SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of April 7, 2008

3:00 p.m. SWAT Board Meeting
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
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 March 3, 2008*
7. **Review and Approve** FY 2008-09 TDM Programs and Budget*
8. **Consider and Comment** on San Ramon Valley request for T-PLUS Planning Grant, 2nd Cycle for Iron Horse Trail Corridor Concept Plan*
9. **Review and Comment** on the Vision, Goals, and Strategies for the 2008 CTP*
10. **Review and Comment** on the Draft Tri-Valley Transportation Plan/Action Plan*
11. **Review and Comment** on the Draft Lamorinda Action Plan*
12. Written Communication, Items of Interest, Outgoing Communication - **Consider Actions as Appropriate***
13. Discussion: Next Agenda
14. Adjourn to May 5, 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

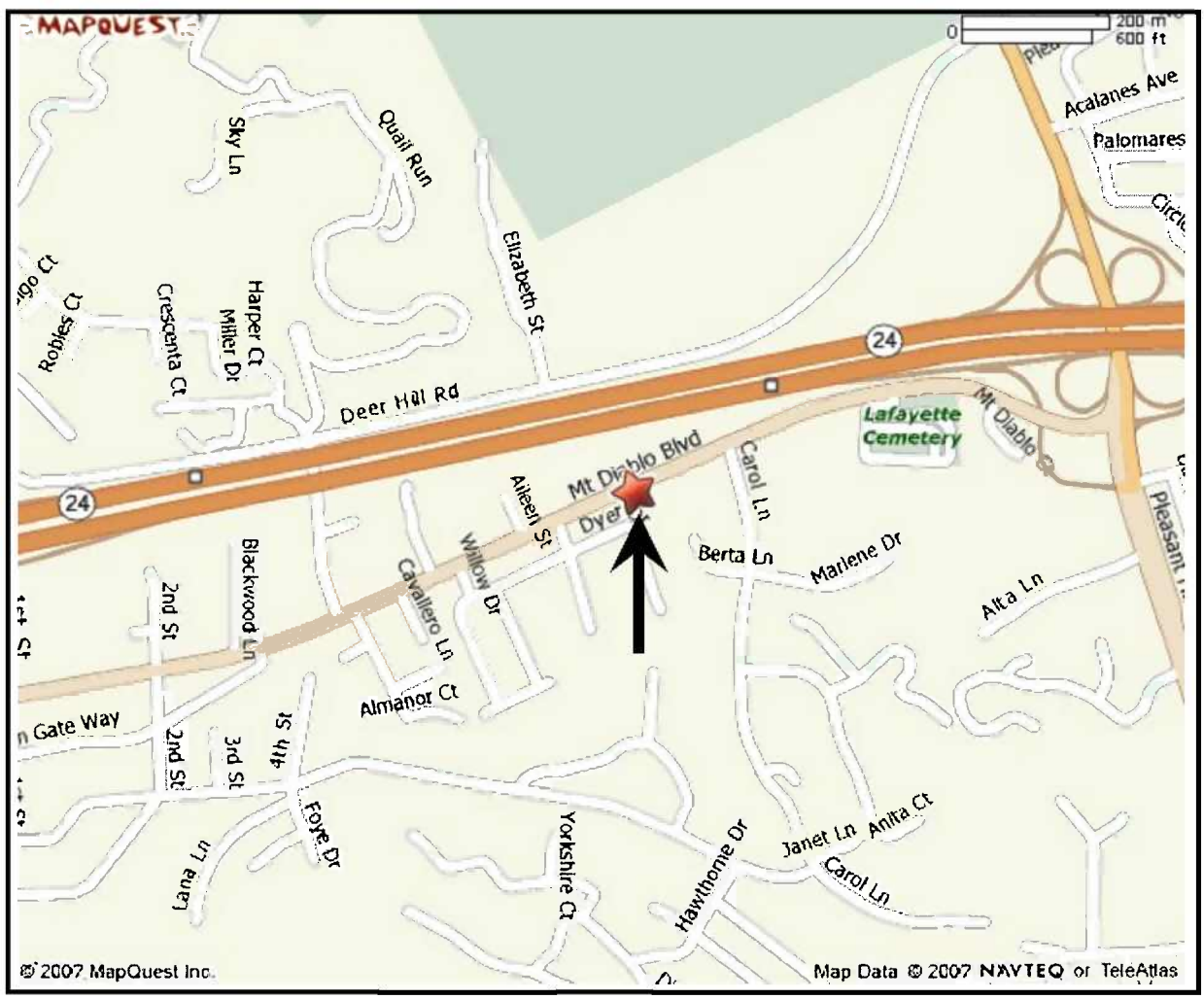
Agendas, minutes and other information regarding this committee can be found at: www.co.contra-costa.ca.us/depart/cd/transportation/committee/swat/

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

Office of Supervisor Gayle B. Uilkema
Lamorinda Office
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
March 3, 2008
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
3338 Mt. Diablo Road
Lafayette, CA

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

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

Others present: Martin Engelmann, CCTA; Charles Hogle, CCTA CAC

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

1. **Call to Order/Self Introductions:** Don Tatzin arrived at 3:20 p.m.

2. **Public Comment:** None

3. **Board Member Comment:** Mike Metcalf made mention of the introduction of the new County Connection Route 250.

4. **Administrative Items**: Andy Dillard recorded the minutes. Extra agenda packets and handouts were made available. It was requested that Agenda Item #7 be delayed to later in the meeting until all Committee members were present to comment.

5. **Adoption of Agenda:**

   A motion was made to delay Agenda Item #7 to later in the meeting.

   ACTION: Metcalf, Worth, Unanimous

6. **Review/Approval of Minutes from January 7, 2008**

ACTION: Metcalf, Worth, Unanimous

7. **Review and Approve FY 2008-09 TDM Programs and Budget**

Darlene Amaral presented a report on the FY 08/09 TDM Programs and Budget. There were several concerns raised by the Committee on the budget which included proposed reductions of funding in TDM programs such as the Lamorinda School Bus Program, Countywide Vanpool Incentive Program, and ACE shuttle service, and an increase in TDM Administrative staff time. There was also concerns expressed relating to the methodology used to develop program funding reductions. The Committee made a motion that the requested Vanpool budget in the FY 2008-09 Programs and Budget remain the same from the previous fiscal year.

ACTION: Tatzin, Worth, Unanimous

The Committee agreed to continue the item of Review and Approve FY 2008-08 Programs and Budget, and requested that staff return to the next SWAT meeting with clarifications on the concerns discussed.

8. **Status Update on San Ramon Valley School Bus Program Development**

Tai Williams reported that the San Ramon Valley School Bus Program PAC unanimously agreed on a contract services model. The TAC and CAC will begin work on drafting an RFP for contract services.

ACTION: None

9. **Status Update on San Ramon Valley Iron Horse Trail Corridor Concept Plan**

Tai Williams reported that a feasibility study has been completed for the San Ramon Valley Iron Horse Trail Corridor Concept Plan, and that the project will compete for additional funding through the T-PLUS Planning Grant to continue development of the plan.

ACTION: None

10. **Status Update on T-PLUS Planning Grant, Second Cycle**

Martin Engelmann mentioned that a call for projects for the second cycle of T-PLUS funding was released by the Authority on February 11th, and that $400,000 is available in this cycle. The key criterion calls for projects with a scope of at least $200,000.

ACTION: None

11. **Status Update on Tri-Valley Transportation Plan/Action Plan – Preliminary Draft Release**

Martin Engelmann reported that TVTC released a draft of the Tri-Valley Transportation Plan/Action Plan on February 26th. SWAT will have the opportunity to review and consider both the Tri-Valley and Lamorinda Action Plans at the April SWAT meeting.

ACTION: None

12. **Written Communication, Items of Interest, Outgoing Communication – Consider Actions as Appropriate**

A summary of actions from the January and February Authority meetings were made available. Martin Engelmann noted that the Authority is requesting comments on the re-release of the Countywide Transportation Plan Vision, Goals, and Strategies. Comments will be accepted by the Authority through the first week in April. February and March updates on the SWAT 511 Southwest County TDM Program were made available.

ACTION: None

13. **Discussion:** Next Agenda – It was discussed that the April agenda should include revisions or clarifications on the FY 08/09 TDM Programs and Budgets, a request for comments on the Tri-Valley Draft Transportation Plan/Action Plan and Lamorinda Action Plan, and a discussion on revisions to the Vision, Goals, and Strategies statements.

ACTION: None

14. **Adjourn to April 7, 2008** which will be held at Supervisor Uilkema's Lamorinda Office in Lafayette, or **Other Meeting as Deemed Appropriate:**

ACTION: Meeting adjourned by Chair Uilkema at approximately 4:15 p.m.

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

AGENDA ITEM 7

CITY OF SAN RAMON

2222 CAMINO RAMON
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WEB SITE www.sanramon.ca.gov

April 10, 2007

SWAT
C/o Andy Dillard
Town of Danville
510 La Gonda Way
Danville, CA 94526

RE: SWAT FY 2008/2009 TDM Program

Dear SWAT:

At its March 3, 2008 regularly scheduled meeting, SWAT discussed the draft FY 2008/2009 TDM Programs and Budget at length and proposed a number of recommendations.

SWAT expressed primary concern with the proposed reduction of funding in several TDM programs including Lamorinda School Bus Program, Countywide Vanpool Incentive Program, Altamont Commuter Express (ACE)) shuttle service and with the proposed increase in TDM Administrative staff time. Lastly, there was concern related to the methodology used to develop program funding reductions.

The City of San Ramon appreciates SWAT's constructive comments and feedback. Given the complexity of the Bay Area Air Quality Management District (BAAQMD) funding requirements related to the Transportation Fund for Clean Air (TFCA) program funding and the approval process for submittal of applications within San Ramon, 511 Contra Costa, Contra Costa Transportation Authority (CCTA) and the BAAQMD, the City respectfully request that in the future, the SWAT TDM Program staff, submit a draft TDM program budget to SWAT for conceptual review, comment and feedback in December, followed by final approval at a subsequent SWAT meeting.

In the meantime, the issues raised at the March 3, 2008 meeting have been addressed and summarized below. It is our hope that the proposed changes meet the expectation and concurrence of SWAT.

1. Maintain FY 2007/2008 funding levels for Lamorinda School Bus Program at $65,000 – Completed.

2. Maintain FY 2007/2008 funding level for Countywide Vanpool Incentive Program at $83,275 – Completed.
3. Reconsider funding of $1,700 for SWAT In House Commuter Programs.
4. Maintain FY 2007/2008 Altamont Commuter Express (ACE) funding at $40,000.
5. Reconsider TDM Administrative Oversight of $7,411; and
6. Explanation of methodology used to reduce program costs.

At the April SWAT meeting, staff will articulate with greater clarity the methodology used to develop program funding recommendations, recent funding projections from CCTA related to Measure C and TFCA and the revised program expenditure plan.

If you have any questions or would like additional information on this matter please feel free to contact me at (925) 973-2651.

Sincerely,

Lisa Bobadilla
Transportation Division Manager

cc: Peter Engle, Program Manager, CCTA
Phil Wong, Community Development Director, San Ramon

SWAT

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

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	$ 13,090
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 decease 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 TCFA 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.

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.

CONTRA COSTA
transportation
authority

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			$6,186
	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			
	Carpool On-Line Ridematching Program - SRV Unified School District & Lamorinda School Districts	$ 20,000.00			$10,000
	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***	***$ 3,166.00***	$ -	increased TFCA funding
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		
	Total		***$ 1,700.00***		same
6	SWAT Lamorinda School Bus Program - Measure C		***$ 50,000.00***		($15,000)
7	Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 - County Connection		***$ 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		
	18.7%	18.7%		
	$ 259,913	$ 149,600	$ 13,090.00	**$ 422,603**

SWAT 511 Contra Costa TDM Program

Attachment 3

Summary of Expenditures and Program Performance

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	$ 70,000	$ 70,000	$ 49,200	$ 83,275	$ 66,500
Measure C Funds	$ -	$ -	$ -	$ -	$ -
Budget Subtotal:	**$ 70,000**	**$ 70,000**	**$ 49,200** [3]	***$ 83,275***	**$ 66,500** [2]
Prior Year Carry-over	$ -	$ 70,000	$ 74,968	$ 57,320	$ -
Funds Expended	$ -	$ (65,032)	$ (66,848)	$ (39,634) [1]	$ -
Year-End Balance	$ 70,000	$ 74,968	$ 57,320	$ 100,961	$ 66,500
Program Performance					
SWAT Program Performance Goal:	N/A	300 new passengers	125 new passengers [3]	300 new passengers	300 new passengers
SWAT Program Performance (Actual):	**Actual # of new passengers**	**Actual # of new passengers**	**Actual # of new passengers**	**Actual # of new passengers**	**Actual # of new passengers**
New Vanpool Passengers (511 Contra Costa - Passenger Incentives):					
- Countywide	156	207	71	24	TBD
- SWAT: Lamorinda	4	2	1	1	"
- SWAT: San Ramon Valley	15	165	80	34	"
- Total SWAT Area Vanpool Passgeners:	175	374	152	59	
- New Vanpool Vehicles (511 Contra Costa - Vanpool Driver Incentive-Bonus Program):	5	4	7	4	TBD
Other Performance Measures:					
- Total Vanpool Vehicles - Countywide (511 Regional Rideshare Agency)	190	165	152	154	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(-40,800) 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

Attachment 3

Summary of Expenditures and Program Performance

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	$ 97,010	$ 65,000	$ 72,090	$ 84,156	$ 107,752
Measure C Funds	$ -	$ -	$ 13,304	$ 12,734	$ 12,734
CMAQ Funds	$ -	$ -	$ 14,796	$ 13,090	$ 13,090
Budget Subtotal:	**$ 97,010**	**$ 65,000**	**$ 100,190**	**$ 109,980**	**$ 133,576** [2]
Prior Year Carry-over	$ -	$ 97,010	$ 105,623	$ 43,784	$ -
Funds Expended	$ -	$ (56,387)	$ (184,663)	$ (31,696) [1]	$ -
Year-End Balance	$ 97,010	$ 105,623	$ 21,150	$ 122,068	$ 133,576
Program Performance					
SWAT Program Internal Performance Goal:	N/A	25 New Employers	25 New Employers	25 New Employers	200 New Employers
SWAT Program Performance (Actual):	Actual / Net Change fr/ Prior Yr	Actual / Net Change fr/ Prior Yr	Actual / Net Change fr/ Prior Yr	Actual / Net Change fr/ Prior Yr	Actual / Net Change fr/ Prior Yr
- Danville Area (includes Alamo & Blackhawk):	25 / No Data	51 / 26	55 / 4	56 / 1	TBD / TBD
- Lafayette:	46 / "	86 / 40	85 / -1	87 / 2	" / "
- Orinda:	15 / "	162 / 147	156 / -6	156 / 0	" / "
- Moraga:	4 / "	9 / 5	10 / 1	10 / 0	" / "
- San Ramon (Bishop Ranch):	440 / "	450 / 10	550 / 100	550 / 0	" / "
- San Ramon (Remainder):	140 / "	165 / 25	251 / 86	250 / -1	" / "
Total SWAT Area Participating Employers:	670 / No Data	923 / 253	1107 / 184	1109 / 2	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

Attachment 3

Summary of Expenditures and Program Performance

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	$ 65,000	$ 36,450	$ 67,250	$ 92,482	$ 118,503
Measure C Funds	$ 17,173	$ 13,550	$ 30,203	$ 3,166	$ 3,166
Budget Subtotal:	**$ 82,173**	**$ 50,000**	**$ 97,453** [3]	**$ 95,648**	**$ 121,669** [2]
Prior Year Carry-over	$ -	$ -	$ 12,687	$ 37,669	$ -
Funds Expended	$ (82,173)	$ (37,313)	$ (72,471)	$ (71,963) [1]	$ -
Year-End Balance	$ -	$ 12,687	$ 37,669	$ 61,354	$ 121,669
Program Performance					
SWAT Program Performance Goal:	N/A	300 Student Participants	700 Student Participants [3]	1200 Student Participants	1500 Student Participants
SWAT Program Participation (Actual):	**Actual # of students participating**	**Actual # of students participating**	**Actual # of students participating**	**Actual # of students participating**	**Actual # of students participating**
- Danville Area (includes Alamo & Blackhawk):	No Data	77	372	462	TBD
- Lafayette:	"	19	117	108	"
- Orinda:	"	59	375	282	"
- Moraga:	"	19	66	129	"
- San Ramon:	"	161	467	585	"
Total SWAT Area Student Participation:	340	335	1397	1566	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

Attachment 3

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	$ - [2]
Budget Subtotal:	**$ 32,526**	**$ 10,000**	**$ 10,000**	**$ -**
Prior Year Carry-over	$ -	$ 32,526	$ 42,526	$ 52,526
Funds Expended	$ -	$ -	$ -	$ -
Year-End Balance	$ 32,526	$ 42,526	$ 52,526 [1]	$ 52,526

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:	**$ 20,000**	**$ 40,000**	**$ 40,000**	**$ 40,000**	**$ 20,000** [1]
Prior Year Carry-over	$ -	$ 20,000	$ -	$ -	$ -
Funds Expended	$ -	$ (60,000)	$ (40,000)	$ (40,000) [1]	$ -
Year-End Balance	$ 20,000	$ -	$ -	$ -	$ 20,000

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

Attachment 3

Summary of Expenditures and Program Performance

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:	**$ 1,700**	**$ 1,700**	**$ 1,700**	**$ 1,700**	**$ 1,700** [2]
Prior Year Carry-over	$ -	$ 459	$ 577	$ 552	$ -
Funds Expended	$ (1,241)	$ (1,582)	$ (1,725)	$ (220) [1]	$ -
Year-End Balance	$ 459	$ 577	$ 552	$ 2,032	*$ 1,700*

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:	**$ 30,000**	**$ 50,000**	**$ 50,000**	**$ 65,000**	**$ 50,000** [1]
Prior Year Carry-over	$ -	$ -	$ -	$ -	$ -
Funds Expended	$ (30,000)	$ (50,000)	$ (50,000)	$ -	$ -
Year-End Balance	$ -	$ -	$ -	$ 65,000	$ 50,000

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

Attachment 3

Summary of Expenditures and Program Performance

Carpool to BART Residential Promotions	Fiscal Year 2004-05	Fiscal Year 2005-06	Fiscal Year 2006-07	Fiscal Year 2007-08
Program Financial Summary				
Measure C Funds	$ 4,000	$ 5,000	$ 5,000	$ - [1]
Budget Subtotal:	**$ 4,000**	**$ 5,000**	**$ 5,000**	**$ -**
Prior Year Carry-over	$ -	$ 4,000	$ -	$ 5,000
Funds Expended	$ -	$ (9,000)	$ -	$ (5,000) [2]
Year-End Balance	$ 4,000	$ -	$ 5,000	$ -

NOTES

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)

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)

7. Demonstration Transit Service - Dougherty Valley/San Ramon Route 135 - 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	$ -	$ -	$ 25,000	$ 25,000	$ 25,000
Budget Subtotal:	**$ -**	**$ -**	**$ 25,000**	**$ 25,000**	**$ 25,000**
Prior Year Carry-over	$ -	$ -	$ -	$ 17,247	$ -
Funds Expended	$ -	$ -	$ (7,753)	$ (42,247) [1]	$ -
Year-End Balance	$ -	$ -	$ 17,247	$ -	$ 25,000

NOTES:

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

SWAT 511 Contra Costa TDM Program

Attachment 3

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:	**$ -**	**$ -**	**$ 17,963**	**$ -**
Prior Year Carry-over	$ -	$ -	$ -	$ 12,252
Funds Expended	$ -	$ -	$ (5,711)	$ (3,550)
Year-End Balance	$ -	$ -	$ 12,252 [2]	$ 8,702

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:	**$ -**	**$ -**	**$ 2,000**	**$ 2,000**	**$ 1,000** [1]
Prior Year Carry-over	$ -	$ -	$ -	$ 1,465	$ -
Funds Expended	$ -	$ -	$ (535)	$ -	$ -
Year-End Balance	$ -	$ -	$ 1,465	$ 3,465	$ 1,000

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

Attachment 3

Summary of Expenditures and Program Performance

9. TDM Administration Oversight	Fiscal Year 2008-09	
Program Financial Summary		
Measure C Funds	$ 7,411	
Budget Subtotal:		**$ 7,411** [1]
Prior Year Carry-over	$ -	
Funds Expended	$ -	
Year-End Balance		$ 7,411

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**

Attachment 4

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

CITY OF SAN RAMON

2222 CAMINO RAMON
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WEB SITE: www.sanramon.ca.gov

April 10, 2008

Southwest Area Transportation Committee
c/o Andy Dillard
510 La Gonda Way
Danville, CA 94526

RE: Authorization to submit grant application in the amount of $100,000 to MTC for Transportation Planning and Land Use Solutions (TPLUS) funds.

Dear SWAT Committee members:

The San Ramon Valley jurisdictions respectfully request the support of SWAT to submit a grant application in the amount of $100,000 for Transportation Planning and Land Use Solutions (TPLUS) funds. These funds 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 Contra Costa Transportation Authority (CCTA) is the Congestion Management Agency for Contra Costa County, they are responsible for the administration and oversight of the TPLUS funds. The second cycle of TPLUS funds is available, and in Contra Costa County, approximately $400,000 is available to the four Regional Transportation Planning Committees (RTPCs).

In November 2004, the CCTA approved a comprehensive work program to allow local agencies to use TPLUS funds for transportation planning that demonstrates the principles and goals of Transit Oriented Development. In January 2007, SWAT recommended $100,000 TPLUS funds for the implementation of a San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan Study. San Ramon, acting as the lead agency for this endeavor, has embarked on the Corridor Concept Plan and to date, the following items have been completed:

1. Developed work scope for Iron Horse Trail Bicycle/Pedestrian Corridor Concept Plan.
2. Developed and finalized a Request for Proposal (RFP) for Consulting Services.
3. Held oral board, consisting of staff members from the Town of Danville, Contra Costa County Public Works, Contra Costa Transportation Authority, and East Bay Regional Park District.
4. Finalized agreement between City and Consultant (Callendar 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 community meeting targeting key stakeholders from public agencies, business community, San Ramon Valley Unified School District, school site administrators, and bicycle advocacy organizations.

With the concurrence of SWAT, the City of San Ramon, acting on behalf of the San Ramon Valley, will submit a grant application for $100,000 in TPLUS funds for Phase II of the Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan.

Thank you for your consideration of this request. Please do not hesitate to contact me at (925) 973-2651 or at lbobadilla@sanramon.ca.gov with any questions.

Sincerely,

Lisa Bobadilla
Transportation Division Manager

AGENDA ITEM 9

CONTRA COSTA
transportation
authority

Memorandum

Date February 27, 2008

To Regional Transportation Planning Committee (RTPC) Managers

From Martin Engelmann, Deputy Executive Director for Planning
Brad Beck, Senior Transportation Planner

RE **Updating the CTP Vision, Goals and Strategies**

At its February 20, 2008 meeting, the Authority asked that we forward once again the Vision, Goals and Strategies chapter from the *Countywide Comprehensive Transportation Plan* (CTP) for RTPC review and comment. The Authority has suggested some changes and would like to hear the RTPC's views on these potential changes and whether the Authority should make additional changes.

BACKGROUND

The Authority's first *Countywide Comprehensive Transportation Plan*, adopted in 1995, established eight goals and five objectives for measuring their achievement. They were intended to "outline the overall aims of the *Countywide Plan*." The 2000 CTP Update significantly reworked those goals and objectives, turning them into a vision, a statement of principles and assumptions, and goals and strategies to achieve those goals. This reworked material made up Chapter 3 of the 2000 CTP Update.

The 2004 Update made few changes to Chapter 3. Perhaps the two most noticeable changes were the addition of a new strategy — "3.8 – Encourage local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinated network" — and the rewording of Goal 1. The 2000 Update first established that goal as "Alleviate congestion on highways and arterial roads". The draft 2004 Update proposed changing it to "Manage congestion on highways and arterial roads". The adopted plan changed it again, this time to read, "Reduce future congestion on highways and arterial roads."

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Phone 925 407 0121 · Fax 925 407 0128 · www.ccta.net

For the 2008 CTP Update, the Authority, based on comments previously received and discussions at its February 20, 2008 meeting, has suggested further changes. The first changes are to the *vision*, as follows:

> *Strive to preserve and enhance the quality of life of local communities by ~~and promote~~ promoting a healthy environment and a~~-~~ strong economy to benefit the people and areas of Contra Costa, ~~that is~~ sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation ~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ to meet the diverse needs of Contra Costa.*

The proposed revisions, first, make both "healthy environment" and a "strong economy" equal partners in supporting the quality of life of local communities in Contra Costa and, second, capture every mode of the integrated transportation system by including "all modes of transportation". (The Authority first considered adding "freight movement" to the list of modes but, as the list of possible modes grew longer, "all modes" was chosen, both for brevity and completeness.)

The second potential revision would change the first "balancing" statement to:

- Completing, ~~and~~ expanding and connecting the regional system of roads, transit and pathways while ensuring that the existing system is well maintained;

The third potential change would add a fourth strategy under the goal "Reduce future congestion on highways and arterial roads":

> 1.4. Develop new strategies for reducing congestion, such as traffic operations and management, and increasing multi-modal mobility.

The changes — shown in context — are attached. Also attached is a discussion of policy choices we would like the RTPCs to consider as they review the vision, goals and strategies, and review the Draft Action Plans.

We would like to receive your comments by March 26, 2008 so that the Authority can take them into account when reviewing them again in April.

February 27, 2008

Vision, Goals and Strategies

While our crystal ball can identify the difficulties that growth will bring, it is up to us to identify a new vision for the future and to complete the work to achieve it. For the Authority, that Vision is:

> *Strive to preserve and enhance the quality of life of local communities by ~~and promote~~ promoting a healthy environment and a~~,~~ strong economy to benefit the people and areas of Contra Costa, ~~that is~~ sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning, and 3) growth management. The transportation network should integrate all modes of transportation~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ to meet the diverse needs of Contra Costa.*

Finding the Right Balance

Achieving the Vision will require the Authority to find the right balance among the different, and sometimes competing, needs of Contra Costa's residents and businesses, ~~including~~by:

- Completing, ~~and~~ expanding and connecting the regional system of roads, transit and pathways while ensuring that the existing system is well maintained;
- Balancing the needs of through traffic with the access needs and quality of life of adjoining neighborhoods and business areas;
- Recognizing the differing needs and situations of Contra Costa's subareas while developing a comprehensive approach to transportation systems;
- Recognizing that, while new highway capacity will not in the long run eliminate congestion, adding capacity for automobiles where beneficial; and
- Supporting and encouraging the use of transit, carpools, ~~bicycles~~ bicycling and walking.

All of these needs are important, and the goals and actions contained in the 2008 Update are designed to meet them. Finding the right balance among these needs, however, will

require perseverance, cooperation among the jurisdictions of Contra Costa, and the support of residents and the business community.

Principles and Assumptions

The following principles and assumptions provide the framework for the goals for the 2008 Update and the strategies for achieving them:

- The Bay Area will continue to add more jobs and households. Accordingly, well-considered steps must be taken to accommodate and influence the amount, location and timing of Contra Costa's share of that growth.

- Projects and programs must be affordable and realistic, provide travel options, help enable independent living, and be cost-effective in improving mobility and safety.

- Decisions for directing transportation investments, managing the impacts of growth, and determining appropriate mitigation measures for new development should:

    a. Include a cooperative transportation planning process in the context of a countywide growth management program;

    b. Take into account the priorities of local residents and businesses;

    c. Recognize that local governments are responsible for land use decisions; and

    d. Involve cooperation with agencies both within and outside of Contra Costa.

- Achieving this vision will involve an ongoing effort to strengthen the economy and preserve and enhance the environment.

- Public input is a critical element for the success of the transportation and growth management program.

Goals and Strategies for the 2008 Update

To direct the actions of the Plan, the Authority established the following goals:

1. Reduce future congestion on highways and arterial roads;

2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment;

3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle; and

4. Maintain the transportation system.

The Authority will rely on a number of strategies to achieve these goals. The strategies and the goals for this plan are summarized in Table 1 on the following page. In addition, these strategies are discussed in greater detail in Chapter 4, The Transportation System, and Chapter 5, Growth Management. They also create the framework for Chapter 8, Implementation.

Implementing these strategies will involve cooperation with a number of Authority committees and other groups, including but not limited to the Citizens Advisory Committee (CAC), 511 Contra Costa, the Bus Transit Coordinating Council (BTCC), the Paratransit Coordinating Committee, the Technical Coordinating Committee (TCC), the Countywide Bicycle and Pedestrian Policy Advisory Committee, and the Countywide Transportation Plan Task Force.

Table 1 Goals and Strategies

1. Reduce future congestion on highways and arterial roads.

   1.1. Increase the operational capacity of the existing highway and arterial roads systems through capital and operating enhancements.

   1.2. Define and close gaps in the existing highway and arterial system.

   1.3. Improve the highway and arterial system consistent with a countywide plan to influence the location and nature of anticipated growth.

   1.4. Develop new strategies for reducing congestion, such as traffic operations and management, and increasing multi-modal mobility.

2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.

   2.1. Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.

2.2. Work to maintain and expand partnerships to achieve the Authority's goals.

2.3. Participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa.

2.4. Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.

2.5. Require local jurisdictions to (i) establish standards for necessary public capital improvements, (ii) have new growth pay its fair share of the cost of such improvements, and (iii) link land use decisions to the level of transportation capacity that can reasonably be provided.

2.6. Link transportation investments to support (i) an urban limit line jointly endorsed by the County, cities and towns, once it is established, (ii) new developments which enhance transportation efficiency and economic vitality, and (iii) infill and redevelopment in existing urban and brownfields areas.

2.7. Respect community character and the environment when considering proposed new transportation projects.

3. Provide and expand safe, convenient and affordable alternatives to the single-occupant automobile.

3.1. Help fund the expansion of existing transit services, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit.

3.2. Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes.

3.3. Require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments.

3.4. Support transit-oriented and pedestrian-friendly developments.

3.5. Invest in trails, walkways, and pedestrian-oriented improvements.

3.6. Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.

3.7. Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and disabled travelers.

3.8. Encourage local jurisdictions to develop bicycle facilities and to connect those facilities into a coordinated network.

4. Maintain the transportation system.

4.1. Advocate for stable sources of funds for transit operations.

4.2. Require programs for effective preventive maintenance and rehabilitation of the transportation system.

4.3. Provide funding to reduce the backlog of transportation rehabilitation and maintenance needs.

4.4. Once the backlog has been addressed, promote stable funding and preventative maintenance programs that will maintain the long-term health of the transportation system.

CTP VISION AND GOALS

POLICY QUESTIONS

Proposed Revisions to the Authority's "Vision"

Strive to preserve and enhance the quality of life of local communities ~~and promote~~ by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, ~~that is~~ sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes ~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ of transportation to meet the diverse needs of Contra Costa

Discussion of Policy Questions Regarding the CTP Goals:

1. **Reduce future congestion on highways and arterial roads.** *While our planned improvements are forecast to reduce congestion from what it would otherwise be, the difference is increasingly small. Achieving substantial congestion reduction would require major new projects that far exceed our financial resources and have unacceptable environmental impact. Measure J projects focus primarily on the elimination of bottlenecks (hot spots) and gap closure.*

    a. Should this goal focus more broadly on multi-modal mobility and access, which includes eliminating bottlenecks and closing gaps, than just mitigating congestion?

    b. If yes, should the Authority add new strategies for reducing demand, and improving efficiency through:

        i. Increased telecommuting for 2035?

        ii. Implementation of Traffic Operations Management by 2035?

        iii. Working with local jurisdictions to facilitate an increased emphasis on Density, Diversity, and Design (the 3-Ds) in development and redevelopment?

2. **Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.** *While the development forecast for Contra Costa supports continued economic growth, the location of new development is relatively dispersed, away from major*

corridors, and may not support other goals such as increasing transit ridership and reducing congestion.

a. What role could Authority play in supporting local efforts to incorporate the 3-Ds into development projects? How much emphasis should be put on the 3-Ds?

b. Is the Urban Limit Line sufficient to promote more sustainable communities, or can and should the Authority do more to encourage more infill?

c. What should the Authority approach be to address issues regarding growth that is projected to occur outside of the proposed Priority Development Areas (PDAs)?

3. **Expand safe, convenient and affordable alternatives to the single-occupant vehicle (SOV).** *The number of transit trips per capita has been diminishing in the Bay Area and the US, while the percentage of trips using modes other than the SOV is projected to remain constant through 2030. What strategies, if any, can the Authority implement to:*

a. Facilitate reversing the current trend of declining per capita transit use?

b. Promote increased use of non-SOV modes of travel?

4. **Maintain the transportation system.** *Financial projections indicate a significant shortfall in funding for local street rehabilitation and transit capital replacements.*

a. What role can the Authority play in supporting resources to attain and sustain reasonable physical conditions for both local streets and roads and the transit system?

b. What role will the Authority play with regard to the BART car replacement program, a major maintenance expenditure anticipated in the 2015 to 2025 timeframe?

AGENDA ITEM 10

DRAFT REPORT

TRI-VALLEY TRANSPORTATION PLAN AND ACTION PLAN UPDATE

Prepared for
Tri-Valley Transportation Council

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

Approved for Circulation by TVTC on February 26, 2008

DKS Associates
TRANSPORTATION SOLUTIONS

Tri-Valley Transportation Plan and Action Plan Update

DRAFT

Approved for Circulation by the:

Tri-Valley Transportation Council

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February 26, 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 Elements of an Action Plan

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 evaluation 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; Multimodal Transportation Service Objectives; Actions; the Subregional Transportation Impact Fee; and Development Review Procedures. The TVTC carried forward the designated network of Routes of Regional Significance from the 2000 Plan without revision.

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 (MTSOs) 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 the 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.

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. Classify the Routes of Regional Significance 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. With the exception of link volume v/c ratio[1], the following performance measures are carried forward in the 2008 Update:

Peak Hour Travel Speed. This measure, applied only to I-580 and I-680, sets a minimum average peak hour speed 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:

Delay Index (DI) = (Observed Travel Time) ÷ (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.

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[1] A link volume v/c ratio is defined as the volume, whether observed or forecast, of traffic on a roadway link divided by its capacity. This measure was applied to SR 84 in the 1995 and 2000 TVTC Plan; it was replaced by a delay index MTSO in the 2008 Update.

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 ratio 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 Tables 1 and 2 and in 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 Interregional Routes of Regional Significance

Interregional Route
I-580
I-680
State Route 84
Vasco Road
Crow Canyon Road

Table 2: Current Intraregional Routes of Regional Significance

Intraregional Routes	
Sycamore Valley Road	Stanley Boulevard
Danville Boulevard	Stoneridge Drive
Camino Tassajara	Sunol Boulevard
Crow Canyon Road	First Street (Livermore)
San Ramon Valley Boulevard	Vasco Road
Bollinger Canyon Road	Fallon Road
Alcosta Boulevard	North Canyons Parkway
Dougherty Road	Isabel Extension
Tassajara Road	North Livermore Avenue

Intraregional Routes

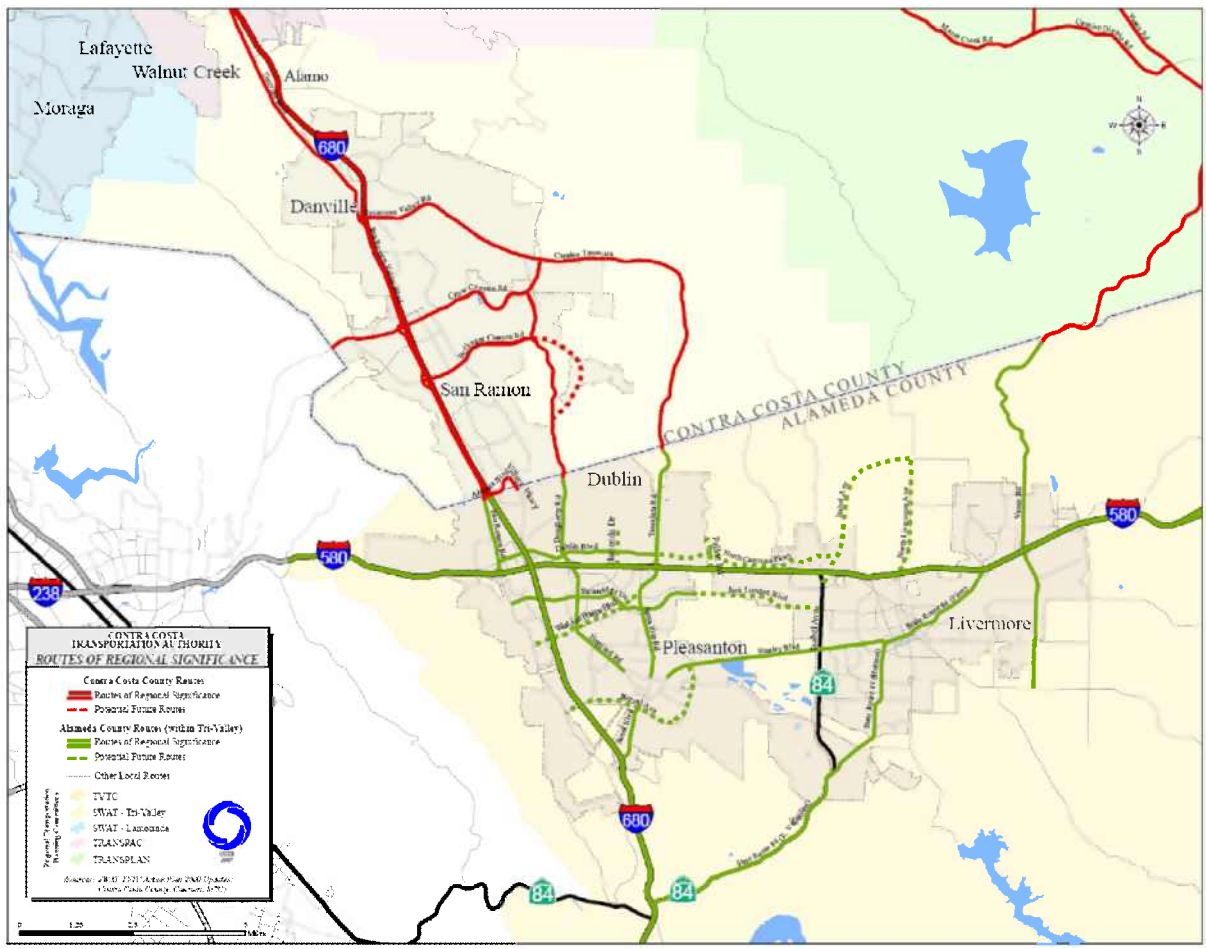
Dublin Boulevard	West Las Positas Boulevard
San Ramon Road	Bernal Avenue
Hopyard Road	Jack London Boulevard
Santa Rita Road	Hacienda Drive

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).

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.

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 3 summarizes the results of the monitoring.

Table 3: Status of MTSOs

MTSO	*Standard*	*Facilities*	*2006 and 2007 Monitoring*
Peak Hour Travel Speeds	Minimum average speed of 30 miles per hour	I-680	Met overall in AM and PM but not met for one segment NB in PM
		I-580	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	Met overall in AM and PM but not met for one segment NB in AM and NB in PM
		I-580	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 rider-

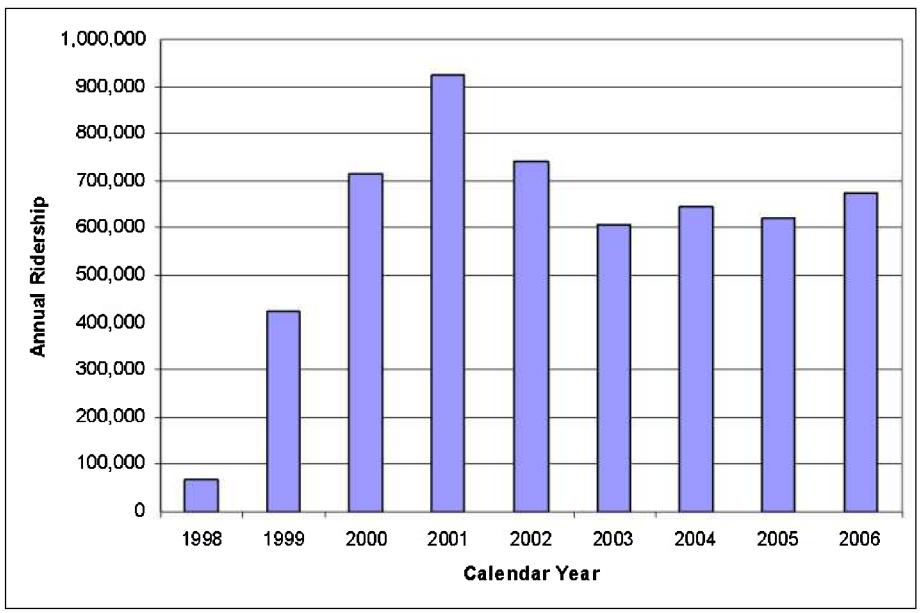
ship has been slowly recovering after a decline during the years following the economic downturn of 2000-2001. In particular, Altamont Commuter Express (ACE) Rail, BART, and LAVTA are showing an increase in ridership while County Connection ridership is holding steady.

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

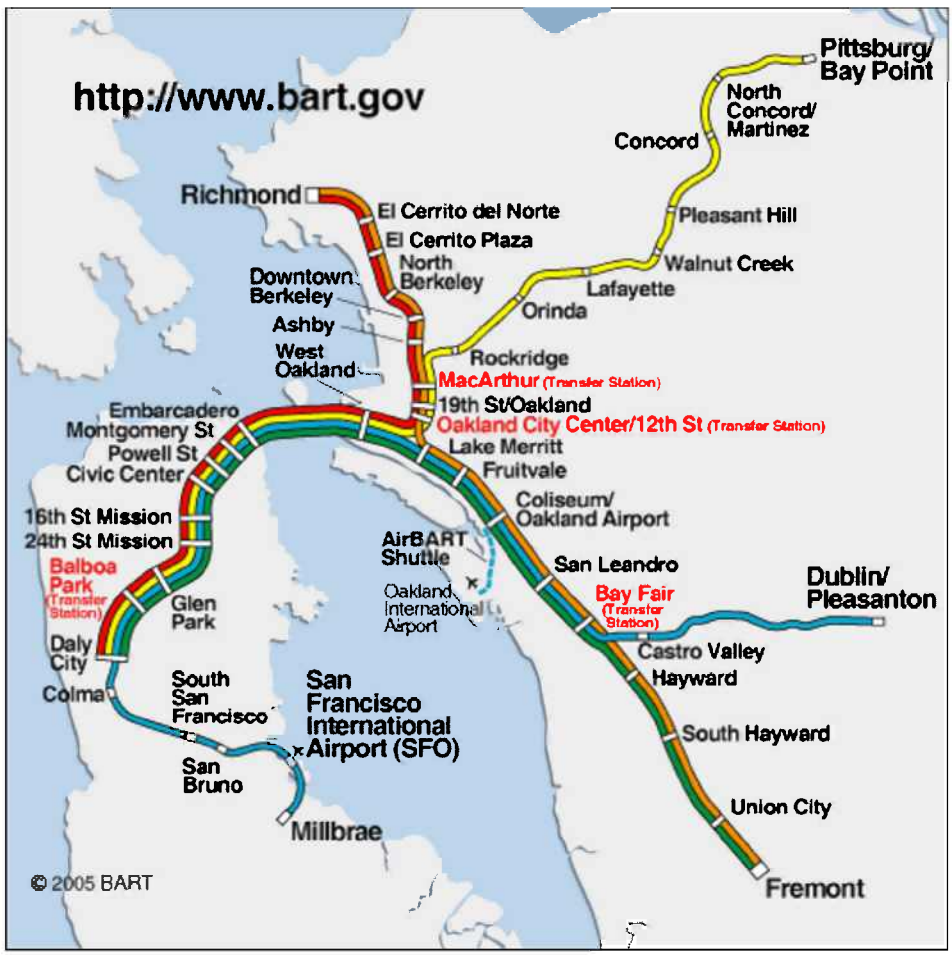
Figure 3: Annual Ridership for ACE Rail



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.

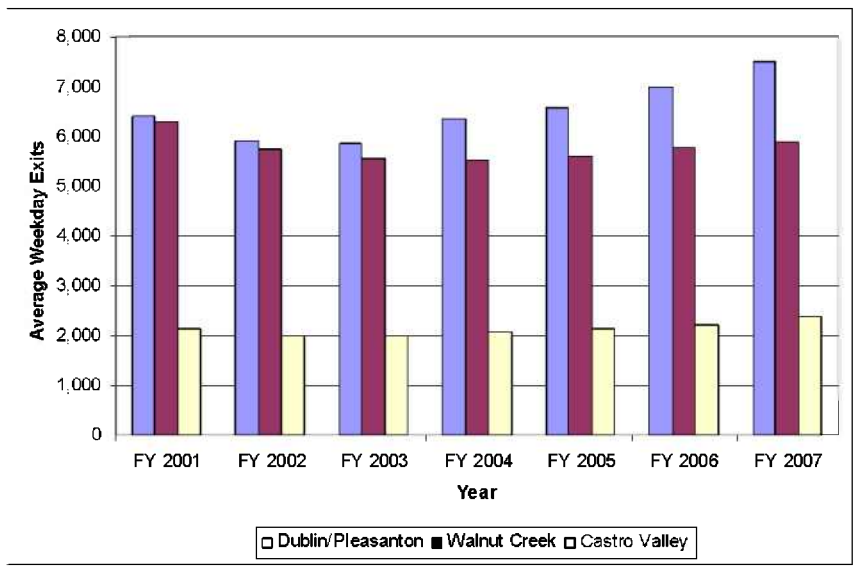
Figure 4: BART System Map



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

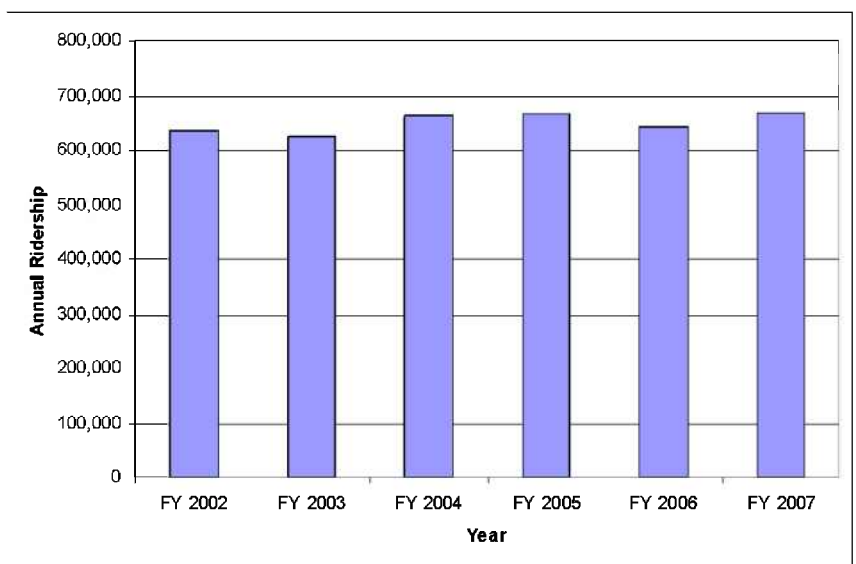
County Connection serves the Contra Costa County portion of Tri-Valley as well as the Dublin/Pleasanton BART station and the Alameda County Fairgrounds ACE train station. The bus routes currently serving this area are 121, 135, 221, 920, 960, and 970. Ridership on the Tri-Valley area routes has increased 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

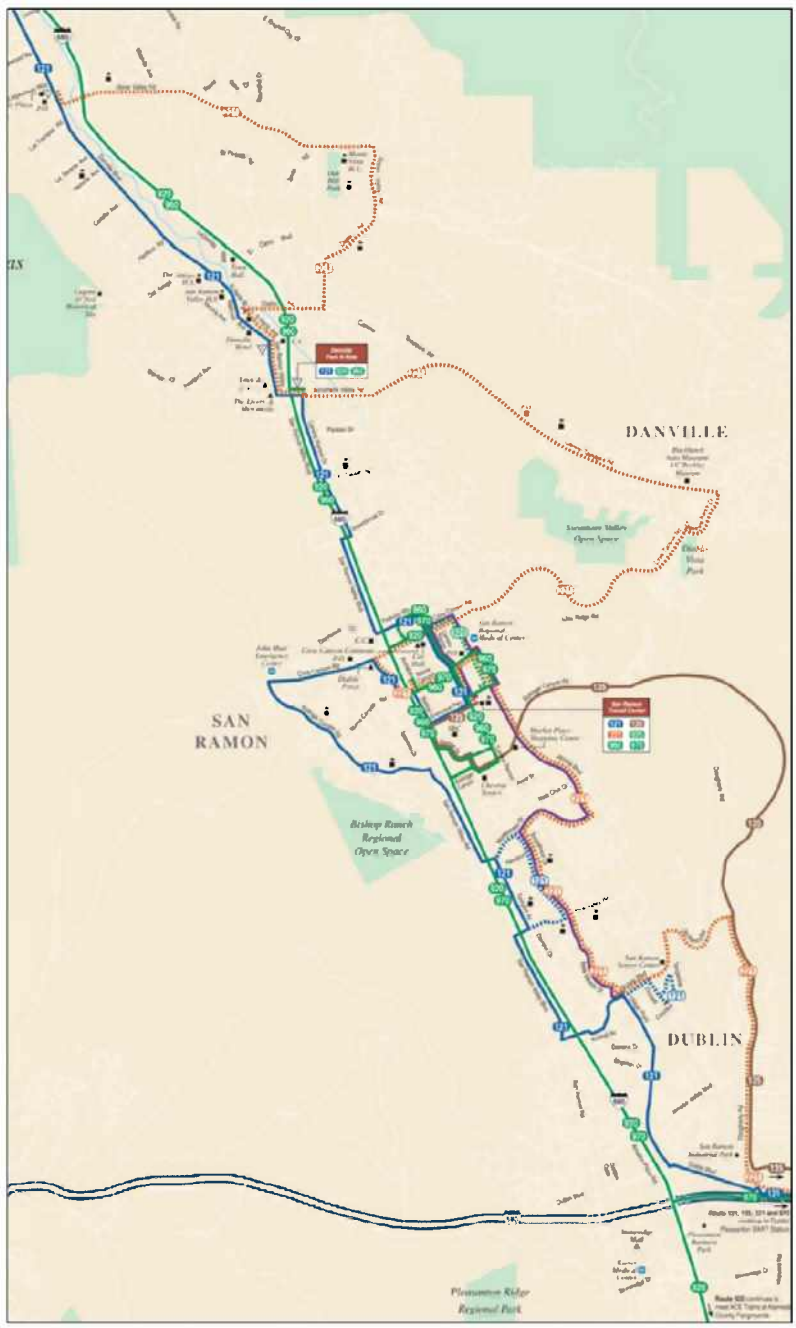
Figure 6: Annual Ridership for County Connection Tri-Valley Bus Routes



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)

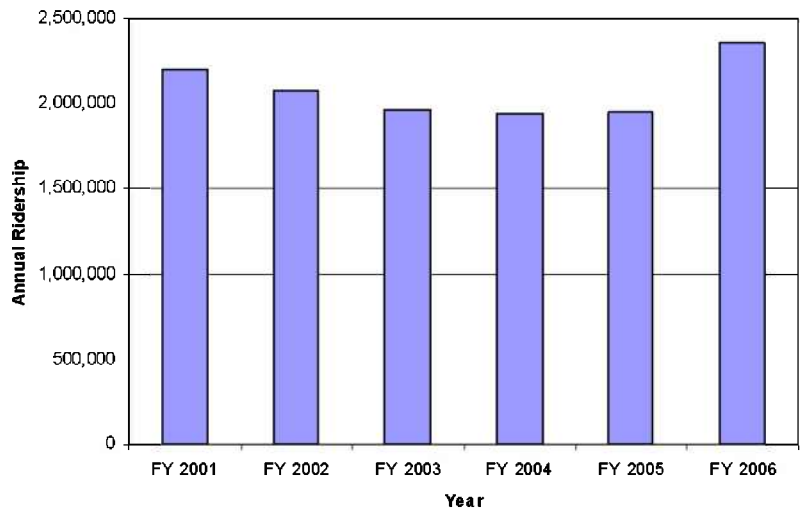


Source: http://www.cccta.org, September 2007

Figure 8: LAVTA System Map

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

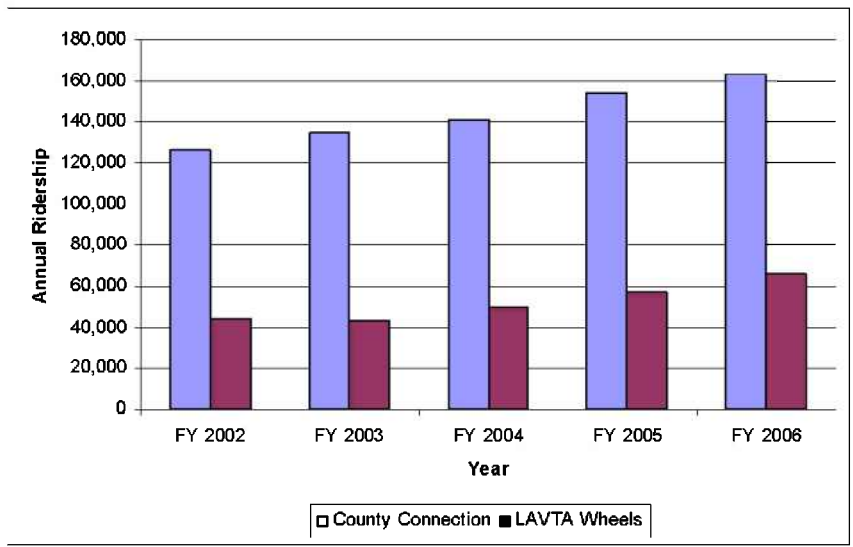
Figure 9: Annual Ridership for LAVTA Bus Routes



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

Paratransit 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 Paratransit 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 4 and 5. 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 4: Population and Employment Forecast

	2007	*2030*	*Net Growth*	*Percent Growth*
Total Population	330,973	520,649	189,676	57%
Total Household Population	327,189	456,064	128,875	39%
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%
Average Household Size	2.76	2.75		
Employed Residents/HH	1.45	1.63		

Source: CCTA Travel Demand Model, Projections 2005

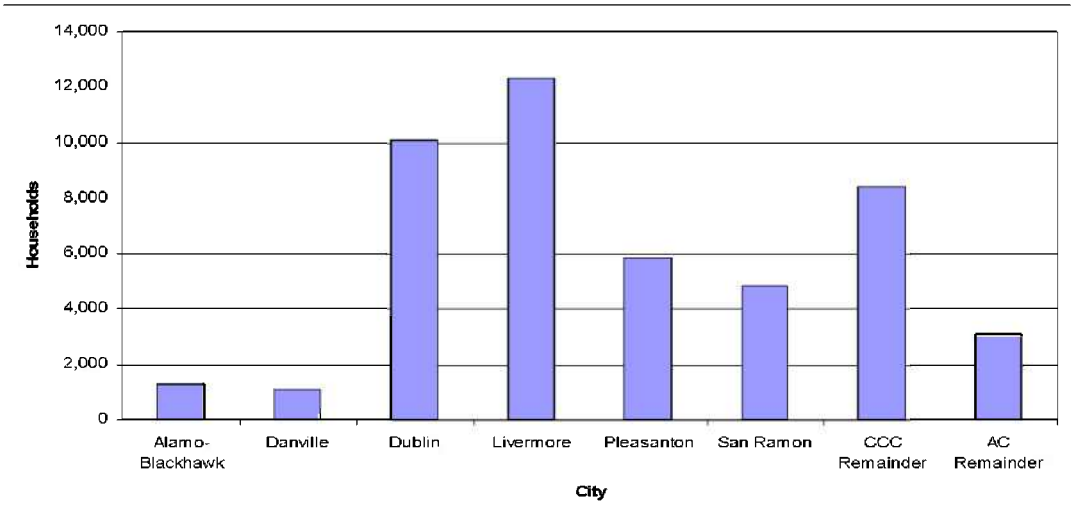
Table 5: Population Forecast by Age Group

	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 6. Most of this growth is to occur in the service sector which will account for over 40 percent of the total employment growth.

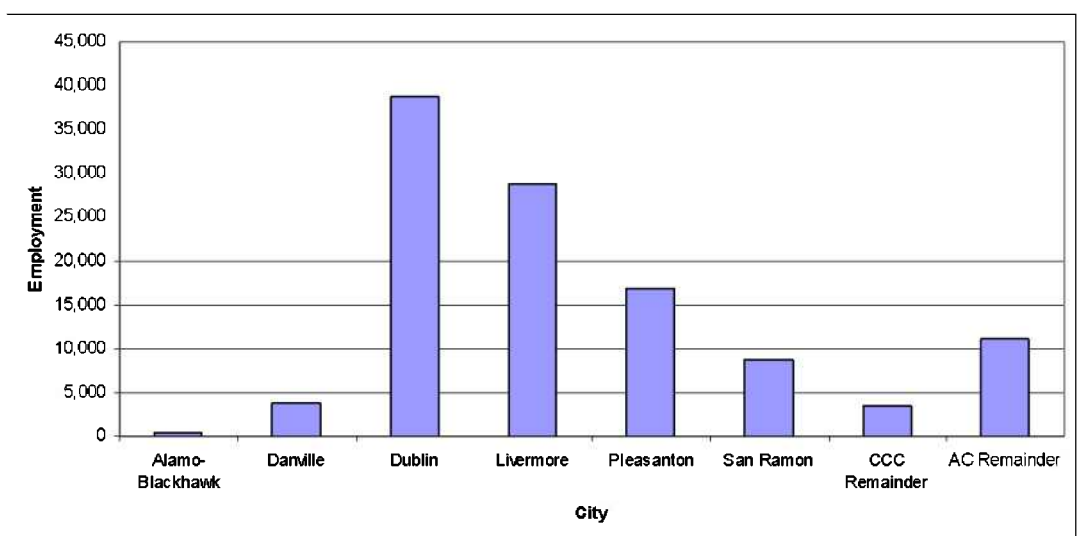
Table 6: Employment Forecast

	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 7, 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 7: Traffic Forecasts for Select Routes of Regional Significance

	2000	*2000 - 2030*
Road Name	*PM Peak Volume / Peak Direction*	*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)	840	65%
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 8, the growth in traffic that is expected in the Tri-Valley will result in a significant deterioration in MTSO performance 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.[2] These results suggest that additional actions beyond the already programmed projects will be needed to meet the goals and objectives of the plan.

[2] 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.

Table 8: Status of MTSOs

MTSO	*Standard*	*Facilities*	*2030 Forecasts*
Peak Hour Travel Speeds	Minimum average speed of 30 miles per hour	I-680	Not met for AM NB or SB and not met for PM NB or SB
		I-580	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	I-680	Not met for AM NB or SB and not met for PM NB or SB
		I-580	Not met for AM EB or WB and not met for PM EB
	3.0 for SR 84	SR 84	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[1]	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. Intersection levels of service are difficult to predict due to the number of factors that influence the results such as intersection geometry and specific turning movement volumes. However, the 2030 forecasts, which show a large number of intersections not meeting the level of service standard, do indicate that future travel patterns may adversely affect intersection operations.

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 gateways 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. 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 will begin at Santa Rita Road eastbound, and will terminate west of Foothill Road for the westbound direction. 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 beings 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 9 and 10, were developed by the member jurisdictions of the TVTC. Projects range from intersection modifications to freeway improvements and new roads.

Table 9: 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

Project / Action Name	*Project / Action Limits*	*Primary Sponsor*
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 to four lanes and extension (to I-580)	From Vallecitos Rd. to Vineyard	Alameda County
Isabel Avenue widening, to six lanes	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 Tassajara Ranch Drive	San Ramon

Table 10: Programmed Projects for the Tri-Valley Intraregional 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 I/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

Project / Action Name	*Project / Action Limits*	*Primary Sponsor*
Stanley Boulevard		
Widen	Murrieta Blvd. to west city limit	
Stanley Blvd./Isabel grade separation	Isabel at Stanley	Livermore
Stoneridge Drive		
Extend Stoneridge Drive from current eastern terminus to El Charro Road	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, included 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 opera-

tions 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 service 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
- BART Parking, Access and Other 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 revenues from the TVTDF and other possible 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 PROJECTS

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, the 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, the Contra Costa jurisdictions in the Tri-Valley must 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.

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:

1. Responses to identified exceedances of adopted MTSOs;

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.

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.

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.

Currently, the MTSOs 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.

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.

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:

Delay Index (DI) = (Observed Travel Time) ÷ (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. 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 CCTALOS method 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 TVTP 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 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 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 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 new development 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 *Technical Procedures*.

The TVTP recognizes that the Alameda and Contra Costa members of the TVTC must respond to different countywide 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.

Development Review. Member jurisdictions must analyze the impacts of any development project that generates more than 100 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. Lead agencies may elect to use the MTSOs as thresholds of significance in their CEQA documents. 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. A 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. If further transportation improvements are necessary beyond what are in the TVTP, the jurisdiction should specify how they would be funded.

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 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.

If there are MTSO exceedances, or projected MTSO 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.

The tools and procedures for conducting General Plan amendments and analyzing proposed General Plan amendments shall be in accordance with the Measure C/J *Technical Procedures* and *Implementation Documents*. If the specific project or policy changes gener-

ate 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. 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 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. 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, and adoption of rules of procedure.

4. Majority vote of all members present required for action on any other matter.

7.5 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:

- 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 11

DRAFT REPORT

LAMORINDA ACTION PLAN UPDATE

Prepared for the
Lamorinda Program Management Committee

Prepared by
DKS Associates
TRANSPORTATION SOLUTIONS

April 2, 2008

Lamorinda Action Plan Update

DRAFT

Prepared for the:

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April 2, 2008

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1. INTRODUCTION

The 2008 Lamorinda Action Plan Update assesses regional transportation issues within the Lamorinda area and outlines a recommended package of vision statements, goals, policies, objectives, and actions for addressing those issues. The study area includes Moraga, Lafayette, Orinda, and portions of unincorporated Contra Costa. In addition to serving as a guide for transportation planning through 2030, the Plan also fulfills one of several requirements under the Measures J Growth Management Program, that local jurisdictions participate in the a multi-jurisdictional, cooperative planning process, which includes the preparation of Action Plans for Routes of Regional Significance.

The recommendations in this Plan, and its counterparts in the other subareas of Contra Costa (West, Central, East County, and the Tri-Valley) will be carried forward into the 2008 Update to the Countywide Comprehensive Transportation Plan (CTP) prepared by the Contra Costa Transportation Authority (CCTA). The Lamorinda Action Plan, combined with the one for the Tri-Valley (which includes the Contra Cost jurisdictions of Danville, San Ramon, and Contra Costa County), will be forwarded through the Southwest Area Transportation Committee (SWAT) to CCTA, for inclusion in the 2008 CTP Update.

The Lamorinda Program Management Committee (LPMC) is comprised of one elected official from each of the three Lamorinda jurisdictions, and serves as the policy oversight board for the planning and implementation of Measure C/J projects and programs. A Technical Advisory Committee (the LPMC-TAC), comprised of staff from each locality, provides technical input to the LPMC.

1.1 The Action Plan

In 1988, Contra Costa County voters approved Measure C, a one-half percent local sales tax that generated $1 billion (2008 dollars) in funding for transportation projects and programs over 20 years. Measure C also created the Contra Costa Transportation Authority (CCTA), with a board of 11 elected officials and 3 ex-officio members to guide the expenditure of the sales tax proceeds in accordance with the voter-approved expenditure plan. Recently, Measure J was passed by the voters, extending the sales tax for 25 years through 2034, and generating an additional $2 billion (2008 dollars).

Both Measure C and J include an innovative Growth Management Program (GMP) that encourages local jurisdictions to participate in a cooperative, multi-jurisdictional planning process, and among other things, establish flexible traffic service standards for Regional Routes. The CCTA allocates 18 percent of the sales tax revenue it receives to local jurisdictions that are found to be incompliance with the Growth Management Program. Under Measure J, an additional 5 percent of total sales-tax revenues are available to local jurisdictions for Transportation for Livable Communities (TLC) projects, subject also to GMP compliance.

As part of the cooperative planning process envisioned under Measure C/J, "Action Plans for Routes of Regional Significance" are to be developed by the Regional Transportation Planning Committees (RTPC) with input from the local jurisdictions. The LPMC serves as a sub-group to the SWAT committee. Under Measures C/J, SWAT is the designated RTPC that reports to CCTA on policy matters relating transportation issues within both Lamorinda and the Tri-Valley.

The overall objective of the Action Plans is to give local jurisdictions an opportunity to cooperatively set goals, objectives, and actions to mitigate the cumulative impacts of growth on the regional transportation system. To be found in compliance with the CCTA's GMP, local jurisdictions should participate in the development of the Action Plans, and also be willing to implement the actions, programs, projects, and measures identified within the Plans.

1.2 2008 Action Plan Update

In 1995, the LPMC developed and adopted the first Action Plan for Routes of Regional Significance. While this document included area-wide actions for Lamorinda, its primary focus was on the State Route 24/BART corridor, which at that time was the only regional route identified by the LPMC. Subsequently, both Pleasant Hill Road and Camino Pablo were designated, which lead to the preparation of Action Plans for those routes in 1998. The Action Plan for Camino Pablo was prepared jointly with the West County RTPC (called WCCTAC), and included the San Pablo Dam Road-Camino Pablo Corridor that connects West County to Orinda. The Pleasant Hill Road Action Plan was prepared by the City of Lafayette, and approved by LPMC in 1998. The Lamorinda Action Plan was last updated in 2000 to incorporate the new plans for Pleasant Hill Road and the San Pablo Dam Road-Camino Pablo Corridor, along with other changes regarding the SR-24/BART corridor.

The last update to the Lamorinda Action Plan was incorporated into CCTA's 2000 CTP Update. In 2004, CCTA updated its Countywide Plan again, with the major focus on developing a new expenditure plan for the Measure J sales tax extension. Since the last Action Plan update in 2000, new demographic data has become available, the travel forecasts have been updated, Measure J was passed in Contra Costa, and statewide Proposition 1B, the $19.9 billion bond act for statewide transportation improvements, was approved. Also, MTC updated its Regional Transportation Plan in 2001 and 2005. These and other events have triggered the need to undertake a comprehensive update to the Lamorinda Action Plan to reflect these changes in traffic, finance, and policy.

During the course of the 2008 Update, the LPMC 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. These elements of the Action Plan are defined as follows:

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:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;
3. Carry a significant amount of through-traffic; and
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange) that serves regional mobility and connect multiple jurisdictions.

The Authority may designate a Regional Route that meets one or more of these criteria. Regional Routes are exempt from Measure C level-of-service standards. Instead, these routes are assigned a flexible, multi-modal measure of effectiveness established by the RTPC in the Action Plan.

Multimodal Transportation Service Objectives (MTSOs) are quantifiable measures of effectiveness that include a target date for attaining the objective. MTSOs 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 steps (actions, measures, projects, and programs) that the local jurisdictions have agreed to implement to achieve the transportation goals, objectives, and policies set forth in the Action Plan. The party responsible for carrying out the actions is identified as either the local jurisdictions, the RTPC, or other affected parties. Actions may involve implementing specific projects at the local level, or they may call for regional cooperation among the local jurisdictions and adjoining RTPCs.

Subregional Transportation Mitigation Program (STMP) is the subregional fee or other mitigations program required under Measure C/J, and designed to mitigate the impacts of new developments on the regional transportation system. Lamorinda implements its STMP through a subarea developer fee that is overseen by the Lamorinda Fee and Financing Authority (LFFA), a Joint Powers Authority (JPA) comprised of elected officials from each jurisdiction within Lamorinda.

Development Review Procedures The CCTA Growth Management *Implementation Documents* include a requirement that each Action Plan establish a procedure for inter-jurisdictional notification regarding the traffic impacts of new development. As described further in Chapter 7, the CCTA also requires local participation in a General Plan

Amendment (GPA) review procedure. This 2008 Update carries forward and refines these development review procedures, which were included in the previous Action Plans.

1.3 Outline of the Document

This introductory section (**Chapter 1**) to the Plan presents a brief history of the Action Plan concept and its relevance to transportation planning in Lamorinda.

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 Action Plan Update. The chapter also identifies the Multimodal Transportation Service Objectives (MTSOs) that have been specified for each Route of Regional Significance.

Chapter 3 provides a description of the existing transportation conditions in Lamorinda. 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 Lamorinda 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 Significances 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 Action Plan Update. This includes an updated description of actions defined by the Action Plan Update and intended to achieve the MTSOs for the Routes of Regional Significance. The actions include actions specifically designed to follow policies and meet goals 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 Action Plan is presented in **Chapter 6**. This includes a brief description of the existing funding sources that support the Action Plan elements and the Subregional Traffic Impact Fee Program designed to implement "regional significant projects" in the Action Plan.

Chapter 7 provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

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2. REVIEW OF VISIONS, GOALS, POLICIES AND SERVICE OBJECTIVES

2.1 Statements of Vision, Goals and Policies

The goals and objectives of the 1995 Action Plan are broad and general in nature. In the 1998 addendums that included Pleasant Hill Road and Camino Pablo/San Pablo Dam Road, more specific goals were added.

1995 Action Plan Visions, Goals, and Policies

- Improve Safety
- Manage congestion and enhance mobility
- Provide and encourage alternatives to single-occupant auto use
- Coordinate local land use planning and regional transportation planning
- Integrate planning with concerns related to air quality, community character, and other environmental factors

Additional Visions, Goals, and Policies in the 1998 Action Plan Addendums

Camino Pablo/San Pablo Dam Road

- Only limited capacity increases for single-occupancy vehicles are possible or advisable.
- Actions should favor transit and high-occupancy vehicles.
- Efficiency improvements, especially those that help side street traffic and buses, are important.

Pleasant Hill Road

- Manage transportation "gateways" to balance the demand on the regional transportation system, shelter congested routes of regional significance, and where appropriate, provide priority for buses, carpools and vehicles engaged in commercial service.

Overall, these Action Plan visions, goals, and policies are in line with those found in the General Plans of the Lamorinda communities of Lafayette, Moraga, and Orinda. Within the General Plans, five main transportation themes form a common thread:

- Preserve and enhance the semi-rural character of the community and the character of residential areas.
- Establish and maintain LOS standards on major arterials.
- Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting.
- Discourage freeway bypass traffic on Lamorinda roads.

- Work collaboratively with the other Lamorinda jurisdictions and agencies to define and pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Preserve and enhance the semi-rural character of the community and the character of residential areas. All three cities recognize that their semi-rural character is a hallmark of Lamorinda and that traffic growth and development may put this in jeopardy. Transportation projects that affect the roadside landscape, including roadway widening, or projects that threaten to add traffic and noise to residential streets need to be evaluated for their impact on community character.

Establish and maintain LOS standards on major arterials. LOS standards help to measure the degree of congestion on the roadway network. By establishing standards, the cities would be able to permit development that can be accommodated by the existing transportation system and to identify areas that need improvement.

Reduce automobile demand by promoting and accommodating ridesharing, transit, bicycling, walking, and telecommuting. Lamorinda communities expressed a desire to reduce auto demand through alternative transportation options.

Discourage freeway bypass traffic on Lamorinda roads. Through trips and freeway traffic using local roadways were cited as a concern. Actions such as adjusting signal timing and prioritizing traffic control for local traffic movements are spelled out in the General Plans.

Support integrated regional planning. The Lamorinda communities support collaboration to pursue a clear regional transportation agenda and to address traffic flow and safety issues.

Statements of Visions, Goals, and Policies for the 2008 Action Plan Update

After consideration and review by the LPMC Technical Advisory Committee (TAC) and Policy Committee, the following set of statements has been recommended:

1. Preserve and enhance the semi-rural character of the community.
2. Pursue actions to meet or sustain service objectives that will reduce reliance on single-occupant automobile travel.
3. Support actions that help achieve environmental goals, through participation in countywide, regional, and statewide transportation improvement plans.
4. Avoid the addition of roadway capacity for single-occupant vehicles.
5. Enhance mobility by providing alternative travel options.
6. Actions should not lead to an increase in the use of BART parking in Lamorinda by people driving into the area from outside communities.
7. Pursue actions to improve safety of travelers by all modes.
8. Coordinate local land use planning and regional transportation planning.

9. Encourage through-trips and interregional travel to stay on freeways and discourage diversion of these trips to arterial and local streets as a mechanism for ensuring intraregional mobility.
10. Maintain capacity constraints at selected gateways with the intent of preserving and improving mobility on regional routes within Lamorinda.
11. Efficiency improvements, such as signal timing and other operational improvements, especially those that help side street traffic and buses, are important.
12. Increase the transit ridership within Lamorinda by at least 10 percent by 2018.
13. Increase the average vehicle occupancy on Camino Pablo/San Pablo Dam Road and on Pleasant Hill Road/Taylor Boulevard to at least 1.3 during the peak commute hours by 2018.

2.2 Multimodal Transportation Service Objectives (MTSOs)

The MTSOs identified in the previous Action Plans were reviewed in light of the new statements of vision, goals, and policies, and the analysis of past MTSOs and future traffic modeling information. Based on that review the following revised MTSOs were developed for the 2008 Action Plan Update.

SR-24

1. Maintain a Delay Index (DI) of 2.0 or lower on the SR 24 corridor between I-680 and the Caldecott Tunnel during peak periods in the peak commute direction including freeway on-ramps. The DI is a ratio of peak period travel time to off-peak period travel time with a value of 2.0 indicating that it would take two times as long to travel the same distance during the peak period than during the off-peak period.
2. Maintain a Delay Index (DI) of 1.5 or less for all but the six most congested hours of the day.
3. Maintain an average loading factor (ratio of passengers to seats) of 1.5 or less approaching Lafayette Station westbound and Orinda Station eastbound during all hours of service. An averaging loading factor of 1.5 indicates that one-third of passengers would not have a seat on the train.

Pleasant Hill Road

1. Establish CCCTA bus service on Pleasant Hill Road and/or Taylor Boulevard that has a composite frequency of at least two buses per hour during peak commute and school times (6:30 AM – 9:30 AM and 3:30 PM – 6:30 PM) and direct connection to the Lafayette BART station.
2. Maintain school bus service on Pleasant Hill Road and Taylor Boulevard.
3. Maintain a maximum wait time for drivers on side streets wishing to access Pleasant Hill Road or Taylor Boulevard of one signal cycle or less.
4. Maintain peak hour peak direction delay index of 2.0 or lower.

San Pablo Dam Road / Camino Pablo

1. Maintain peak hour peak direction delay index of 2.0 or lower.
2. The maximum wait time for drivers on side streets wishing to access San Pablo Dam Road or Camino Pablo should be no greater than one signal cycle.

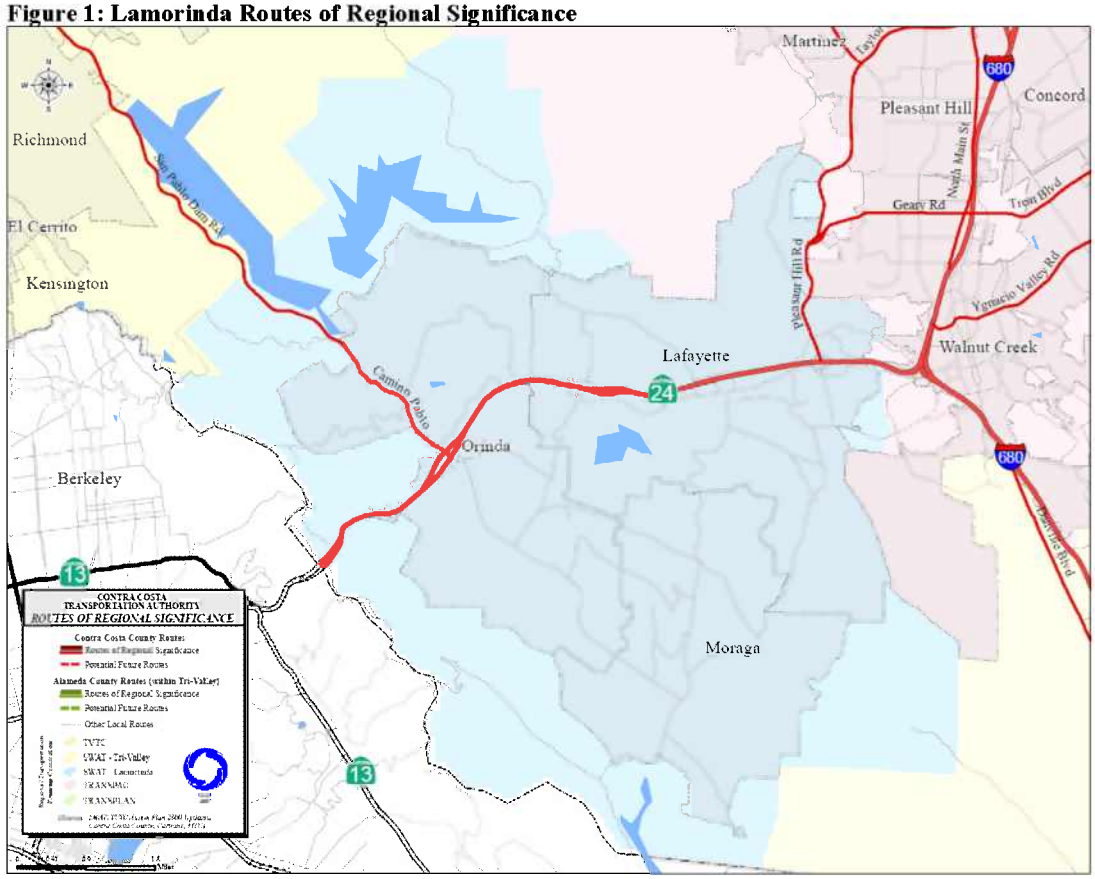
3. EXISTING TRANSPORTATION CONDITIONS

This section describes the existing transportation conditions in Lamorinda including the major roadways and transit services.

3.1 Routes of Regional Significance

Access to and from the Lamorinda area is provided mainly by State Route 24 as shown in Figure 1. Two arterials – Pleasant Hill Road and Camino Pablo/San Pablo Dam Road – also provide regional access. Together, these three roadways make up what are known as the Routes of Regional Significance.

Figure 1: Lamorinda Routes of Regional Significance



Last updated in 1998, the Routes of Regional Significance are roadways that:

1. Connect two or more "regions" of Contra Costa County;
2. Cross County boundaries;

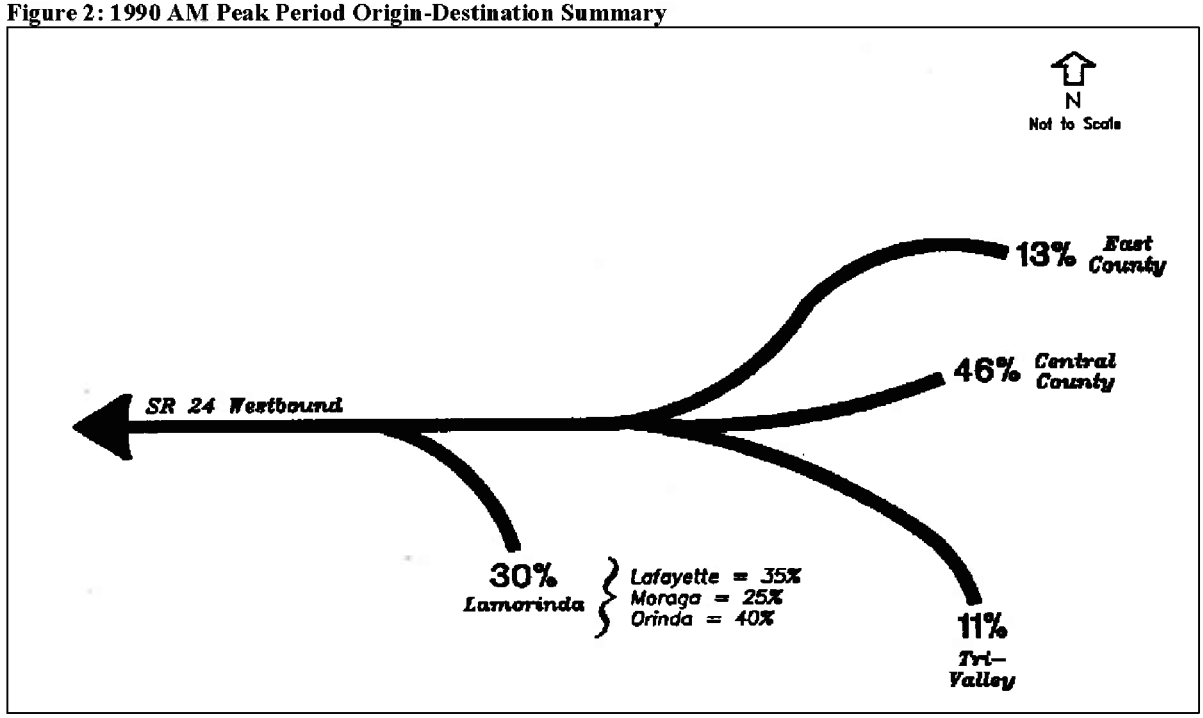
3. Carry a significant amount of through-traffic; and
4. Provide access to a regional highway or transit facility (e.g., a BART station or freeway interchange).

3.1.1 State Route 24

State Route 24 (SR-24) is a major freeway connection between Central Contra Costa County, the Lamorinda area, and Alameda County, and carries between an average of 162,000 and 188,000 vehicles per day (2006 Caltrans ADT). The freeway runs from the I-680 interchange in the City of Walnut Creek to the Caldecott Tunnel, and traverses the Lamorinda communities in Contra Costa County. Within this segment, there are generally four travel lanes in each direction with no high-occupancy vehicle (HOV) lanes. To access Lamorinda, there are seven interchanges between I-680 and the Caldecott tunnel and they are located at Pleasant Hill Road, Deer Hill Road, Acalanes Road/El Nido Ranch Road, St. Stephens Drive, Camino Pablo, Gateway Boulevard, and Fish Ranch Road. BART runs within the center median of the SR 24 right-of-way.

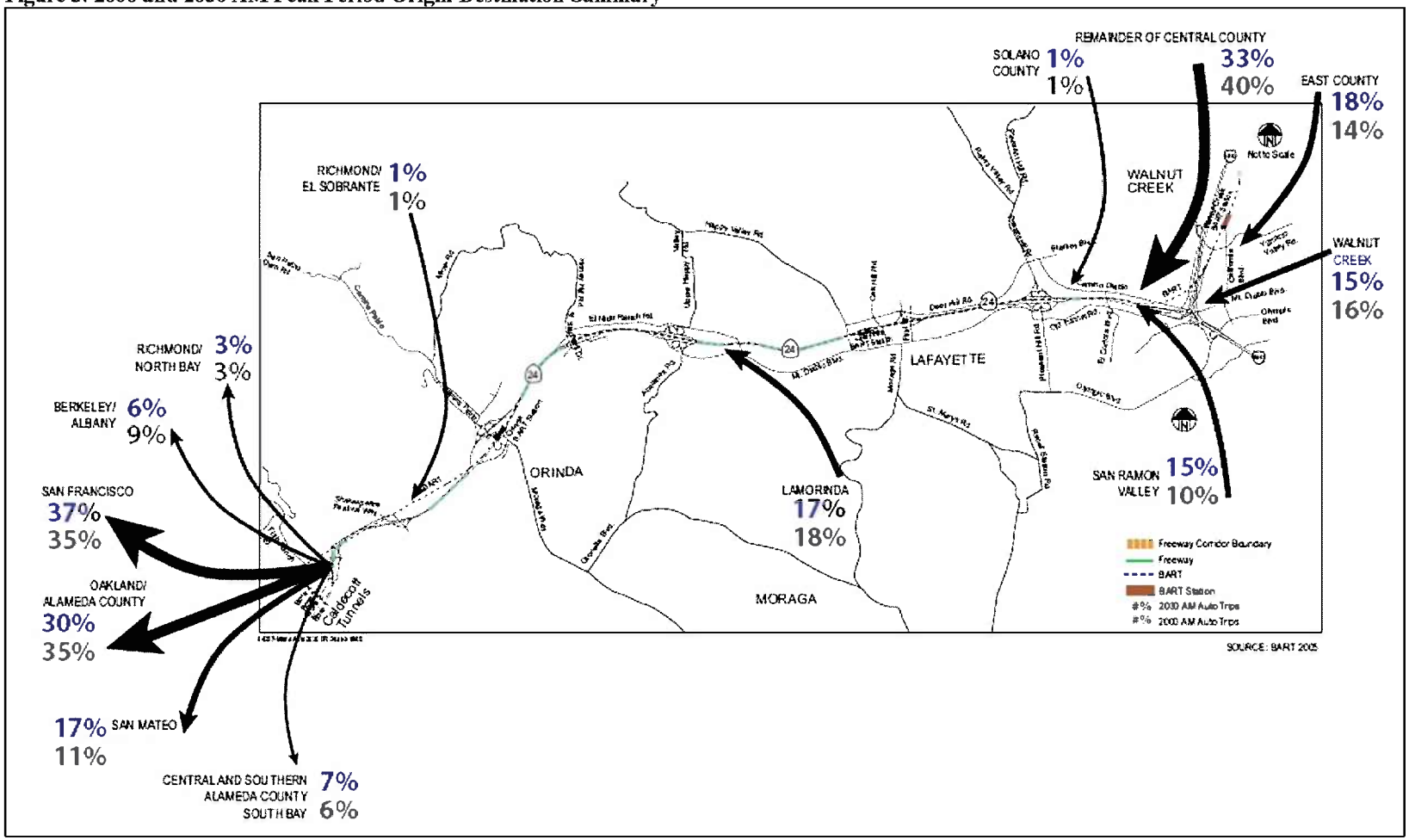
Since 1990, travel patterns have changed dramatically on SR-24. As shown in Figure 2, Lamorinda contributed 30 percent of all westbound AM peak period traffic in 1990. By 2000, that number had dropped to 17 percent, as shown in Figure 3, as substantial growth has occurred in Central County and East County. This has led to an increase in congestion intensity and duration along SR 24.

Figure 2: 1990 AM Peak Period Origin-Destination Summary



Source: 1995 Action Plan (1990 Central County CMP Model)

Figure 3: 2000 and 2030 AM Peak Period Origin-Destination Summary



Source: 2004 SR-24 Transit Capacity Study (Caltrans FREQ model – Caldecott Improvement Project EA/EIR)

3.1.2 Pleasant Hill Road

Connecting the City of Pleasant Hill to Lafayette, Pleasant Hill Road is a major four-lane, north-south arterial that intersects with SR-24 just west of I-680. Two schools, Springhill Elementary and Acalanes High School, are served by the roadway. There is currently no transit service offered on Pleasant Hill Road north of Stanley Boulevard. Prior to the reconstruction of the I-680 / SR-24 interchange, Pleasant Hill Road carried significant through traffic that bypassed the congested interchange. Once the project was completed, traffic volumes and congestion dropped off but have recently been on the increase once again.

3.1.3 Camino Pablo / San Pablo Dam Road

Camino Pablo is a major arterial that begins just south of SR-24 in downtown Orinda and runs north serving Orinda Village and turning into San Pablo Dam Road at the Bear Creek Road interchange. The roadway serves the SR-24 interchange as well as the Orinda BART station, and ultimately connects to Richmond and I-80 in western Contra Costa County. AC Transit Route 74 operates along this corridor.

3.2 Multi-Modal Transportation Service Objectives

The values of the MTSOs established by the 1995 and 1998 Action Plans for the Lamorinda Routes of Regional Significance were monitored in 2004 and 2007. Table 1 summarizes the results of the monitoring. Most of these were met during the most recent monitoring effort in 2007 with the exception of the PM peak period DI on SR 24, the transit ridership along the SR 24 corridor, and the AM peak period DI on Pleasant Hill Road. Increasing traffic volumes and slower than expected transit ridership growth are the main causes for the MTSOs not being met.

3.3 Transit Service

Transit service in Lamorinda is provided by the San Francisco Bay Area Rapid Transit District (BART), and County Connection. In general, transit ridership has been slowly recovering after a decline during the years following the economic downturn of 2000-2001. Both BART and County Connection are experiencing ridership increases since 2003 and 2005, respectively.

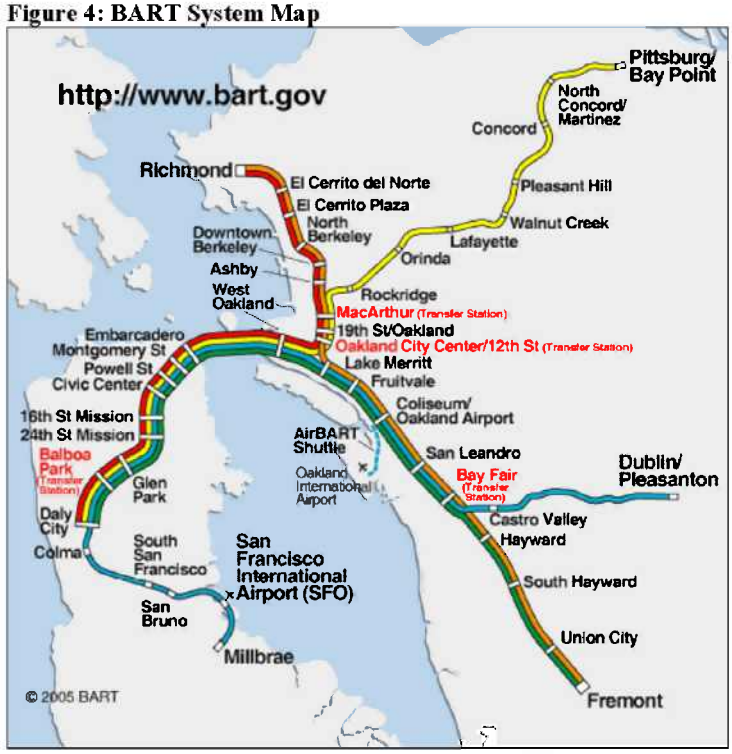
3.3.1 BART

BART service to Lamorinda is provided at the Orinda and Lafayette BART stations. The stations can be accessed through on-site park-and-ride lots and through numerous County Connection bus routes. A map showing the BART system is presented in Figure 4. Ridership, shown as average annual weekday exits at the two local BART stations, is shown in Figure 5.

Table 1: Status of SR-24 (Caldecott Tunnel to I-680) MTSOs

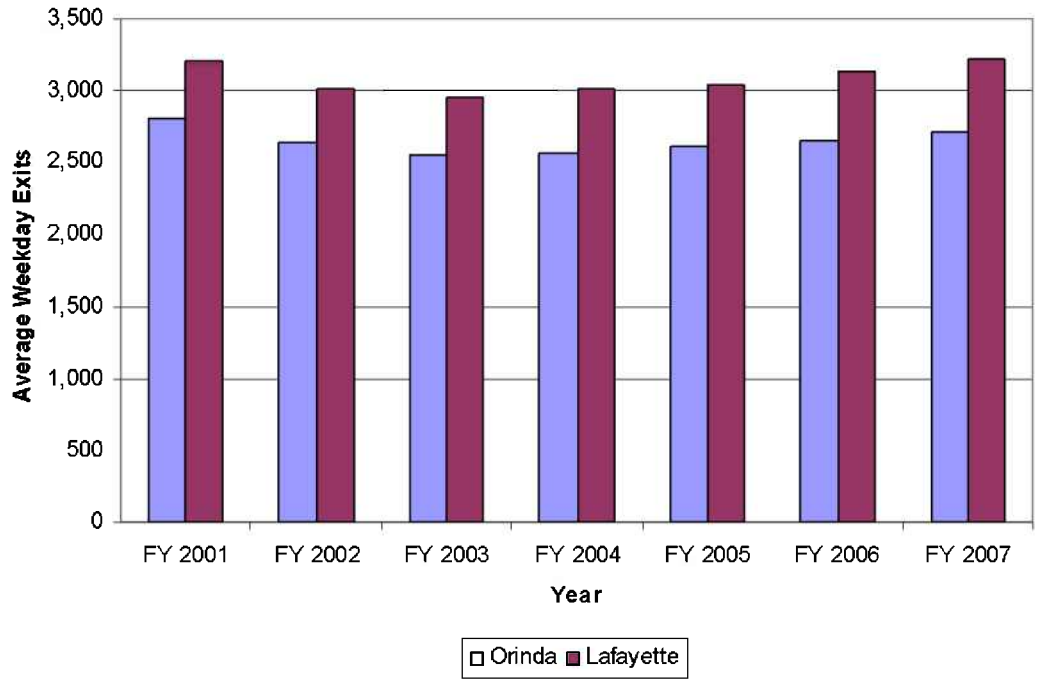
Route	MTSO	2004 Monitoring Report	2007 Monitoring Report
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps)	AM: 2.0 PM: 1.5	AM: 1.9 *PM: 2.0*
	+10% daily ridership on public transit systems (BART) to and from Lamorinda	*4,650 (-16%)* (1998-2003)	*5,942 (+7%)* (1998-2007)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Delay index no greater than 2.0	AM: 1.3(N) AM: 1.2(S)	AM: 1.2(N) AM: 1.5(S)
		PM: 1.5(N) PM: 1.2(S)	PM: 1.0(N) PM: 0.9(S)
	Increase average transit ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	*6.4%* (1998-2004)	N/A[1]

Figure 4: BART System Map



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

Figure 5: Average Annual Weekday Exits at select BART stations



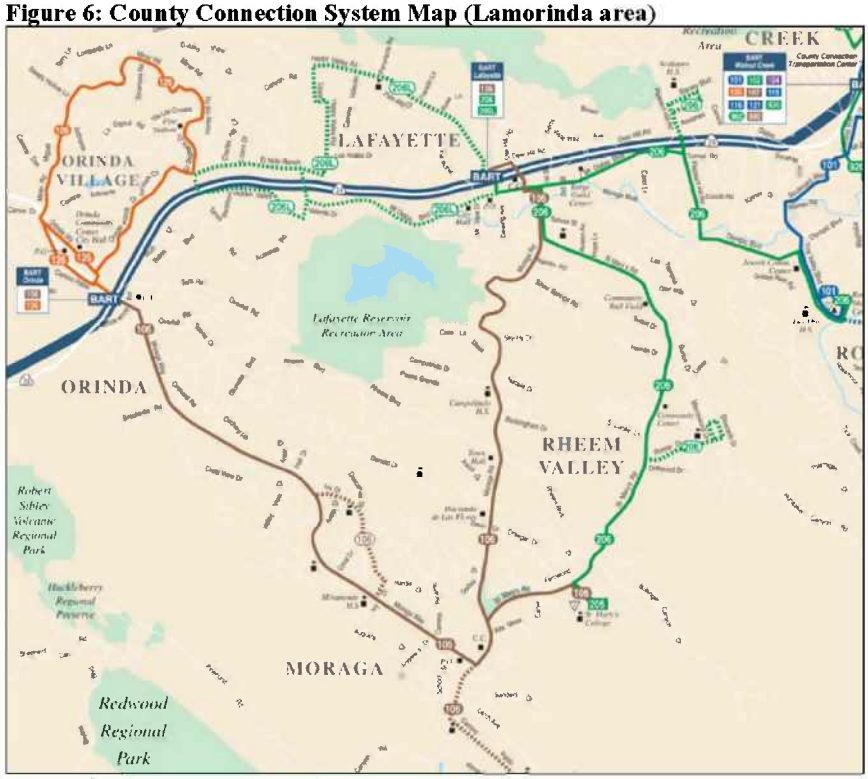
Source: BART 2007 Ridership Report

3.3.2 County Connection and AC Transit Bus Service

The Central Contra Costa Transit Authority (CCCTA), or County Connection, serves the Lamorinda area including both the Orinda and Lafayette BART stations. The bus routes currently serving this area are 106, 126, and 206. Figure 6 presents these routes on a map. Ridership on the Lamorinda area routes has been increasing since FY 2005 as shown in Figure 7.

Also serving the Lamorinda area is AC Transit Route 74. Route 74 serves the Orinda BART station and Richmond via Camino Pablo / San Pablo Dam Road. Average daily ridership is approximately 1,500 passengers per day (AC Transit, August 2007).

Figure 6: County Connection System Map (Lamorinda area)



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

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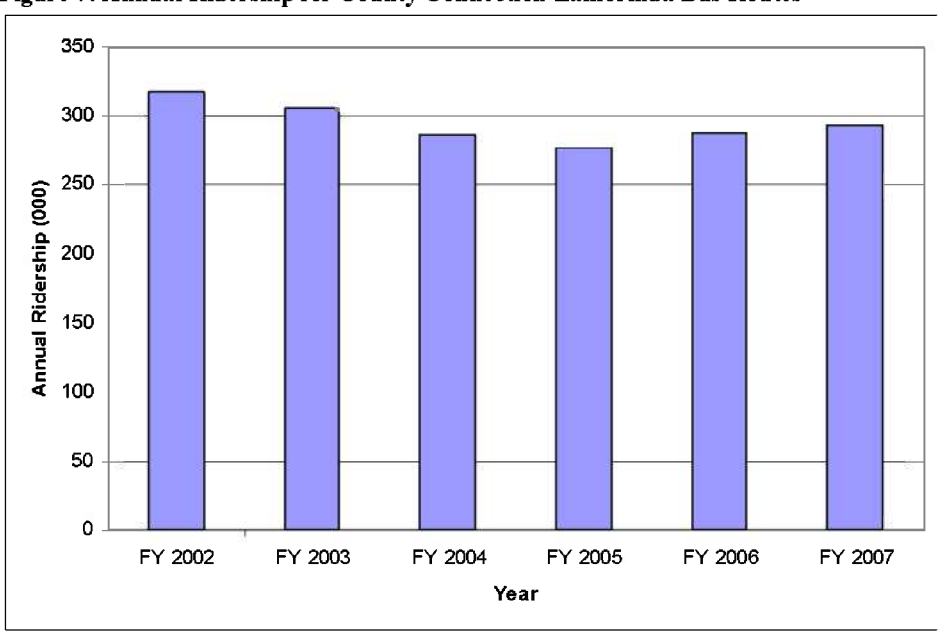
Figure 7: Annual Ridership for County Connection Lamorinda Bus Routes

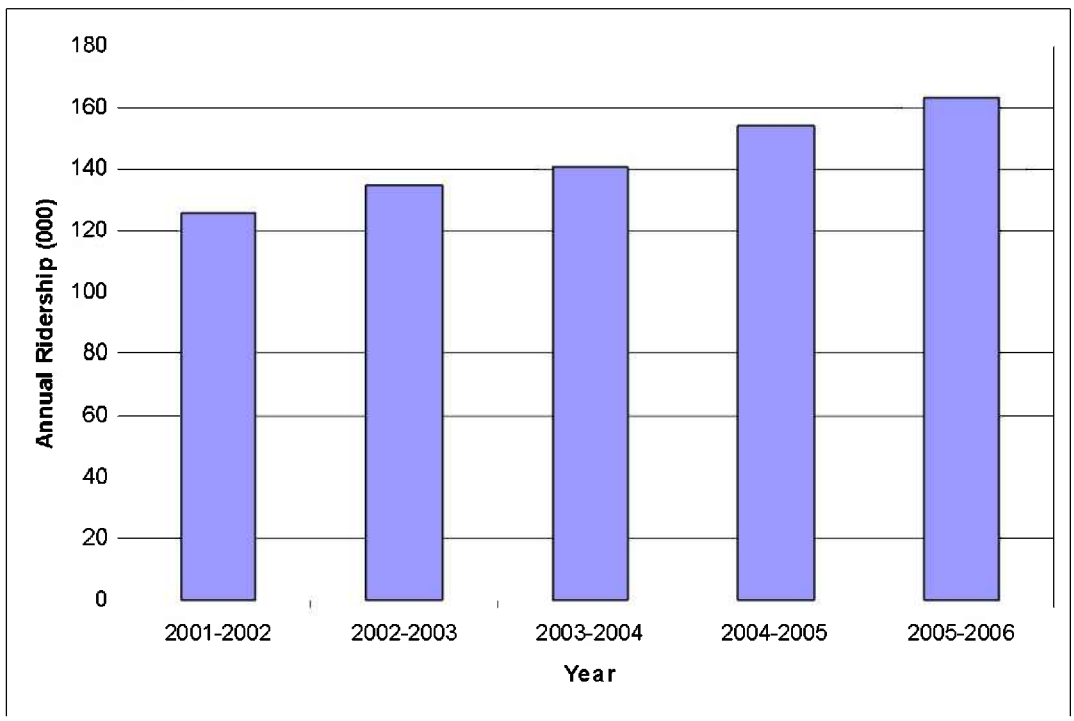


Source: County Connection, August 2007

3.3.3 Paratransit

Paratransit services are provided by County Connection. Ridership on paratransit, shown in Figure 8, 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 paratransit is a trend that is expected to continue.

Figure 8: Annual System Wide County Connection Paratransit Ridership



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

4. OVERALL GROWTH RATES AND FUTURE TRAVEL PATTERNS

Forecasts for future population and employment levels in Lamorinda were derived from the Contra Costa Transportation Authority (CCTA) countywide travel model. Model forecasts are based on the Association of Bay Area Governments (ABAG) Projections 2005, and the 2006 CCTA Land Use Information System (LUIS '06). Provided in the model are forecasts for the year 2000, 2010, 2020, and 2030. Current year 2007 estimates are derived through straight-line interpolation between 2000 and 2010.

4.1 Population Forecasts

Population forecasts, including demographics, households, and employment are shown in Tables 2 and 3. By 2030, the total Lamorinda population is forecasted to grow 12 percent from today. Seniors (age 62 and over) are to make up most of that growth, increasing by 75 percent.

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

Table 2: Demographic Forecast

	2007	2030	Net Growth	Percent Growth
Senior (Age 62+)	13,052	22,841	9,789	75%
Adult (Non-Senior)	37,050	34,014	-3,035	-8%
Non-working Young	11,868	12,254	387	3%
Total Population	61,969	69,109	7,140	12%

Source: CCTA Travel Demand Model, Projections 2005

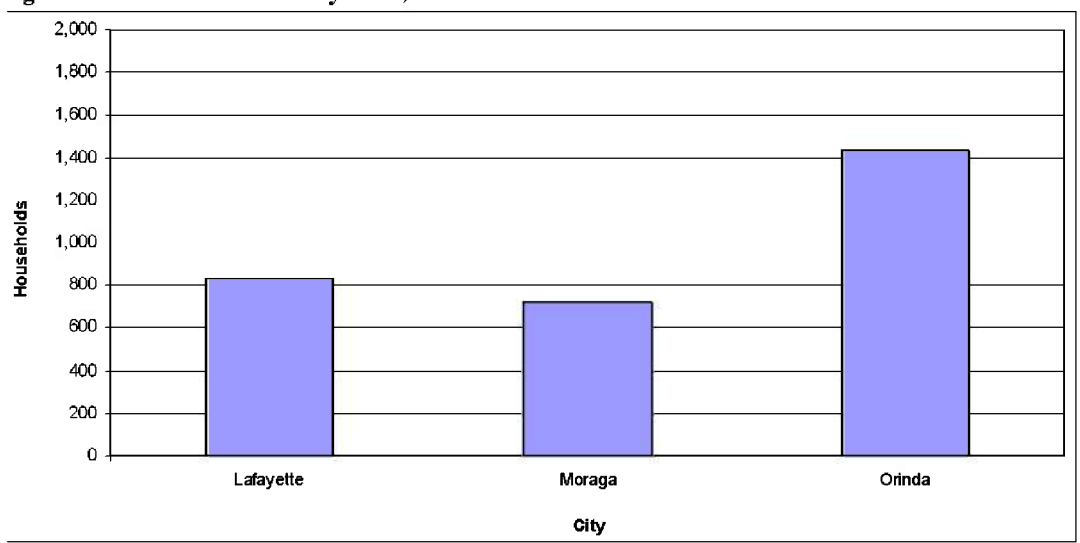
Table 3: Population Forecast

	2007	2030	Net Growth	Percent Growth
Total Population	61,969	69,109	7,140	12%
Total Households	23,123	26,114	2,991	13%
Total Employed Residents	29,720	36,267	6,547	22%
Total Employees	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Of the total household growth, a little less than half is expected to occur in Orinda as shown in Figure 9. The cities of Lafayette and Moraga are forecasted to absorb less than 900 new households each.

Figure 9: Household Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.2 Employment Forecasts

Total employment is forecasted to grow 12 percent in Lamorinda by 2030 as shown in Table 4. Most of this growth is to occur in the service sector which will account for over 50 percent of the total employment growth.

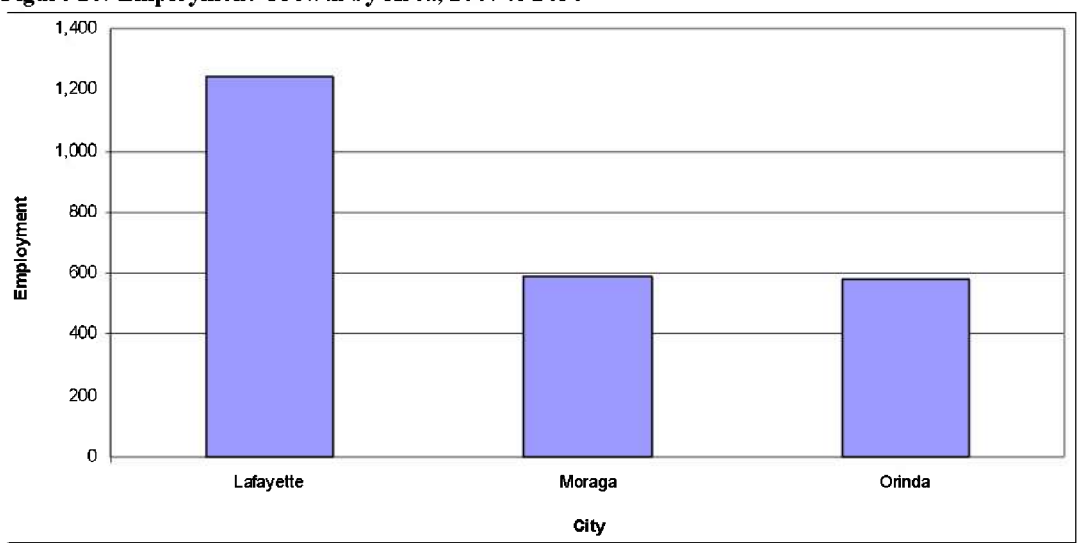
Table 4: Employment Forecast

	2007	2030	Net Growth	Percent Growth
Retail	4,655	5,224	568	12%
Service	7,251	8,481	1,230	17%
Manufacturing	815	1,169	354	43%
Agricultural	337	279	-58	-17%
Wholesale	955	689	-267	-28%
Other	5,963	6,553	590	10%
Total Employment	19,977	22,394	2,417	12%

Source: CCTA Travel Demand Model, Projections 2005

Distribution of employment growth is not expected to be even, with most of the growth occurring in Lafayette. Moraga and Orinda are forecasted to added just fewer than 600 jobs each as shown in Figure 10.

Figure 10: Employment Growth by Area, 2007 to 2030



Source: CCTA Travel Demand Model, Projections 2005

4.3 Traffic Forecasts

As shown in Table 5, traffic demand is expected to grow at a moderate pace along Lamorinda area freeways and arterials. Since SR-24 is already at capacity during peak periods, the additional traffic demand would likely result in an increase in the duration of congestion and could result in drives seeking alternatives on local streets.

Table 5: Traffic Forecasts for Select Routes of Regional Significance

Road Name	2000 AM Peak Volume / Peak Direction	2000 - 2030 AM Peak Volume % Growth
SR-24 (east to west)[1]		
SR-24 west of I-680 interchange	8,200	23%
SR-24 east of Oak Hill Road	6,900	18%
SR-24 west of Acalanes Road	8,750	28%
SR-24 west of Moraga Way	9,200	28%
SR-24 at Caldecott Tunnel	8,850	26%
Pleasant Hill Road at Deer Hill Rd[2]	1,950	30%
Camino Pablo at Miner Road[3]	990	21%

Notes: 1. AM peak direction westbound
2. AM peak direction southbound
3. AM peak direction southbound

Source: CCTA Travel Demand Model, Projections 2005

4.4 Forecasts of MTSO Values for 2030

An assessment of travel forecasts for 2030 indicated that the programmed regional and local projects would not lead to achievement of the Multimodal Transportation Service

Objectives in the Lamorinda Area. The results of the analysis are illustrated in Table 6. More regional trips will be made though Lamorinda than the Routes of Regional Significance will be able to accommodate and still achieve the MTSO values. The routes that will be most significantly affected are SR 24 and Pleasant Hill Road.

Table 6: Assessment of MTSO Values for 2030

Lamorinda Action Plan - Evaluation of Existing and Future MTSO Values

Route	MTSO	2004 Monitoring Report	2007 Monitoring Report	2030 Baseline
SR-24 Caldecott Tunnel to I-680	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps)	AM: 2.0 PM: 1.5	AM: 1.9 *PM: 2.0*	*AM: 4.1* *PM: 5.7*
	+10% daily ridership on public transit systems (BART) to and from Lamorinda	4,650(-16%) (1998-2003)	*5,942 (+7%)* (1998-2007)	9,448 (+59%) (2007-2030)
Pleasant Hill Road Taylor Road to SR-24	Maintain a delay index of 2.0 or better during peak period/peak direction	AM: 1.6 PM: 1.7	*AM: 2.3* PM: 1.9	*AM: 6.4* *PM: 4.2*
Camino Pablo / San Pablo Dam Road I-80 to SR-24	Delay index no greater than 2.0	AM: 1.3(N) AM: 1.2(S)	AM: 1.2(N) AM: 1.5(S)	AM: 1.5(N) AM: 1.7(S)
		PM: 1.5(N) PM: 1.2(S)	PM: 1.0(N) PM: 0.9(S)	PM: 1.3(N) PM: 1.3(S)
	Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders	6.4% (1998-2004)	N/A[1]	229% (2007-2030)
General	CCCTA Ridership (106, 206)	618 [2]	709 [2]	808
	CCTA Route 111 [3] (All numbers are model results)	N/A	581	744

Notes
1. CCCTA Route 950 discontinued. No comparable data on AC Transit Route 74 but service is virtually the same
2. From CCCTA FY04 and FY07 ridership reports
3. Route 111 extended down Pleasant Hill Road to Lafayette BART in 2030 Action Plan to simulate transit service along Pleasant Hill Road
4. Eastbound / Westbound volumes on SR-24 are all model results

5. ACTIONS FOR ROUTES OF REGIONAL SIGNIFICANCE

To address future traffic and congestion issues, the LPMC has identified a set of actions that are intended to result in achievement of the Action Plan goals and objectives. These actions represent a combination of specific projects, programs, measures, and mitigations that the Lamorinda jurisdictions have agreed to carry out as part of the Action Plan implementation.

Proposed Actions

Tables 7-9 show the proposed actions that the Lamorinda jurisdictions have agreed to carry out to implement the Lamorinda Action Plan. Within the SR 24 corridor, most of the Actions are designed to encourage alternative modes of transportation to the single-occupant automobile by improving transit options and encouraging the use of carpools. The effect of school trips and non-existent transit service on Pleasant Hill Road traffic levels is addressed through the Actions on the Pleasant Hill Road corridor. Actions such as altering school start times, establishing transit service, and building park-n-ride lots north of Lafayette are proposed. On Camino Pablo/San Pablo Dam Road, pedestrian and bicycle safety issues, and bypass traffic off of I-80 are addressed through the Actions.

Table 7: Proposed Actions for State Route 24*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek funding for an auxiliary lane on eastbound SR 24 Gateway on-ramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria.
2	Seek funding to construct park-and-ride lots along primary arterial roads approaching SR 24 throughout Lamorinda.
3	Support and seek funding for augmentation and expansion of bus service in Lamorinda, including school buses.
4	Monitor and evaluate the MTSOs for SR-24 every two years.
5	Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities.
6	Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24.
7	Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies.
8	Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters.
9	Support expanding transit service, including service between Lamorinda BART stations and adjacent communities, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.
10	Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for one-way BART ridership.
11	Evaluate and seek opportunities to improve and/or build walkways/bikeway facilities between the Lamorinda BART stations and adjacent land uses and communities as outlined on the map included in the Action Plan.
12	Support bus headway reductions on the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch.
13	Support continuation and expansion of Measure C return-to-source funds for road maintenance.
	New Actions Added with 2008 Action Plan Update
14	Support the Caldecott Tunnel Fourth Bore
15	Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda
16	Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda on alternative routes, including SR 24
17	Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR 24
18	Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing commute loads

***Responsible parties: the Lamorinda jurisdictions of Orinda, Lafayette, and Moraga.**

Table 8: Proposed Actions for Pleasant Hill Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Participate in the Regional Transportation Mitigation Program (RTMP).
2	Monitor and evaluate the MTSOs for Pleasant Hill Road every two years.
3	Monitor and evaluate traffic speed and other safety issues on an annual basis
4	Protect adjacent residential streets through the installation of traffic calming measures
5	Provide increased enforcement of the existing speed limit
6	Implement the Spare the Air Program
7	If the CCCTA cannot increase service to Acalanes School, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits.
8	Support added person trip capacity on regional freeways that could divert traffic from Pleasant Hill Road
9	Support development of HOV lane programs on all freeways and regional routes where feasible
10	Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor
11	Support the provision of Park and Ride lots north of Lafayette's segment of Pleasant Hill Road
12	Support Transportation Demand Management (TDM) programs including: countywide TDM programs; residential commute alternatives; and institutional TDM at colleges and high schools
13	Support the development of regional bicycle facilities
	New Actions Added with 2008 Action Plan Update
14	Support transit service on Pleasant Hill Road with connections to BART and other CCCTA services in Lafayette
15	Support school start times on Pleasant Hill Road that reduce peak commute loads on the roadway.
16	Seek funds to build and operate park and ride lots and associated BART shuttles north of Lafayette to encourage carpooling and transit ridership while reducing commute loads
17	Support programs and projects that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates
18	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools
19	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of Pleasant Hill Road as a substitute for freeway travel.
20	Support a collaborative effort with the Acalanes Union High School District to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda.

***Responsible party: the City of Lafayette.**

Table 9: Proposed Actions for Camino Pablo/San Pablo Dam Road*

	Actions Carried Over from the 1995 and 2000 Action Plans
1	Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on San Pablo Dam Road and make recommendations for improvements.
2	Seek Measure C funding of HOV facility needs for San Pablo Dam Road and Camino Pablo. Study to look at need for, feasibility, and cost of installing additional park and ride lots and HOV bypass lanes at critical congestion points in the corridor.
3	Maintain and improve Lamorinda school bus program service to Wagner Ranch School.
4	Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies.
5	Improve and/or add sidewalks and/or pedestrian pathways along San Pablo Dam Road.
6	Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor.
7	Prepare letters of support to Caltrans, ACCMA, CCTA, and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo
8	Minimize number of new street and driveway access points to extent feasible on San Pablo Dam Road
9	Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit.
	New Actions Added with 2008 Action Plan Update
10	Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda alternative routes, including San Pablo Dam Road / Camino Pablo
11	Support pedestrian and bicycle improvements along Camino Pablo, including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand
12	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools
13	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of San Pablo Dam Road and Camino Pablo as a substitute for freeway travel.

***Responsible parties: the City of Orinda.**

Preliminary Analysis Results of Proposed Actions

While the set of actions identified above are intended to work toward achievement of the MTSOs by 2030, the preliminary modeling results show that this may not be the case. In fact, initial model runs indicates that some of the MTSOs will indeed be exceeded by 2030, even with full implementation of the Action Plan. In that regard, it is important to note that the CCTA's GMP does not measure a local jurisdiction's compliance with the GMP on whether or not all of the MTSOs have been achieved. GMP compliance is determined by asking, through the biennial GMP Checklist, whether each jurisdiction has carried out the actions assigned to it in the adopted Action Plan. Compliance with the

GMP could become an issue, however, when a local jurisdiction fails to carry out the actions for which it is responsible.

Every few years, the CCTA will monitor the Regional Routes to assess whether the MTSOs are being met. If that monitoring effort shows that an MTSO exceedance has occurred, then the LPMC may wish to re-visit its adopted Action Plan, and determine whether revisions are necessary. Such revisions could include, for example, adding new actions, or changing the MTSOs. The CCTA's Growth Management *Implementation Documents* state that the RTPCs "should avoid watering down MTSOs during the revision process," however, changes to the MTSOs are still an option for the LPMC. A preferred outcome would be to reach consensus for the Lamorinda jurisdictions to increase their local commitments to actions needed to achieve the MTSOs.[1]

Upon issuance of this Draft Plan, the consultant will further analyze future travel conditions using the Countywide Model, and taking into account all of the proposed actions from each RTPC's Draft Action Plan. The results of countywide model runs, where all Action Plans are implemented, including the actions from the adjoining Tri-Valley Plan, will be brought back to the LPMC following circulation of the Draft. For the time being, new values for the MTSOs were calculated assuming that only the Lamorinda component of the actions, as listed in Tables 7 through 9, are fully implemented. The results indicated that while the actions significantly improve the MTSO values, the proposed actions within the Lamorinda area alone will probably not be sufficient to meet all of the MTSOs primarily because of the increase in traffic through the corridor. To address the issue of through traffic on Lamorinda's Regional Routes, the following two new policies are proposed for inclusion in the Lamorinda Action Plan: Gateway Constraints, and Traffic Management. The combination of these new policies has the potential to limit through traffic during any given hour to a level that could potentially be accommodated within the limits of the MTSOs.

Proposed Gateway Constraint Policy

A key new strategy proposed in this Action Plan for Lamorinda, is to adopt a "gateway constraint" policy that controls peak-hour, peak-direction vehicle flows on major roadways leading into Lamorinda. Such a policy, if adopted, would set maximum lane widths for SR 24 inbound gateways, and similarly, would identify limits on number of lanes for arterials, such as Pleasant Hill Road and Camino Pablo.

Initial evaluation indicates that adoption of a gateway constraint policy could be beneficial to Lamorinda residents, because such a policy would reserve some room on the regional system, so that access to the system will be maintained for traffic that has an origin and/or destination in Lamorinda. Furthermore, the modeling analysis indicates that adoption of a Gateway policy may be the key to achieving the MTSOs for Lamorinda.

[1] Contra Costa Transportation Authority, Growth Management Program Implementation Documents, Draft Implementation Guide, Public Review Draft, October 18, 2007, p. 35.

The south county jurisdictions of SWAT (Danville, San Ramon, and Contra Costa County) have a Gateway Constraint policy that has been in place since 1995, when the first Tri-Valley Transportation Plan/Action Plan was adopted. The policy has been successfully implemented through the TVTC, whose Contra Costa jurisdictions fall under the purview of SWAT as the designated RTPC under Measure C/J. The gateway constraint policies of the Tri-Valley Action Plan are available for review in the Draft Tri-Valley Action Plan, issued February 26 by TVTC.

Proposed Gateway Policies for Specific Routes

SR-24: The SR 24 gateway capacity is currently limited eastbound by the Caldecott Tunnel and westbound by the SR24/I-680 interchange and the connection to SR 24. The Caldecott Tunnel currently has three tunnels, each with two lanes. The center lane is reversible and is operated in the peak direction: westbound in the morning and eastbound in the evening. This method of operation provides four lanes of capacity in the peak direction. Because of the combination of factors at the entrances to the tunnel, the practical capacity in the peak direction is limited to about 8000 to 8400 vehicles per hour. Although a two-lane, fourth bore is planned for the Caldecott Tunnel, only the capacity of the off-peak direction would be increased for which only one tunnel (two lanes) is currently available.

The four-lane Caldecott Tunnel, eastbound, is proposed as a Gateway Constraint.

The capacity constraint at the east end of SR 24 for westbound traffic results from congestion on I-680 during the morning peak producing stop-and-go conditions before the exit ramps to SR 24. A second constraint exists westbound on SR 24 at the Pleasant Hill Road exit where an auxiliary lane ends. Six lanes of westbound traffic enter SR 24 from the east end: three from southbound I-680, two from northbound I-680 and one from Mt. Diablo Road. These six lanes merge to five lanes for a short segment, but only four lanes continue past the Pleasant Hill Road exit. The effective westbound capacity constraint at that point is about 8400 to 8800 vehicles per hour.

The four-lane cross section of I-680 Westbound, just west of the Pleasant Hill Road Off-ramp, is proposed as a Gateway Constraint.

Pleasant Hill Road: Pleasant Hill Road is two lanes in each direction from its merge with Taylor Boulevard south to SR 24 with additional turn lanes at most intersections. The first signalized intersection south of the Pleasant Hill Road-Taylor Boulevard merge is at the "T" intersection with Rancho View Drive. Other major intersections are at Green Valley Road, Reliez Valley Road, Spring Hill Road and Stanley Road/Deer Hill Road. Each of these intersections has left- and right-turn lanes on Pleasant Hill Road.

The capacity constraints on arterials providing access to the Lamorinda area are determined by the number of lanes and the timing of signals at intersections near the

entry point. On Pleasant Hill Road southbound during the AM peak period, capacity is determined primarily by the timing of signals at the four major intersections and how much green time is given to Pleasant Hill Road. While the gateway policy addresses physical characteristics at key intersections, the timing of signals can also act as a metering point, as discussed below in the Traffic Management strategy section.

The two southbound through lanes on Pleasant Hill Road are proposed as a Gateway Constraint (Location to be Determined).

Camino Pablo/San Pablo Dam Road. Camino Pablo/San Pablo Dam Road is one lane in each direction with left turn lanes at most major intersections from the Orinda border south to Miner Road. It is two lanes in each direction with left and right turn lanes from Miner Road to SR 24. The southbound gateway capacity for the road is set primarily by the signals along the two-lane section of the road at Wildcat Canyon/Bear Creek Road, Miner Road and El Toyonal/Orinda Way. A gateway policy could be adopted for this roadway, however, it lends itself more to traffic management strategies, as described further below.

The Gateway constraint policy for Camino Pablo is subject to discussion by LPMC.

Traffic Management Strategies

While adoption of a gateway constraint policy could limit the volume of traffic entering Lamorinda during peak hours, it would not fully address the operational issues of how to manage the flow of traffic through the gateway. For that reason, Traffic Management Strategies are also proposed to further address the issue of peak hour traffic entering Lamorinda during the peak period. Traffic Management Strategies include single point metering (metering traffic through a signalized intersection), ramp metering, and signal timing coordination. For example, to encourage through commuters to use I-680 rather than Pleasant Hill Road, one possible traffic management strategy would be to meter the through-traffic flow on southbound Pleasant Hill Road in the AM peak period, while maintaining accessibility for Lamorinda residents who wish to enter Pleasant Hill Road the cross-streets within Lamorinda. A similar strategy could be appropriate for Camino Pablo/San Pablo Dam Road.

The traffic management strategy of single point metering and signal timing coordination is not without precedent. In the East County and Central County subareas, the Railroad Avenue/Kirker Pass Road/Ygnacio Valley Road corridor functions as a major travel route for commuters coming from East to Central County in the westbound AM peak period. The Central County Action Plan proposed that to address this heavy commute traffic, a Traffic Management Program (TMP) should be jointly prepared by the TRANSPAC and TRANSPLAN RTPCs. In 2001, the TMP was developed and subsequently implemented throughout the corridor, with single point metering at agreed-upon locations in Pittsburg, Concord and Walnut Creek. The TMP serves to meter through traffic along the corridor, while allowing cross-street traffic full access.

6. FINANCIAL PLAN

6.1 Overview of the Financial Plan

The projects and programs affecting Lamorinda 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 Contra Costa County (Measures C and J).

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 Lamorinda projects that will be funded by Measures C and J are the following:

- Caldecott Tunnel Fourth Bore
- BART East County Rail Extension
- I-680 HOV Lane Gap Closure and Transit Corridor Improvements
- BART Parking, Access and Other 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

The traffic growth that is expected on the Regional Routes will be mitigated in part through a set of projects and programs as identified in this Plan. Funding for these projects and programs through existing sources, however, will not be sufficient to fully fund all of the identified needs. Since the first plan was adopted in 1995, the LPMC has looked to new development to defray the costs of mitigating the impacts it creates. The LPMC's Subregional Transportation Mitigation Program generates additional revenue to mitigate the impacts of new development in Lamorinda. Developer funding of projects to mitigate the impacts of new development that occurs outside of Lamorinda, is subject to the establishment of reciprocity agreements between the LPMC and the upstream jurisdiction where that new development occurs. The Central County RTMP (TRANSPAC) considers use of such reciprocity agreements for projects that generate in excess of 100 net peak hour vehicle trips.

6.2 Subregional Transportation Mitigation Program (STMP)

In August 1994, the Lamorinda Project Management Committee (LPMC) adopted the *Lamorinda Transportation Improvement Program* (LTIP) as its blueprint for transportation planning through the year 2010. According to the statutory requirements of Measure C, the LPMC must adopt a subregional traffic mitigation program to ensure that new growth is paying its share of the costs associated with that growth. The CCTA established April 15, 1998 as the deadline by which all Contra Costa County jurisdictions must adopt a fee in order to remain in compliance with the Growth Management Program and continue receiving return to source funds from CCTA.

The LTIP is the result of the Lamorinda Traffic Study completed in late 1994. It identified roughly 37 improvements to regional roadways and transit facilities and total approximately $17.7 million (1998 dollars). The LPMC then created the Lamorinda Transportation Impact Fee (LTIF) as a mechanism to charge new development to mitigate the traffic impacts it creates. The LTIF identified seven projects for use of the funds. A fee structure for new development was established based on the expected impact of the new development and the cost to mitigate the impact. Since its adoption, the funds of the LTIF have not been used for project funding. The estimated project costs have been increased to reflect rising construction costs. No new projects have been added nor has a re-evaluation of the needs for new and past projects occurred, but a reassessment of the project list and fee structure will be considered after the completion of the Action Plan and the actions adopted as part of the Plan will be considered.

7. PROCEDURES FOR NOTIFICATION, REVIEW, AND MONITORING

This Chapter provides guidance on implementation of the Action Plan, including the procedures for circulation of environmental documents and review of General Plan Amendments (GPAs). The chapter also includes the process for monitoring and review of the Action Plan.

7.1 Circulation of Environmental Documents

As part of the Growth Management Program, local cities and towns are required to to notify neighboring jurisdictions regarding proposed projects and general plan amendments. By agreement among the three cities within Lamorinda, the following procedures shall be followed:

- For any proposed project that generates more than 10 and less than 50 net new peak hour vehicle trips, the lead jurisdictions shall notify the other Lamorinda jurisdictions immediately following receipt of the development application. No additional actions are required.
- For proposed projects that would generate 50 or more net new peak hour vehicle trips, the Lamorinda jurisdictions agree to the following procedure:

    1. The Lead Agency shall notify the other Lamorinda jurisdictions and the designated staff person for LPMC; and

    2. If the project generates more than 100 net peak hour vehicle trips, the LPMC staff person shall in turn notify the designated staff person for SWAT, who may in turn notify other jurisdictions within SWAT, and adjacent RTPCs as appropriate so that affected jurisdictions may comment on proposed projects and subsequent environmental documentation;

    3. Notification shall occur at the following two junctures:

        a. Upon issuance of a Notice of Intent to Issue a Negative Declaration or a Notice of Preparation for EIR/EIS; and

        b. Upon completion of a Negative Declaration or draft EIR/EIS (Notice of Completion).

In each case, the neighboring communities are to be provided an opportunity to review and comment on the environmental documents. The Lamorinda subarea has made the

policy more stringent than the established CCTA notification policy by setting the threshold for circulation below 100 net new peak hour vehicle trips. The threshold for net new peak hour vehicle trips is the threshold total number of vehicle trips projected to enter and leave the project site, during the AM or the PM peak hour (whichever is greater), not including bypass vehicle trips, and exempting vehicle trips that are currently generated by the site if it is under an existing use. Table 10 contains examples of the types of developments that generate 50 or more new peak hour vehicle trips.

Table 10: Examples of Developments Meeting the Traffic Impact Analysis Threshold

Land Use	Size[1,2]	AM trips	PM trips
Single Family	50 DU	38	51
Condominium	96 DU	42	50
Apartments	80 DU	41	50
Hotel	85 DU	48	50
Fast Food Restaurant	1.0 KSF	53	35
Shopping Center	14 KSF	14	53
General Office	32 KSF	50	48

1. DU = Dwelling Units
2. KSF = 1,000 Square Feet
Source: ITE Trip Generation, 7th Edition

7.2 Review of General Plan Amendments

Existing general plans were used as the basis for the modeled land use assumptions developed for the Action Plan. General plan amendments (GPAs) other than those assumed in the land use assumptions could reduce the effectiveness of the Action Plan. A process has been defined to address GPAs and their impact on the Action Plan.

In addition to the notification procedures outlined in Section 7.1 above, all GPAs within Lamorinda shall be subject to review by the LPMC. During that review process, the lead jurisdiction must demonstrate to the satisfaction of the LPMC that the proposed GPA does not adversely affect the Lamorinda jurisdiction's ability to meet the MTSOs or to implement the agree-upon actions in the Action Plan. If the LPMC reaches consensus that the proposed GPA is acceptable "as is," then the GPA sponsor may approve the GPA without consequence.

If the proposed GPA is found to adversely affect ability to meet the MTSOs or implement the Action Plan, then the LPMC and the lead jurisdiction shall engage in discussions to further analyze the affects of the proposed GPA, and to determine whether the GPA can be modified to mitigate its impact on the transportation system relative to the MTSOs and actions. Alternatively, the LPMC may consider and adopt modifications to its Action Plan to accommodate the proposed GPA. Subsequently, the LPMC and the GPA sponsor must reach agreement on amendments to the proposed GPA and/or Action Plan to mitigate the impact on the MTSOs and actions. (Note: If the GPA is a voter-approved initiative, it cannot be modified and modifications to the action plan in response to the GPA would be the appropriate response.) The discussions shall follow the cooperative

multi-jurisdictional planning process envisioned by Measure C and J, and shall fulfill the requirements of the GPA review procedure stipulated in CCTA Resolution 95-06-G. LPMC shall serve as the primary committee that would evaluate the impact of the proposed GPA on the Lamorinda Action Plan.

If consensus on any of the above conditions cannot be reached at LPMC, then LPMC shall notify SWAT, who in turn would notify the Authority regarding a potential growth management compliance issue that could invoke the Authority's conflict resolution procedure.

In certain cases, the MTSOs, as forecasted, may exceed their prescribed thresholds under growth already included in the adopted general plans. This event alone will not result in a local jurisdiction being found out of compliance with the Measure J Growth Management Plan. However, any GPAs that are proposed must not adversely affect the policies or MTSOs of the Action Plan. In the case of MTSOs that already exceed the thresholds, the GPA must not make it worse.

7.3 Action Plan Monitoring and Review

The Action Plans are to be monitored to determine whether or not the MTSOs are being met. If it is determined through the monitoring process that the MTSOs are not being met, the Action Plans may require modification and/or an update. The following steps are envisioned for Action Plan review:

(a) Monitor, biannually, all Regional Routes of Significance to determine MTSO compliance (by CCTA); and

(b) If the results of the monitoring effort show that a regional route has exceeded the adopted MTSO, a focused Action Plan may be prepared; and

(c) A complete review of the Lamorinda Action Plan shall be conducted on a four-to-five-year cycle, in coordination with updates to the Authority's Countywide Comprehensive Transportation Plan Update.

AGENDA ITEM 12

CONTRA COSTA
transportation
authority

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

FROM: Robert K. McCleary, Executive Director

DATE: March 21, 2008

SUBJECT: **Items approved by the Authority on March 19, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **March 19, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **2007 Measure J Strategic Plan:** When the Authority adopted the Strategic Plan in December, it agreed to re-visit the language included in the adoption resolution related to programming of future STIP funds for East County projects. *Resolution No. 07-24-P Revision 1 was approved. (Attachment)*

2. **Action Plan Status Report.** Each Regional Transportation Planning Committee is ready to release its Draft Action Plans for Routes of Regional Significance for circulation and comment. The Action Plans set performance objectives for the freeways and major arterials in Contra Costa, and are required under Measure J as part of the Growth Management Program. Staff provided a status report to the PC on the five Action Plans that are underway, outlining emerging policy issues.

3. **Request from ACCMA for Financial Assistance to Prepare a Funding Grant Application for the $24 Million Non-freeway Component of the I-80 Integrated Corridor Management (ICM) Project.** The Alameda County Congestion Management Agency is preparing a grant application for Traffic Light Synchronization Project Funding through Proposition 1B to fund the arterial and transit component of the I-80 ICM Project. Statewide, a total of $250 million is available in this funding category, of which approximately $100 million remains available for Northern California. The ACCMA estimates the cost of preparing the grant application using consultant services would be $60,000. *The Authority approved funding approximately one-third, up to $20,000 of the cost, using planning funds.*

4. **Presentation by Dorothy Dugger, BART General Manager, and Gail Murray, BART Board President: BART's Rehabilitation and Replacement Needs.** *BART provided an overview of its anticipated capital rehabilitation and enhancement needs to both maintain the system and address growing ridership.*

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Resolution #07-24-P (Revision 1)

RE: ADOPTION OF THE CONTRA COSTA TRANSPORTATION AUTHORITY 2007 MEASURE J STRATEGIC PLAN

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 $820.6 million for various projects in 2004 dollars; and

WHEREAS, sales tax revenues for such projects will accrue over the twenty five year life of Measure J; and

WHEREAS, the Contra Costa Transportation Authority (Authority) is pursuing debt financing to provide funding earlier than would be possible from annual sales tax receipts alone, and such debt financing requires a detailed financial plan for scheduling of projects; and

WHEREAS, the Authority has committed to issuing a $300 million bond in September 2009, and has declared its intention to potentially issue two bonds in the amounts of $150 million in FY 2012 and $138 million in FY 2015; and

WHEREAS, the Authority intends to dedicate the entire proceeds from the third bond issue to BART Extension to East County (eBART); and

WHEREAS, the Authority is currently working with the Regional Transportation Planning Committees (RTPCs) to develop a *Long-term List of High Priority Projects* to be funded by discretionary county share funds in the State Transportation Improvement Program (STIP), and such list is anticipated to be adopted by the Authority in January 2008 for forwarding to the Metropolitan Transportation Commission (MTC); and

WHEREAS, the Authority now wishes to commit in the *2007 Strategic Plan* to the scheduling and funding of specific Measure J projects through FY 2015; and

WHEREAS, given the most recent forecast of sales tax receipts and the need for debt financing, the Authority will be unable to fully program every project category up to the levels anticipated in the original Measure J Expenditure Plan (in 2004 dollars), and will therefore limit full programming of certain project categories;

NOW, THEREFORE, BE IT RESOLVED:

(1) That the Authority adopts the *2007 Measure J Strategic Plan* as its policy guide for appropriation of project funds; and

(2) That the Authority intends to review and update the *Strategic Plan* no later than 2009, and anticipates there will be interim amendments as warranted; and

Resolution #07-24-P (rev. 1)

(3) That debt service and issuance costs related to the third bond issuance (estimated at $220 million) will be borne exclusively by the eBART category; and

(4) That, excepting the Resolution #07-18-P (rev 1) pre-commitment of $13 million to eBART from the 2010 STIP, the Authority intends to focus programming capacity in the next five STIPs (FY 2014 through FY 2023) primarily on Measure C and Measure J projects completion in west, central and southwest county and

(5) That the Strategic Plan is a living document which is updated at least every two years and that future Authority Boards retain the responsibility to be responsive to changing needs and critical issues that may arise countywide; and

(6) That the Authority intends to collaborate with local jurisdictions to pursue up to $100 million in federal demonstration funds for completion of State Route (SR) 4 East widening and SR4 Bypass projects.

David E. Hudson, Chair

This Resolution was approved at a meeting
of the Contra Costa Transportation Authority,
held on March 19, 2008 in Pleasant Hill, California.

Attest: _____
Robert K. McCleary, Executive Director