. If it does so, to prevent default on the bond covenants, or in the event of such default, BATA shall be authorized to temporarily increase bridge tolls, and/or to impose a temporary surcharge on such HOT lane as needed to prevent or resolve the default.
5. A CMA will have the prerogative to “opt in” to the HOT lanes network at its discretion. The decision to construct a HOT lane facility in a county shall rest with the CMA for that county, such approval to be by a majority of the members of that CMA Board, with subsequent approval from Caltrans and MTC/BATA.
6. The CMA for the proposed HOT lane facility shall be responsible, in cooperation with Caltrans, for development of the HOT lane facility, setting tolls, and defraying the costs of ongoing operations and maintenance. These efforts shall be done in collaboration with BATA, and any adjacent CMA(s) that partner in the development of a multi-county HOT lane. The CMA(s) and Caltrans shall jointly determine which agencies shall be responsible for accomplishing these various tasks.
7. The CMA(s) responsible for each corridor shall form corridor management groups (CMGs), in collaboration with MTC/BATA and Caltrans, to assist in the preparation of all necessary plans for the corridor and provide the first level of management oversight.
8. Any revenue generated in a HOT lane corridor shall be allocated as follows, in priority order:
 - a. Debt service;
 - b. Operations and maintenance, and long-term capital replacement needs for the HOT lane(s);
 - c. Transit for travelers within the specific corridor, including sustaining and expanding transit services through capital and operating investments;
 - d. Defraying the costs of corridor traffic management, and new capital investments for highways and local streets and roads.
9. BATA’s authority to impose a toll surcharge on a facility within a corridor shall sunset upon successful completion of any financing for which BATA has provided credit enhancement or financing.

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: April 6, 2009
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa TDM Program Monthly Update

Major Activities

Employer Outreach

- Tuesday, January 13th, San Ramon Chamber of Commerce Monthly Networking Lunch: Mayor H. Abram Wilson “The Annual State of the City Address.”
- Tuesday, January 20th, AT&T in San Ramon from 11:00 am to 1:00 pm – Staff was on-site to provide commuter information from 11:00 am – 1:00 pm.
- Wednesday, January 28th, Orinda Chamber of Commerce Lunch: Mayor Sue Severson “State of the City Address.”
- Tuesday, February 10th, AT&T in San Ramon from 11:00 am to 1:00 pm – Staff was on-site to provide commuter information from 11:00 am – 1:00 pm.
- Wednesday, February 25th, Safeway Corporation – Pleasanton. Since this is an annual event, staff attends to promote 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.
- Wednesday, March 4th, DVC San Ramon Campus – Staff attended along with County Connection from 11:00 am – 1:00 pm.
- Tuesday, March 10th, AT&T in San Ramon from 11:00 am to 1:00 pm – Staff was on-site to provide commuter information from 11:00 am – 1:00 pm.
- Tuesday, March 17th, Danville Chamber of Commerce Lunch: Mayor Newell Arnerich “State of the Town Address.”
- Wednesday, March 18th, Lafayette Chamber of Commerce Green Committee Meeting. There were approximately 20 attendees at this meeting, and the main discussion was on Transportation. Staff along with Leah Greenblat did a presentation about what the City of Lafayette offers to their employers, and the 511 Contra Costa Programs.

Upcoming Events:

- Tuesday, April 14th, AT&T in San Ramon – Staff will be on-site to provide commuter information from 11:00 am to 1:00 pm.
- Sunday, April 19th, Lamorinda Earth Day Celebration 2009, Lafayette – Staff will attend this event from 11:00 am – 4:00 pm.
- Wednesday, April 22nd – Saint Mary's College, Petal for the Planet, Moraga – Staff will attend this event from 7:30 am – 12:00 pm.
- Wednesday, April 29th, Giga-Tronics San Ramon – Benefit Fair from 11:00 am – 1:00pm.

Bike to Work Day 2009

It's that time of year again to start planning Bike to Work Day 2009. This year, Bike to Work Day will be held on **Thursday, May 14th**. Staff is always looking for new energizer stations to set up throughout Contra Costa. If you are interested or know of employers who would like to participate, please let me know.

New Year Mailing

A New Year mailing went out to approximately 1,300 SWAT employers. The mailing included information about the 511 Contra Costa Programs, 2009 Southwest Employer Survey, Commuter Tax Benefits, Bike to Work Day, and 2009 County Connection changes.

Other Projects/Programs

Student Transit Ticket Program

Staff is preparing to survey students who participated in the Student Transit Ticket Program for the current school year. Approximately 1,600 students are participating in this program throughout the Southwest Contra Costa County.

Carpool to School On-line Ridematching Program

Staff is preparing to survey the families who participated in the Carpool to School Program for the current school year. Approximately 1,400 students are participating in this program throughout the Southwest Contra Costa County.

Carpool to School Program for SWAT High Schools

Staff is currently working with the Town of Moraga to start a Carpool to School Program for the students at Campolindo High School. The Carpool to School program includes a \$10.00 gas card for each student (drivers) who signs up to Carpool to School. Each participant along with their passengers will be included in a weekly drawing (\$5.00 gift cards – Starbucks, Peets, Jamba Juice, Cold Stone, etc.) Along with the Carpool to School program, 511 Contra Costa will still promote the Student Transit Ticket Program. This program provides students with 2-Free 12-ride County Connection transit passes.

Farmers Market

If you would like for staff to attend a Farmers Market in your area, please contact me, and I will be happy to attend. This is great opportunity to promote the 511 Contra Costa programs to the residents.



NOTICE OF PUBLIC HEARINGS

NOTICE IS HEREBY GIVEN BY THE CITY OF SAN RAMON PLANNING COMMISSION THAT THERE WILL BE PUBLIC HEARINGS HELD ON TUESDAY, APRIL 7, 2009 TO CONSIDER:

- Applications:**
1. **Turnmark Medical Office Building:** (DP 08-300-018, AR 08-200-040, LUP 08-500-049, IS 08-250-008, MS 08-910-001, LUP 08-500-018, filed May 2, 2008)
 2. **Church of the Nazarene Expansion:** (DPA 08-310-004, AR 08-200-039, LUP 08-500-044 filed May 2, 2008)

Applicant: Turnmark Commercial **Property Owner:** Church of the Nazarene

Location: 12700 Alcosta Blvd. (APN: 213-750-006 and 213-750-007)

Request: **Medical Office Building:** The Applicant is proposing the development of an approximately 46,000 square foot medical office building adjacent to the San Ramon Regional Medical Center. The proposed medical office building will be approximately 35 feet in height and includes an underground parking garage, surface parking lot and landscape improvements.

Church Expansion: The Applicant is proposing an approximately 37,000 square foot expansion adding a new sanctuary, offices and classrooms which will be constructed in two phases. The height of the structure is approximately 35 feet to the mid-point of the sloped roofs and the proposal includes site modification and new landscape improvements.

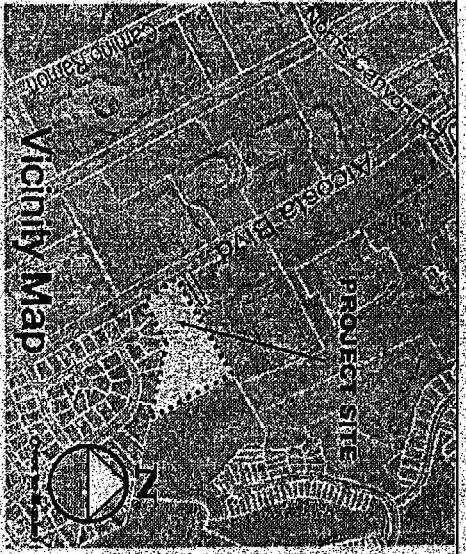
In addition to the project-specific entitlements, the applicant is seeking approval of a parcel map to divide the property and consideration of a shared parking agreement between the Church and Medical Office Building properties.

CEQA: An Initial Study/Mitigated Negative Declaration (IS 08-250-008) was prepared for the proposed project in accordance with section 15070 and 15073 of the California Environmental Quality Act (CEQA) of 1970, as amended. The 20-day public review period was from February 20, 2009 to March 12, 2009.

If you challenge this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

SAID HEARING will be held by the Planning Commission, City of San Ramon, commencing at 7:00 PM, on April 7, 2009 in the Council Chamber at 2222 Camino Ramon.

Posting Period: March 27, 2009 to April 7, 2009
Public Hearing Date: April 7, 2009



City of San Ramon
2222 Camino Ramon
San Ramon, CA 94583

Laura Barr
Senior Planner
(925) 973-2567

Lamorinda Program Management Committee

To: Lamorinda Program Management Committee

From: Lori Salamack, Town of Moraga Planning Director

Subject: Consideration of the final Environmental Impact Report for the Moraga Center Specific Plan

Request

Discuss the final Environmental Impact Report for the Moraga Center Specific Plan on Monday, April 6, 2009 immediately following the regularly scheduled SWAT meeting.

Background

The final Moraga Center Specific Plan (MCSP) Environmental Impact Report (EIR) was distributed to Lamorinda Program Management Committee (LPMC) jurisdictions on Friday, March 27, 2009.

The Town of Moraga staff and consultants will be available on Monday, April 6, 2009 to discuss the final EIR with LMPC. A summary table of traffic impacts and mitigation measures for the Moraga Center Specific Plan alternatives is attached.

Future Action

On May 4, 2009, the Town of Moraga will be seeking a determination by LPMC that the MCSP is in compliance with the Lamorinda Action Plan. If the May 4, 2009 meeting date is unavailable, the Town of Moraga requests a meeting for a determination of compliance with the Lamorinda Action Plan as soon as possible.

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
4.I-1. Adverse vehicular impacts on Routes of Regional Significance?		
<p>Westbound SR 24 (AM Peak Hour) Standard – >1 new vehicle (AM Peak Hour) Project – 30 new vehicles Alt. 2 – 38 new vehicles Alt. 3 – 16 new vehicles Alt. 4 – 22 new vehicles</p>	<ul style="list-style-type: none"> ● Project (720 units) ● Alt. 2 (339 units) ● Alt. 3 (400 units) ● Alt. 4 (560 units) 	<p>There is no mitigation measure available to reduce the AM impacts to westbound SR 24 traffic to a less than significant level. Therefore, this impact would be significant and unavoidable. This impact was anticipated in the Town of Moraga 2002 General Plan EIR, and the Town adopted a statement of overriding considerations in Resolution 21-2002. The Project and Alternatives 3 and 4 would generate less impact to SR 24 than Alternative 2 (GP Buildout).</p> <p style="text-align: center;">- Project and All Action Alternatives</p>
4.F-2. Adverse vehicular impacts for signalized intersections on streets in the Town of Moraga?		
None.	<ul style="list-style-type: none"> ○ Project (720 units) ○ Alt. 2 (339 units) ○ Alt. 3 (400 units) ○ Alt. 4 (560 units) 	<p>None Required</p> <p style="text-align: center;">- Project and All Action Alternatives</p>
4.F-3. Adverse vehicular impacts for unsignalized intersections in the Town of Moraga?		
<p>Moraga Rd/Corliss Dr Standard – LOS C, 25 seconds delay Existing – LOS C, 23 seconds delay (AM) Project – LOS E, 38 seconds delay (AM) Alt. 2 – LOS D, 31 seconds delay (AM) Alt. 3 – LOS D, 33 seconds delay (AM) Alt. 4 – LOS F, 36 seconds delay (AM)</p>	<ul style="list-style-type: none"> ⊙ Project (720 units) ⊙ Alt. 2 (339 units) ⊙ Alt. 3 (400 units) ⊙ Alt. 4 (560 units) 	<p>Measure 4.I-3: Install a traffic signal with the current lane configuration at the Corliss Drive/Moraga Way intersection</p> <p style="text-align: center;">- Project and All Action Alternatives</p>

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
4.I-4. Adverse vehicular impacts for signalized intersections in Lafayette?		
<p>Moraga Rd/Moraga Blvd Standard – LOS D, 55 seconds delay Existing – LOS E (AM) Project – LOS E, 36 new trips (AM) Alt. 2 – LOS L, 25 new trips (AM) Alt. 3 – LOS L, 23 new trips (AM) Alt. 4 – LOS L, 31 new trips (AM)</p> <p>Moraga Rd/Brook St Standard – LOS D, 55 seconds delay Existing – LOS E (AM) Project – LOS F, 36 new trips (AM) Alt. 2 – LOS E, 25 new trips (AM) Alt. 3 – LOS E, 23 new trips (AM) Alt. 4 – LOS E, 31 new trips (AM)</p>	<ul style="list-style-type: none"> ● Project (720 units) ● Alt. 2 (339 units) ● Alt. 3 (400 units) ● Alt. 4 (560 units) 	<p>There is no mitigation measure available to reduce the AM impacts to Lafayette signalized intersections to a less than significant level. Mitigation measures identified in the past to reduce these impacts to a less than significant level have been rejected by the community. Therefore, this impact would be significant and unavoidable. This impact was anticipated in the Town of Moraga 2002 General Plan FJR, and the Town adopted a statement of overriding considerations in Resolution 21-2002. However, with the mitigation measures identified below, the Project and Alternatives 3 and 4 would generate less impact to Lafayette signalized intersections than Alternative 2 (GP Buildout). Should Alternative 2 be selected, each of these measures could also be used to reduce traffic associated with General Plan buildout.</p> <p>Measure 4.F-4. Enhance Transit Service in the Lamorinda Area South of SR 24 and Reduce the Community Center Program</p> <ul style="list-style-type: none"> - Project – Reduce headways for CCTA Bus Routes 106/206 AND Reduce size of Community Center to 16,000 sf (reducing the size of community center would reduce amount of enhanced transit service required) - Alternative 3 - Reduce headways for CCTA Bus Routes 106/206 OR Reduce size of Community Center to 16,000 sf AND provide park & ride lot at Community Center. - Alternative 4 - Reduce headways for CCTA Bus Routes 106/206 OR Reduce size of Community Center to 16,000 sf AND provide park & ride lot at Community Center and TDM appropriate for proposed commercial and office uses. <p>Measure 4.I-4. Other Trip Reduction Measures Added in the Final FJR</p>

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
		<ul style="list-style-type: none"> - Project - Provide park & ride lot at Community Center, TDM appropriate for proposed commercial and office uses, and expanded shuttle/bus service and facilities within the development to encourage shuttle use. - Alternative 3 - Provide park & ride lot at Community Center. - Alternative 4 - Provide park & ride lot at Community Center and TDM appropriate for proposed commercial and office uses.
4.F-5. Adverse vehicular impacts for unsignalized intersections in Lafayette?		
<p>Deer Hill Dr/Oak Hill Rd</p> <p>Standard – LOS D, 35 seconds delay</p> <p>Existing – LOS L, 38 seconds delay (AM) and 41 seconds delay (PM)</p> <p>Project and All Action Alternatives – LOS F, 38 seconds delay (AM) and 41 seconds delay (PM)</p> <p>Glenside Dr/Relieze Station Rd</p> <p>Standard – LOS D, 35 seconds delay</p> <p>Existing – LOS L, 91 (AM) seconds delay and LOS L, 49 (PM) seconds delay</p> <p>Project – LOS F, 103 (AM) and 58 (PM) seconds delay</p> <p>Alt. 2 – LOS F, 102 (AM) and 57 (PM) seconds delay</p> <p>Alt. 3 – LOS F, 97 (AM) and 55 (PM) seconds delay</p> <p>Alt. 4 – LOS F, 100 (AM) and 57 (PM) seconds delay</p> <p>Glenside Dr/Burton Dr</p> <p>Standard – LOS D, 35 seconds delay</p> <p>Existing – LOS D, 34 seconds delay (AM)</p> <p>Project – LOS L, 43 seconds delay (AM)</p>	<ul style="list-style-type: none"> ☉ Project (720 units) ☉ Alt. 2 (339 units) ☉ Alt. 3 (400 units) ☉ Alt. 4 (560 units) 	<p>Measure 4.F-5: Install traffic signals at the following Lafayette intersections: Deer Hill Drive/Oak Hill Road (with the current lane configuration), Glenside Drive/Relieze Station Road (widen Glenside Drive for a left turn pocket), Glenside Drive/Burton Drive (widen Glenside Drive for a left turn pocket), and Pleasant Hill Road/Olympic Boulevard (with the current lane configuration), and Relieze Station Road/Olympic Boulevard (with current lane configuration)</p> <ul style="list-style-type: none"> - Project and All Action Alternatives <p>Measure 4.I-5: Install traffic signals at the following Lafayette intersection: Glenside Drive/Los Palos Drive (with current lane configuration)</p> <ul style="list-style-type: none"> - Project and Alternatives 2 and 4

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
<p>Alt. 2 – LOS L, 42 seconds delay (AM) Alt. 3 – LOS F, 39 seconds delay (AM) Alt. 4 – LOS E, 41 seconds delay (AM) Pleasant Hill Rd/Olympic Blvd Standard – LOS D, 35 seconds delay Existing – LOS F, 55 seconds delay (AM) and LOS E, 48 seconds delay (PM) Project – LOS F, 60 (AM) and 52 (PM) seconds delay Alt. 2 – LOS L, 62 (AM) and 49 (PM) seconds delay Alt. 3 – LOS L, 58 (AM) and 50 (PM) seconds delay Alt. 4 – LOS L, 59 (AM) and 51 (PM) seconds delay Glenside Dr/Los Palos Dr Standard – LOS D, 35 seconds delay Existing – LOS D, 31 seconds delay (AM) Project – LOS E, 37 seconds delay (AM) Alt. 2 – LOS E, 37 seconds delay (AM) Alt. 3 – LOS D, 34 seconds delay (AM) Alt. 4 – LOS E, 35 seconds delay (AM) Reliez Station Rd/Olympic Blvd Standard – LOS D, 35 seconds delay Existing – LOS L, 114 seconds delay (AM) and LOS L, 45 seconds delay (PM) Project – LOS F, 126 (AM) and 55 (PM) seconds delay Alt. 2 – LOS F, 126 (AM) and 54 (PM) seconds delay Alt. 3 – LOS F, 121 (AM) and 52 (PM) seconds delay</p>		

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
Alt. 4 – LOS I, 124 (AM) and 56 (PM) seconds delay		
4.F-6. Adverse vehicular impacts for signalized intersections in Orinda?		
<p>Camino Pablo/Brookwood Rd</p> <p>Standard – LOS D, 45 seconds delay Existing – LOS F, 98 seconds delay (PM) Project – LOS F, 104 seconds delay (PM) Alt. 2 – LOS F, 103 seconds delay (PM) Alt. 3 – LOS F, 102 seconds delay (PM) Alt. 4 – LOS F, 103 seconds delay (PM)</p> <p>Glorietta Blvd/Moraga Wy</p> <p>Standard – LOS D, 45 seconds delay Existing – LOS F, 80 seconds delay (AM) Project – LOS I, 87 seconds delay (AM) Alt. 2 – LOS I, 89 seconds delay (AM) Alt. 3 – LOS I, 83 seconds delay (AM) Alt. 4 – LOS I, 85 seconds delay (AM)</p> <p>Ivy Dr/Moraga Wy</p> <p>Standard – LOS D, 45 seconds delay Existing – LOS D, 43 seconds delay (AM) Project – LOS D, 48 seconds delay (AM) Alt. 2 – LOS D, 48 seconds delay (AM) Alt. 3 – LOS D, 45 seconds delay (AM) Alt. 4 – LOS D, 47 seconds delay (AM)</p>	<ul style="list-style-type: none"> ● Project (720 units) ● Alt. 2 (339 units) ● Alt. 3 (400 units) ● Alt. 4 (560 units) 	<p>There is no mitigation measure available to reduce the AM impacts to Orinda signalized intersections to a less than significant level. Mitigation measures identified in the past to reduce these impacts to a less than significant level have been rejected by the community. Therefore, this impact would be significant and unavoidable. This impact was anticipated in the Town of Moraga 2002 General Plan EIR, and the Town adopted a statement of overriding considerations in Resolution 21-2002. However, with the mitigation measures identified below, the Project and Alternatives 3 and 4 would generate less impact to Orinda signalized intersections than Alternative 2 (GP Buildout). Should Alternative 2 be selected, each of these measures could also be used to reduce traffic associated with General Plan buildout.</p> <p>Measure 4.I-4. Enhance Transit Service in the Lamorinda Area South of SR 24 and Reduce the Community Center Program</p> <ul style="list-style-type: none"> - Project – Reduce headways for CCTA Bus Routes 106/206 AND Reduce size of Community Center to 16,000 sf (reducing the size of community center would reduce amount of enhanced transit service required) - Alternative 3 - Reduce headways for CCTA Bus Routes 106/206 OR Reduce size of Community Center to 16,000 sf AND provide park & ride lot at Community Center. - Alternative 4 - Reduce headways for CCTA Bus Routes 106/206 OR Reduce size of Community Center to 16,000 sf AND provide park & ride lot at Community Center and TDM appropriate for proposed commercial and office uses. <p>Measure 4.I-4. Other Trip Reduction Measures Added in the Final EIR</p> <ul style="list-style-type: none"> - Project - Provide park & ride lot at Community Center.

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
		TDM appropriate for proposed commercial and office uses, and expanded shuttle/bus service and facilities within the development to encourage shuttle use. - Alternative 3 - Provide park & ride lot at Community Center. - Alternative 4 - Provide park & ride lot at Community Center and TDM appropriate for proposed commercial and office uses.
4.F-7. Adverse vehicular impacts for unsignalized intersections in Orinda		
None.	<input type="radio"/> Project (720 units) <input type="radio"/> Alt. 2 (339 units) <input type="radio"/> Alt. 3 (400 units) <input type="radio"/> Alt. 4 (560 units)	None Required. - Project and All Action Alternatives
4.F-8. Adverse affect to public transit service levels or accessibility to public transit service?		
None.	<input type="radio"/> Project (720 units) <input type="radio"/> Alt. 2 (339 units) <input type="radio"/> Alt. 3 (400 units) <input type="radio"/> Alt. 4 (560 units)	None Required. - Project and All Action Alternatives
4.F-9. Hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment on roads)?		
Design of internal roadways not provided in MCSP.	<input checked="" type="radio"/> Project (720 units) <input checked="" type="radio"/> Alt. 2 (339 units) <input checked="" type="radio"/> Alt. 3 (400 units) <input checked="" type="radio"/> Alt. 4 (560 units)	4.F-9. Ensure Adequate Internal Circulation within the MCSP - Project and All Action Alternatives
4.I-10. Adverse impacts on the use of bicycle and/or pedestrian travel ways?		
Design of pedestrian and bike trail connections not provided in MCSP.	<input checked="" type="radio"/> Project (720 units) <input checked="" type="radio"/> Alt. 2 (339 units)	4.F-10a: Reduce Potential Vehicular Conflicts with Bicycles and Pedestrian Travel Ways

Summary of Transportation Impacts and Mitigation Measures		
Potential Effects	Level of Significance after Mitigation	Required Mitigation Measures
	<ul style="list-style-type: none"> ⊕ Alt. 3 (400 units) ⊕ Alt. 4 (560 units) 	<ul style="list-style-type: none"> - Project and All Action Alternatives 4.F-10b: Provide an enhanced pedestrian crossing on Moraga Road between the community center Site "B" and the Moraga Commons - Project and Alternatives 3 and 4
4.F-11. Adverse impacts to existing parking or access to existing parking?		
Design of parking not provided in MCSP	<ul style="list-style-type: none"> ⊕ Project (720 units) ⊕ Alt. 2 (339 units) ⊕ Alt. 3 (400 units) ⊕ Alt. 4 (560 units) 	<ul style="list-style-type: none"> 4.F-11: Provide Adequate Parking Supplies - Project and All Action Alternatives