



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of May 4, 2009

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

AGENDA

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of April 6, 2009 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Review and Comment on Measure J School Bus Allocations for Fourth Quarter of FY 2008-09 and for FY 2009-10: *(Attachments)*

6.B Status Update on Caldecott Tunnel Fourth Bore Project: Ms. Cristina Ferraz, P.E., Regional Project Manager with Caltrans District 4, will present an update on the status of the Caldecott Tunnel Fourth Bore Project.

6.C 2009 Measure J Strategic Plan Program of Projects: Continued discussion on the reduction of Measure J revenues and the estimated \$204 million shortfall for Capital Projects programmed within the first seven years of the 2009 Measure J Strategic Plan. The Authority has requested RTPC assistance in identifying Capital Projects or Programs within their respective regions that could possibly be deferred to offset the shortfall. (*Attachments - Action*)

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

- Summary of Actions from 4/15/09 CCTA Board Meeting
- City of San Ramon Notice of Determination

8. DISCUSSION: Next Agenda

8. ADJOURNMENT to Monday, June 1, 2009 at 3:00 p.m.

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

Staff Contact: Andy Dillard, Town of Danville

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Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT

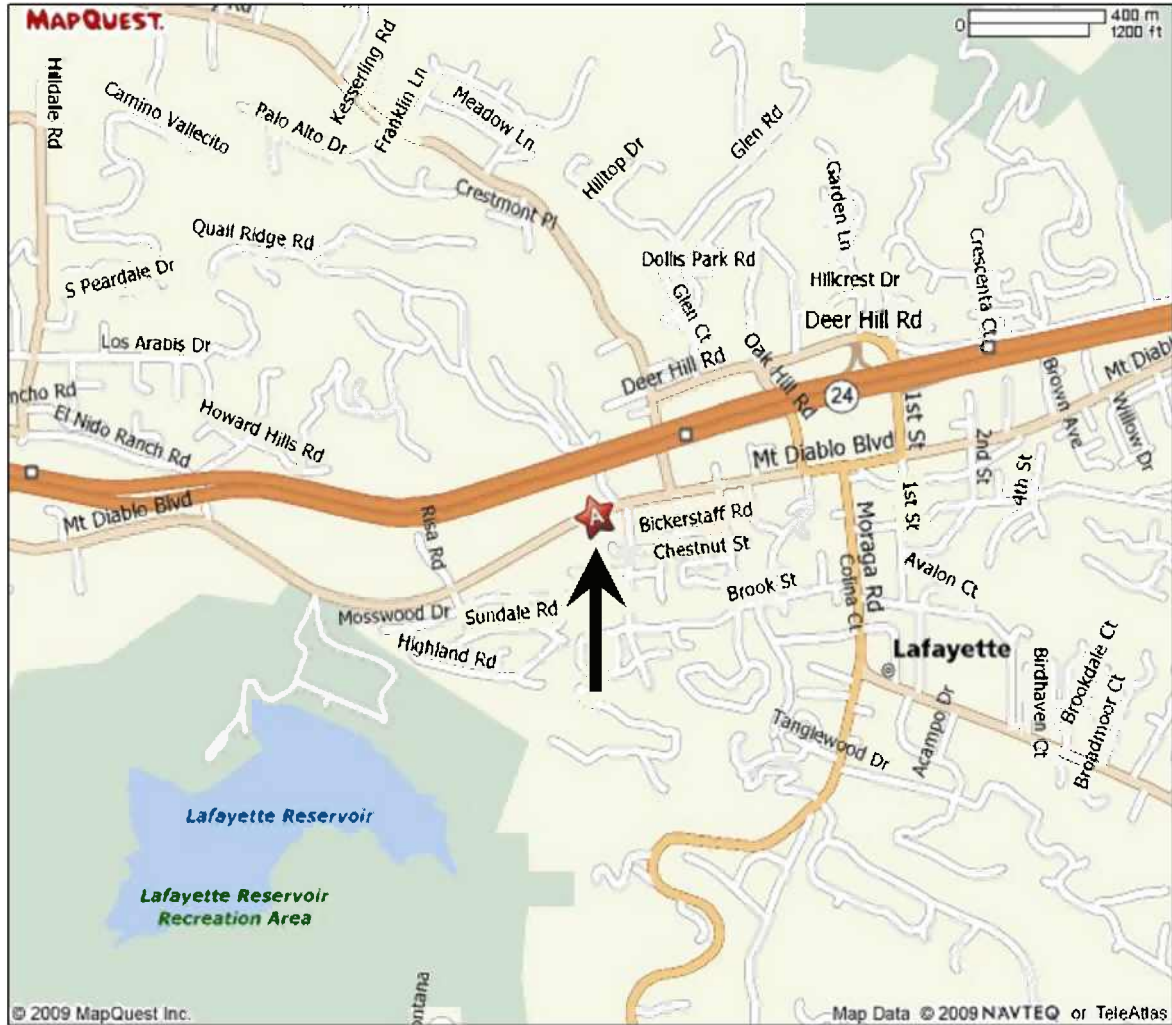
SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

Lafayette City Offices, Room 240

3675 Mt. Diablo Boulevard

Lafayette, CA 94549



ATTACHMENT 5.A



SWAT

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SUMMARY MINUTES
April 6, 2009 – 3:00 p.m.
Lafayette City Offices, Room 240
3675 Mt. Diablo Boulevard
Lafayette, CA

Committee Members Present: Don Tatzin, City of Lafayette; Gayle Uilkema, Contra Costa County; Newell Arnerich, Town of Danville; Amy Worth, City of Orinda Dave Hudson, City of San Ramon.

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

Others present: Hisham Noeimi, CCTA; Martin Engelmann, CCTA; Charles Hogle, CCTA-CAC, Grace Schmidt, Alamo Improvement Association

Meeting convened with a quorum by Chair Tatzin at 3:05 p.m.

1. **CONVENE MEETING/SELF INTRODUCTIONS**
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** Dave Hudson reported that at the Authority's April 2nd APC meeting, a Resolution pertaining to Authority staff salary increases was presented. Mr. Hudson recommended that SWAT endorse an Authority staff salary increase of at least 1% when presented at the upcoming April 15th Authority Board meeting.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available. A request was made and approved to switch the order of agenda items 6.B and 6.C.
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT minutes of March 2, 2009
ACTION: Arnerich/Uilkema/unanimous

6. REGULAR AGENDA ITEMS:

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

The Committee took action to appoint the following SWAT representatives and alternates to the Authority's Technical Coordinating Committee for the two-year term beginning April 1, 2009 and ending March 31, 2011:

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

ACTION: Uilkema/Arnerich/unanimous

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

The Committee received a report from Hisham Noeimi, CCTA staff, on the anticipated reduction of Measure J revenues and the estimated \$204 million shortfall for Capital Projects programmed within the first seven years of the 2009 Measure J Strategic Plan. The Committee reviewed and discussed the Authority's request for RTPC assistance in identifying the Capital Projects within their respective regions that could possibly be delayed beyond FY 2015 in order to offset the estimated \$204 million shortfall. The Authority also asked if RTPCs would consider deferring any Measure J Strategic Plan Programs to meet the shortfall.

After a lengthy discussion, the Committee moved to continue this item to the May SWAT meeting for further discussion, and directed staff to prepare and provide details on the current funding and status for all of Measure J Strategic Plan Projects and Programs within the SWAT sub-region.

ACTION: None

6.B Review and Comment on Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft EIR:

The Committee approved comments submitted by staff on the Draft 2009 CTP. Comments will be forwarded to the Authority for incorporation into the final draft of the 2009 CTP.

ACTION: Hudson/Arnerich/unanimous

7. WRITTEN COMMUNICATIONS:

A meeting summary from the Authority's March 8, 2009 meeting was provided. The SWAT 511 Contra Costa TDM Program monthly update was provided. The City of San Ramon provided a Notice of Public Hearing for a proposed project located at 12700 Alcosta Boulevard in San Ramon. The Town of Moraga provided a memorandum that was submitted to LPMC requesting comments on the final EIR for the Moraga Center Specific Plan.

ACTION: None

8. DISCUSSION: Next Agenda

For the May 4th SWAT meeting, the Committee directed staff to provide a list and current detailed funding summary of the Measure J Strategic Plan Programs and Projects within the SWAT region for the purposes of continuing the discussion on the projected reduction of Measure J revenues. The Committee also requested that staff provide an update on the status of the Caldecott Tunnel Fourth Bore project at the next available meeting.

ACTION: None

9. ADJOURNMENT: The next meeting is scheduled for **May 4, 2009**, which will be held at the Lafayette City Offices, Room 240, 3675 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by Chair Tatzin at approximately 3:45 p.m.

Staff Contact:

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ATTACHMENT 6.A

Subject	Approval of the Measure J Allocations for the Fourth Quarter FY 2008-09 and FY 2009-10 for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program
Summary of Issues	The Measure J Expenditure Plan establishes the sub-regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c) funding at 3.32% of sales tax revenues. In addition, the Expenditure Plan designates that the Lamorinda School Bus Program shall receive \$26.4 million (2004 dollars) or 1.32% and a newly formed San Ramon Valley school bus program (dba TRAFFIX) will receive \$40 million (2004 dollars) or 2.00% over the life of the measure. Annual program allocations are based on projected sales tax revenues for FY 2008-09 and FY 2009-10.
Recommendations	That the Authority approve Resolution No. 09-12-G and Resolution No. 09-16-G, the allocation of Measure J Sub-Regional Southwest County Safe Transportation For Children: School Bus Program funds for the fourth quarter of FY 2008-09 and FY 2009-10, respectively.
Financial Implications	The fourth quarter FY 2008-09 allocations include: \$560,250 to program recipients. Per the Cooperative Agreements 21S.01 and 21S.02 the portion of this allocation that goes to the San Ramon Valley school bus will reimburse project sponsors for pre-planning activities associated with starting the service. The FY 2009-10 allocation to this program is \$2,134,760 and will support operations of both school bus services.
Options	<ul style="list-style-type: none"> • Not approve the allocation at this time; • Direct staff to investigate other allocation options.
Attachments	<ol style="list-style-type: none"> 1. Resolution No. 09-12-G 2. Resolution No. 09-16-G 3. TRAFFIX Financial Plan 4. Lamorinda School Bus Financial Plan
Changes from Committee	

Background

Consistent with the Measure J Expenditure Plan, the proposed allocation is calculated at 3.32% of sales tax revenues to the Express Bus Program. The plan further provides for a programmatic distribution of the funds by the following percentages.

Service	Original Revenue Estimate	Current Revenue Estimate*	Program provider percentage
San Ramon Valley	\$40.0M (2004 \$)	\$30.72M (2004\$)	2.0%
Lamorinda School Bus	\$26.4M (2004 \$)	\$20.28M (2004\$)	1.32%

* Current revenue estimate to be adopted as part of the 2009 Measure J Strategic Plan update.

Using the above percentages the allocation split to each operator would be as follows:

	Allocation Percent	4th Quarter FY 2008-09	FY 2009-10
Revenue Estimate		\$16,875,000	\$64,300,000
TRAFFIX	2.00%	\$337,495	\$1,285,979
LSB	1.32%	\$222,755	\$848,781

TRAFFIX

In September 2008 the Town of Danville, City of San Ramon, San Ramon Valley Unified School District and Contra Costa County formalized their partnership by entering into a Joint Exercise of Powers Agreement forming the Measure J Traffic Congestion Relief Agency, dba TRAFFIX for the purpose of implementing and managing the school bus service in the San Ramon Valley. TRAFFIX conducted a procurement for a contract service provider and is in the process of entering into an agreement with First Student to operate the school bus service. First Student is a nationwide for profit contract service provider of school bus services. TRAFFIX has also contracted with a contract administrator to oversee the service contract.

Some of the proposed characteristics of the school bus service include:

- Service roll out August 2009
- Use approximately 19 buses daily to provide a total of 72 runs throughout the day (36 runs in the am, and 36 runs in the pm). During the am, approximately 19 runs are expected to serve middle schools and 17 runs are expected to serve elementary schools. The same number, and distribution, of runs are proposed for the pm
- Proposed service to 4 elementary schools and 2 middle schools
- Service will be operated under contract to a private service provider
- Funding provided by Measure J sales tax funds and parent contributions
- Annual fare per passenger proposed to be \$250 in the first few years
- First year operating budget approximately \$1.59 million
- Monitoring program to track compliance with Measure J requirement
- Web page www.ridetraffic.org

The funds allocated to TRAFFIX under Resolution 09-12-G will be used to reimburse the Town of Danville and TRAFFIX for expenses they have incurred under Cooperative Agreements 21S.01 and 21S.02 for planning and implementation of the service. By contract the parties cannot invoice the Authority for these funds until October 2009. This process was set up to allow the Authority to actually receive the funds from the Board of Equalization before paying the invoices.

The allocation under Resolution 09-16-G will funding to cover a portion of TRAFFIX's operating costs for the 2009-10 school year.

Lamorinda School Bus Program

The Lamorinda School Bus Program began in FY 1994-95 as a demonstration program. Funding for the program was drawn from the “Gateway/Lamorinda Traffic Program” in Measure C, which authorized “action/measures to mitigate the traffic density between Highway 24 and the Town of Moraga including cost benefit analysis.” Following a comprehensive study and analysis of a number of alternatives, Lafayette, Moraga and Orinda jointly agreed to set aside one-half of the available funding in this category for the School Bus Program. The projected benefits were a reduction of approximately 5 percent in peak period traffic around schools on major arterials, with an attendant reduction in congestion.

The Authority initially authorized the School Bus Program on a temporary basis, and required an evaluation of the effectiveness of the program in order to continue annual appropriations. A Joint Powers Agency (JPA) was created to administer the program, comprised of the two cities and the town and the three local kindergarten through 8th grade school boards in the area. An initial five-year cooperative agreement was signed with the JPA in 1994. In FY 07-08 the Acalanes Union High School District joined the JPA.

Initial survey results suggested that the program was meeting its objectives. However, as a condition for approval of funding for the third year of the program, (FY 1996-97), the Authority requested additional analysis of the impacts of the program and asked for a detailed, five-year financial plan. In April of 1997 the Authority accepted the financial plan. The Authority accepted revised survey results in May 1997, which continued to demonstrate the positive impact of the program in reducing congestion, consistent with the intent of Measure C. Funding was subsequently approved for FY 1997-98 and FY 1998-99, completing the five-year “demonstration” period for the program.

The program’s demonstrated benefits – through analysis of ridership and impact surveys – established it as an on-going part of the Measure C program. In June 1999 the Authority approved a second five-year Cooperative Agreement (16.00.07) to continue the program through FY 2004, subject to annual appropriations. The agreement was amended three times thereafter to make it consistent with the *2002*, *2004* and *2005 Strategic Plans*, respectively. Most currently, the agreement provided for continued funding through FY 2009.

Under Measure J, the ongoing funding of the Lamorinda School Bus service was moved from the project category to the program category under the sub-regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c). Under this program the service will be allocated a set percentage of sales tax revenue. Lamorinda School Bus will provide the Authority with a financial plan showing, at a minimum, the most current audited year, the current year, the year of the funding request, and estimates for the three years following the funding request year.

ATTACHMENT 6.C



SWAT

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

DATE: May 4, 2009

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: 2009 Measure J Strategic Plan Update – Revenue Shortfalls and Expenditure Reduction Options

At the April 6, 2009 SWAT meeting, the Contra Costa Transportation Authority (“Authority”) reported that due to the recent economic downturn, the 2009 Measure J Strategic Plan is faced with a \$204 million shortfall (in escalated dollars) for programmed Capital Projects that are funded within the first seven years of the program. The projected shortfall is due to a combination of a reduction in projected Measure J sales tax revenues and an increase in bond debt service costs. As such, the Authority has asked each RTPC to consider measures in which to help offset this projected shortfall. Specifically, the Authority has asked the RTPCs to identify and recommend deferring programmed funding of Measure J Strategic Plan Projects and/or Programs within their respective sub-regions through FY 2015.

The current projected reduction in Measure J revenues programmed for Capital Projects within the SWAT region stands at approximately \$21.2 million. Taking into consideration a projected infusion of approximately \$3.3 million in State Local Partnership Funds (SLPP), the net total shortfall for the SWAT region is \$17.9 million.

EXPENDITURE REDUCTION CONSIDERATIONS

At the April SWAT TAC meeting, the Authority staff presented an overview of the countywide revenue shortfall (Attachment A) and requested that the TAC consider options to reduce projected Measure J Strategic Plan expenditures to accommodate the estimated \$17.9 million revenue shortfall within the southwest region.

As a part of the discussion, the Authority staff indicated that - in light of the funding commitments and agreements established for the Caldecott Tunnel Fourth

Bore (the “Caldecott project”) - it may not be appropriate to consider any reductions to the Caldecott project. Further, given that the only remaining significant capital project available to defer in the southwest region would be the I-680/Norris Canyon Road project at an estimated allocation of \$3.3 million within the first seven years of Measure J (through FY 2015), the Authority staff also indicated that it may be appropriate for SWAT to consider reductions in funding to programs in addition to reductions in capital projects.

In consideration of these suggestions, the SWAT TAC observed that – if the Caldecott project is ineligible for funding cuts – the Authority’s proposed approach for expenditure reductions places the southwest region’s remaining capital projects and programs at a disproportionate disadvantage to other larger subregions for the following reasons:

- **“Double Hit” to Program Allocations:** Measure J’s capital projects are scheduled to receive an absolute dollar value in sales tax funding, without an automatic adjustment for lower than expected sales tax revenues. As such, it is appropriate to consider funding caps on capital projects during an economic downturn as the expenditure adjustment mechanism.

In contrast, Measure J programs are structured to receive a percentage of sale tax revenues. As such, during an economic downturn, programs incur an automatic funding reduction given that their revenue streams represent a set percentage of lower-than-projected sales tax revenues. Therefore, further reductions in funding would result in an inequitable “double hit” to all Measure J programs.

- **Disproportionate Assignment of Benefit & Cost:** The congestion relief benefits of the Caldecott project extends far beyond the southwest county subregion. As illustrated in the Authority’s SR 24 Transit Capacity Study, the southwest region’s contribution to AM peak commute trips on SR 24 is 18% from Lamorinda and 10% from San Ramon Valley. While the total SWAT contribution to AM peak hour congestion is less than one-third of the total peak hour trips, the southwest region has been assigned 50-percent of the project’s benefits as a part of the Measure J “assignment of benefit” funding allocation formula.

While SWAT does not dispute the priority of the Caldecott project to the region as a whole, the net effect of this disproportionate assignment of benefit is a lower assignment of Measure J funding for other projects and programs in the southwest region.

Compounding this issue, when projects and programs must be considered for funding reductions during an economic downturn - but the Caldecott project is not eligible for this consideration - the remaining SWAT projects and programs must incur significantly disproportionate reductions to meet the Authority’s subregional funding reduction targets.

- **SWAT Capital Projects Categorized as Programs:** The suggestion to consider reductions in SWAT programs, in addition to capital projects, exacerbates the concern described above given that many of Lamorinda’s high priorities for funding - particularly its streets maintenance, student transportation and transit, bicycle and pedestrian-oriented capital projects - were categorized as “programs” within Measure J Expenditure Plan.

Given the observations outlined above, the SWAT TAC recommends that SWAT consider the following options, based on SWAT’s previously expressed priorities, for responding to the Authority requested expenditure reductions.

Option 1: Request for Special Consideration. This option seeks to request a reduction in the total funding cuts assigned to SWAT in light of the effects of the Caldecott project on the remaining southwest area projects and programs.

Option 2A: Deferral of I-680/Norris Canyon Project and Reductions in Select Capital-Related Programs. This option would consider a deferral of the I-680/Norris Canyon (FY 2015) project and a 75% reduction in all programs that would result in the construction of capital infrastructure. This option does not propose a reduction in the “Local Streets Maintenance & Improvements” (18% return-to-source) program category, a previously stated high priority program. The revised program funding estimates for each category are shown in parentheses.

▪ I-680/Norris Canyon (100% of \$3.3M allocation)	\$3.3 M
▪ CC-TLC (75% of \$14.9M allocation)	\$11.2 M
▪ Ped/Bike/Trail (75% of \$1.9M allocation)	\$1.4 M
▪ Add’l Local Streets (75% of \$8.3M allocation)	<u>\$2.0 M</u>
Option 2A - Total Proposed Reductions:	\$17.9 M

Option 2B: Deferral of I-680/Norris Canyon Project and Reductions in Select Operational Programs. This option would consider a deferral of the I-680/Norris Canyon (FY 2015) project and an approximate 30% reduction in programs that are operational in nature (one program incurred a higher reduction percentage to reach the \$17.9M target). This option does not consider a reduction in the “Safe Transportation for Children” (school bus programs) category, a previously stated high priority program. The revised program funding estimates for each category are shown in parentheses.

▪ I-680/Norris Canyon (100% of \$3.3M allocation)	\$3.3 M
▪ Bus Services (30% of \$11.5M allocation)	\$3.5 M
▪ Transport. for Seniors/Disabled (30% of \$13.1M allocation)	\$4.0 M
▪ Express Bus (35% of \$15.3M allocation)	\$5.3 M
▪ Commute Alternatives (30% of 2.8M allocation)	\$0.8 M
▪ Sub-regional Needs (30% of \$3.6M allocation)	<u>\$1.0 M</u>
Option 2B - Total Proposed Reductions:	\$17.9 M

RECOMMENDATION

Consider the options outlined above and provide direction regarding the areas of project and/or program expenditure reductions.

Staff Contact:

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Capital Project Categories in Measure J Expenditure Plan (Millions of 2004 Dollars)

Funding Categories	Millions \$	Distribution of Funding By Sub region			
		Central	West	SW	East
		(a)	(b)	(c)	(d)
1. Caldecott Tunnel Fourth Bore	\$125	\$62.5		\$62.5	
2. BART - East Contra Costa Rail Extension	150				150.0
3. State Route 4 East Widening	125				125.0
4. Capitol Corridor Improvements including Rail Stations at Hercules and Martinez	15	7.5	7.5		
5. East County Corridors: Vasco, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5				94.5
6. Interchange Improvements on I-680 & State Route 242	36	36.0			
7. I-80 Carpool Lane Extension and Interchange Improvements	30		30.0		
8. I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	75.0		25.0	
9. Richmond Parkway	16		16.0		
10. BART Parking, Access and Other Improvements	41	12.0	15.0	3.0	11.0
19. Additional Bus Transit Enhancements ⁽¹⁾	5.2		5.2		
24. Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	48.0		14.4	18.0
27. Capitol Corridor Rail Station Improvements at Martinez	2.5	2.5			
Total	\$820.6	243.5	73.7	104.9	398.5

(1) Funding amount shown is based on WCCTAC recommendations to advance a portion of the program funds for capital components.

Programs in Measure J Expenditure Plan (Millions of 2004 Dollars)

Funding Categories	Millions \$	%	Distribution of Funding By Sub-region			
			Central	West	SW	East
			(a)	(b)	(c)	(d)
11 Local Streets Maintenance & Improvements	\$360	18.0%	\$108.0	\$82.8	\$79.2	\$90.0
12 Transportation for Livable Communities Project Grants	100	5.0%	29.0	24.0	18.0	29.0
13 Pedestrian, Bicycle and Trail Facilities	30	1.5%	2.5	2.5	2.5	2.5
14 Bus Services	100	5.0%	24.0	52.0	15.0	9.0
15 Transportation for Seniors & People with Disabilities	100	5.0%	25.0	35.0	17.0	23.0
16 Express Bus	86	4.3%	20.0	40.0	20.0	6.0
17 Commute Alternatives	20	1.0%	5.8	4.8	3.6	5.8
18 Congestion Management, Transportation Planning, Facilities & Services	60	3.0%	n/a	n/a	n/a	n/a
19 Additional Bus Transit Enhancements ⁽¹⁾	63.3	3.164%	24.0	39.3		
20 Additional Transportation for Seniors and People with Disabilities	23	1.15%	10.0	13.0		
21 Safe Transportation for Children	90.9	4.545%	10.0	14.5	66.4	
22 Ferry Service in West County	45	2.25%		45.0		
23 Additional Local Streets and Roads Maintenance & Improvements	41.8	2.09%	20.0	11.0	10.8	
25 Additional Transportation for Livable Communities Project Grants	8	0.4%		8.0		
26 Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.04%		0.8		
28 Sub-regional Transportation Needs	30.6	1.53%	16.2	6.0	4.7	3.7
29 Administration	20	1.0%	n/a	n/a	n/a	n/a
TOTAL	\$1179.4	58.969%	\$294.5	\$378.7	\$237.2	\$169

(1) Program percentage reflects WCCTAC recommendations to advance a portion of the program funds for capital components during the development of the 2007 Measure J Strategic Plan.

Revised Funding Estimates for Measure J Programs

Funding is based on revised revenue forecast of \$1.536B in 2004 dollars ⁽³⁾

Id	Funding Categories	Millions \$	% ⁽²⁾	Distribution of Funding By Sub-region			
				Central (a)	West (b)	SW (c)	East (d)
11	Local Streets Maintenance & Improvements	\$276.4	18.0%	\$ 82.9	\$ 63.6	\$60.8	\$69.1
12	Transportation for Livable Communities Project Grants ⁽⁴⁾	76.8	5.0%	21.4	17.6	14.9	22.9
13	Pedestrian, Bicycle and Trail Facilities	23.0	1.5%	1.9	1.9	1.9	1.9
14	Bus Services	76.8	5.0%	18.4	40.0	11.5	6.9
15	Transportation for Seniors & People with Disabilities	76.8	5.0%	19.2	26.9	13.1	17.7
16	Express Bus	66.0	4.3%	15.3	30.7	15.3	4.6
17	Commute Alternatives	15.4	1.0%	4.5	3.7	2.8	4.5
18	Congestion Management, Transportation Planning, Facilities & Services	46.1	3.0%	n/a	n/a	n/a	n/a
19	Additional Bus Transit Enhancements ⁽¹⁾	48.6	3.164%	18.4	30.2		
20	Additional Transportation for Seniors and People with Disabilities	17.7	1.15%	7.7	10.0		
21	Safe Transportation for Children	69.8	4.545%	7.7	11.1	51.0	
22	Ferry Service in West County	34.6	2.25%		34.6		
23	Additional Local Streets and Roads Maintenance & Improvements	32.1	2.09%	15.4	8.4	8.3	
25	Additional Transportation for Livable Communities Project Grants	6.1	0.4%		6.1		
26	Additional Pedestrian, Bicycle and Trail Facilities	0.6	0.04%		0.6		
28	Sub-regional Transportation Needs	23.5	1.53%	12.5	4.6	3.6	2.8
29	Administration	15.4	1.0%	n/a	n/a	n/a	n/a
TOTAL		\$905.7	58.969%	\$225.2	\$290.0	\$183.2	\$130.4

(1) Program percentage reflects WCCTAC recommendations to advance a portion of the program funds for capital components in the 2007 Strategic Plan.

(2) Percentages as specified in voter approved expenditure plan except when noted.

(3) Revised revenue forecast over life of Measure J is now at \$1.536 Billion in 2004 dollars, down from \$2 Billion estimated when Measure J passed in November 2004.

(4) TLC fund amounts by subregion reflect updated population projections, per language in expenditure plan.

APRIL 10, 2009

Measure J Operating Programs Status Report

14 Countywide Bus Services

Allocations to date: \$762,967; \$3,195,000

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

15 Countywide Transportation for Seniors and People with Disabilities

Allocations to date: \$399,950; \$2,250,000

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

16 Countywide Express Bus

Allocations to date: \$724,125; \$2,757,900

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

17 Commute Alternatives

Allocations to date: \$542,660; \$771,600

Authority approval dates: 3/09, 6/09

Program start date: 4/1/2009

Basis for allocation: reimbursement

Program details to be developed by: not applicable

Specific conditions to receive funds: none

19a Central County Additional Bus Service enhancements

Allocations to date: \$202,500; \$630,260

Authority approval dates: 4/09, 6/09

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: none

19b West County Additional Bus Service enhancements

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *WCCTAC is seeking Expenditure Plan amendments for program to allow funds to be used to support existing services under certain circumstances.*

20a Central County Additional Transportation for Seniors and People with Disabilities

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *TRANSPAC is seeking Expenditure Plan amendments for program to allow funds to be used to support existing services under certain circumstances.*

20b West County Additional Transportation for Seniors and People with Disabilities

Allocations to date: \$0

Authority approval dates: n/a

Program start date: 4/1/2009

Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known

Program details to be developed by: not applicable

Specific conditions to receive funds: *WCCTAC is seeking Expenditure Plan amendments for*

program to allow funds to be used to support existing services under certain circumstances.

21b West County Safe Transportation for Children: School Bus Passes

Allocations to date: \$0
Authority approval dates: TBD
Program start date: TBD
Basis for allocation: TBD
Program details to be developed by: WCCTAC
Specific conditions to receive funds: none

21c Southwest County Safe Transportation for Children: School Bus Program

Allocations to date: \$560,250; \$2,134,760
Authority approval dates: 5/09, 5/09
Program start date: 4/1/2009 for Lamorinda School Bus Program, 7/1/2009 for San Ramon School Bus Program (TRAFFIX) – Danville and TRAFFIX have been approved for reimbursement of planning and implementation funds.
Basis for allocation: 90% quarterly at beginning of quarter, up to 10% when actual revenue is known
Program details to be developed by: not applicable
Specific conditions to receive funds: Parent contribution to fares

22b West County Ferry Service

Allocations to date: \$0
Authority approval dates: n/a
Program start date: 7/1/2015
Basis for allocation: TBD
Program details to be developed by: not applicable
Specific conditions to receive funds: *WCCTAC has deferred allocating Ferry funds to support a West County capital project serving the proposed ferry terminal area.*

Measure J Capital and Maintenance Programs Status Report

11 Countywide Local Streets Maintenance & Improvements

Allocations to date: \$0
Authority approval dates: ongoing
Program start date: 4/1/2009

Basis for allocation: At end of fiscal year subject to when checklists are approved
Program details to be developed by: Authority
Specific conditions to receive funds: conformance with the Measure J Growth Management Program

23a Central County Additional Local Streets and Roads Maintenance & Improvements

Allocations to date: \$0
Authority approval dates: June 2009
Program start date: 4/1/2009
Basis for allocation: June of each fiscal year at the end of that fiscal year
Program details to be developed by: Authority
Specific conditions to receive funds: none. Share is based on equal weighting of population and road miles.

23a West County Additional Local Streets and Roads Maintenance & Improvements

Allocations to date: \$0
Authority approval dates: June 2009
Program start date: 4/1/2009
Basis for allocation: June of each fiscal year at the end of that fiscal year
Program details to be developed by: Authority
Specific conditions to receive funds: Compliance with Growth Management Program. Share is based on equal weighting of population and road miles.

23b Southwest County Additional Local Streets and Roads Maintenance & Improvements

Allocations to date: \$0
Authority approval date: June 2009
Program start date: 4/1/2009
Basis for allocation: June of each fiscal year at the end of that fiscal year
Program details to be developed by: Authority
Specific conditions to receive funds: none. Share is based on equal weighting of population and road miles.

12 Countywide Transportation for Livable Communities Project Grants

Allocations to date: \$200,000 (an advance to Contra Costa County for improving bicycle access to the Pittsburg/Bay Point BART station)
Authority approval dates: January 21, 2009

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the TLC program

Program details to be developed by: TLC subcommittee

Specific conditions to receive funds: Conformance with the Measure J Growth Management Program; RTPC share will be based on its population in 2009 and every five years after, guidelines need to be adopted by Authority and applied by RTPCs

25b West County Additional Transportation for Livable Communities Project Grants

Allocations to date: none

Authority approval dates: n/a

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the TLC program

Program details to be developed by: WCCTAC

Specific conditions to receive funds: Conformance with the Measure J Growth Management Program; Guidelines adopted by Authority and applied by WCCTAC

13 Countywide Pedestrian, Bicycle and Trail Facilities

Allocations to date: none

Authority approval dates: n/a

Program start date: Fall 2009

Basis for allocation: Development of 5-year Strategic Plan for the program;

Program details to be developed by: CBPAC

Specific conditions to receive funds: two-thirds of the funding will go to projects listed in the Countywide Bicycle and Pedestrian Plan and best meet the prioritization criteria outlined there; one-third will go to EBRPD to develop and rehabilitate trails with these funds to be spent equally among the four regions and with funding to be approved by the applicable RTPC

26 West County Additional Pedestrian, Bicycle and Trail Facilities

Allocation to date: none

Authority approval dates: n/a

Program start date: 2009

Basis for allocation: Development of 5-year Strategic Plan for the program. Proposed allocations to be made by WCCTAC; can be used for trail, pedestrian or bicycle facilities, both capital projects and maintenance.

Program details to be developed by: WCCTAC

Specific conditions to receive funds: none

21a Central County Safe Transportation for Children: Capital Projects

Allocation to date: \$0
Authority approval dates: n/a
Program start date: TBD
Basis for allocation: TBD
Program details to be developed by: TBD
Specific conditions to receive funds: none

28a Central County Sub-regional Transportation Needs

Allocations to date: \$0
Authority approval dates: n/a
Program start date: TBD
Basis for allocation: TBD
Program details to be developed by: TBD
Specific conditions to receive funds: none

28b West County Sub-regional Transportation Needs

Allocations to date: \$0
Authority approval dates: n/a
Program start date: TBD
Basis for allocation: TBD
Program details to be developed by: TBD
Specific conditions to receive funds: none

28c Southwest County Sub-regional Transportation Needs

Allocations to date: \$0
Authority approval dates: n/a
Program start date: TBD
Basis for allocation: TBD
Program details to be developed by: TBD
Specific conditions to receive funds: none



CONTRA COSTA
transportation
authority

COMMISSIONERS: March 2, 2009

Maria Viramontes,
Chair

Robert Taylor,
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

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Robert K. McCleary
Executive Director

3478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

PHONE:
925/ 256-4700

FAX:
925/ 256-4701

<http://www.ccta.net>

Re: 2009 Measure J Strategic Plan

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

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

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

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

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

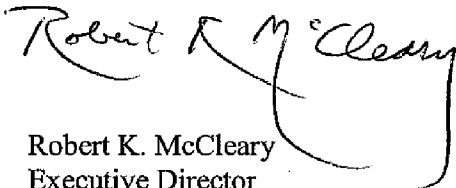
In considering our projections and the potential impacts on projects, it is important to also keep in mind that our projections will be updated periodically as economic conditions change. The projections are not 'cast in stone'. The economy will improve and the timing and strength of the recovery may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

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Robert K. McCleary". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

Robert K. McCleary
Executive Director

Attachments

Comparison between the 2007 Strategic Plan and the 2009 Update

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

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

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

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

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

+

STATE LOCAL PARTNERSHIP PROGRAM FUNDS INFUSION PER SUBREGION THROUGH 2015

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

=

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

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

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

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE										
1001 Caldecott Tunnel Fourth Bore **	-	-	10,000	53,000	49,500	-	-	-	-	112,500
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4002 Martinez Intermodal Station - Phase 3 **	5,394	-	816	-	-	-	-	-	-	6,210
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3 **	-	-	540	-	-	-	-	-	-	540
9630 INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	7,105	-	-	-	18,239	25,344
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,518	-	-	-	-	-	-	2,518
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,018	-	-	-	-	1,018
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,175	-	-	-	-	1,175
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	695	839	811	-	-	-	-	-	2,345
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	972	-	-	-	64,000	64,972
8002 I-680 Southbound Carpool Lane Extension (Restripe) **	-	300	2,228	-	-	-	-	-	-	2,528
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	7,560	3,240	-	-	-	10,800
9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	984	-	-	-	984
24002 Pine Hollow Road Widening (Clayton)	-	-	252	-	-	-	-	-	-	252
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	3,997	-	-	-	-	-	3,997
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	4,544	-	-	-	-	4,544
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,511	3,973	2,350	-	-	-	-	7,834
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	6,017	-	-	-	6,017
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	7,553	-	-	-	-	-	-	7,553
24008 Waterworld Parkway Bridge (Concord)	-	-	-	2,817	-	-	-	4,587	-	2,817
24026 Major Streets in Central County (TBD)	-	-	-	-	-	-	-	-	-	4,587
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord) **	-	-	2,937	-	-	-	-	-	-	2,937
24028 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,678	-	-	-	-	-	-	1,678
9651 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,250	-	-	-	-	-	-	2,250

SUM* \$ 219,151
SUM* (2008-2015)* \$ 136,912

* Includes only half of the Caldecott's funding
** Committed funding

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

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE										
1001 Caldecott Tunnel Fourth Bore**	-	-	11,547	62,421	59,465	-	-	-	-	133,433
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4002 Martinez Intermodal Station - Phase 3**	6,015	-	943	-	-	-	-	-	-	6,957
4003 Commercial Paper Net Cost to Martinez Intermodal Station - Phase 3**	-	-	624	-	-	-	-	-	-	624
9630 INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242										
6001 I-680/SR4 Interchange Improvements - Phase 1	-	-	-	-	8,536	-	-	-	23,949	32,485
6002 SR242/Clayton Road Southbound Off-Ramp	-	-	2,907	-	-	-	-	-	-	2,907
6003 I-680/Marina Vista Interchange Modifications	-	-	-	-	1,223	-	-	-	-	1,223
6004 SR242/Clayton Road Northbound On-Ramp	-	-	-	-	1,412	-	-	-	-	1,412
6005 Willow Pass Road/SR4 Ramp Reconstruction	-	787	969	955	-	-	-	-	-	2,711
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8001 I-680 Carpool Lane Gap Closure (Central County)	-	-	-	-	1,168	-	-	-	84,038	85,206
8002 I-680 Southbound Carpool Lane Extension (Restripe)**	-	339	2,573	-	-	-	-	-	-	2,912
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10001 BART Parking, Access and Other Improvements - Central County	-	-	-	-	9,082	3,970	-	-	-	13,052
9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24001 Marsh Creek Road Upgrade (Clayton)	-	-	-	-	-	1,206	-	-	-	1,206
24002 Pine Hollow Road Widening (Clayton)	-	-	291	-	-	-	-	-	-	291
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	-	-	-	4,708	-	-	-	-	-	4,708
24004 Kirker Pass Road Truck Lanes (Contra Costa County)	-	-	-	-	5,458	-	-	-	-	5,458
24005 Court Street Overcrossing - Phase 1 (Martinez)	-	-	1,745	4,679	2,823	-	-	-	-	9,247
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	-	-	-	-	-	7,373	-	-	-	7,373
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	-	-	8,721	-	-	-	-	-	-	8,721
24008 Waterworld Parkway Bridge (Concord)	-	-	-	3,318	-	-	-	-	-	3,318
24026 Major Streets in Central County (TBD)	-	-	-	-	-	-	-	5,848	-	5,848
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)**	-	-	3,391	-	-	-	-	-	-	3,391
24028 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	-	-	1,938	-	-	-	-	-	-	1,938
9651 CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ										
27001 Capitol Corridor Rail Station Improvements at Martinez	-	-	2,598	-	-	-	-	-	-	2,598
SUM*										\$ 270,303
SUM**										\$ 162,316

* Includes only half of the Caldecott's funding

** Committed funding

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS - East County**

(2004 Dollars x 1000)

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

** Committed funding

*** Partially committed funding

SUM

SUM (2008 -2015)

\$347,400

\$319,119

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

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9626 BART - EAST CONTRA COSTA EXTENSION										
2001 East Contra Costa Rail Extension (eBART)	-	-	-	-	-	-	9,774	147,793	-	157,567
9627 STATE ROUTE 4 EAST WIDENING										
3001 SR 4 East Widening: Somersville Road to SR160**	4,210	20,255	4,215	67,800	33,057	-	-	-	-	129,337
3002 Commercial Paper Net Cost	-	-	2,421	-	-	-	-	-	-	2,421
9629 EAST COUNTY CORRIDORS										
5001 SR4 Bypass: WB SR4 to NB SR160 Connector	-	-	617	639	-	-	-	-	-	1,256
5002 SR4 Bypass: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd ***	1,948	2,006	-	14,591	23,557	-	-	-	-	42,102
5003 SR4 Bypass: Sand Creek Interchange - Phase I ***	6,354	2,222	8,888	-	-	-	-	-	-	17,464
5005 SR4 Bypass: Balfour Road Interchange - Phase 1	-	-	1,458	1,509	-	-	-	-	-	2,967
5006 Vasco Road Safety Improvements (CC County)	316	325	-	-	-	-	-	-	-	641
5007 SR239 Study	-	-	969	955	376	-	-	-	-	2,300
5008 Commercial Paper Net Cost***	-	-	3,885	-	-	-	-	-	-	3,885
5009 Other East County Corridors Projects (TBD)	-	-	-	-	-	-	-	-	2,864	2,864
5010 SR4 Bypass Seg 1 and 3***	25,061	-	-	-	-	-	-	-	-	25,061
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10004 BART Parking, Access and Other Improvements - East County	-	-	-	-	-	-	-	-	13,000	13,000
9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24025 Major Streets in East County	-	-	-	-	-	-	-	-	21,272	21,272

** Committed funding

*** Partially committed funding

SUM (2008-2015)

\$422,337
\$385,201

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

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9625 CALDECOTT TUNNEL FOURTH BORE										
1001 Caldecott Tunnel Fourth Bore **	-	-	11,547	62,421	59,465	-	-	-	-	133,433
9632 I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.										
8003 I-680/Norris Canyon Road Bus/Carpool On- and Off-Ramps ***	-	-	520	-	-	-	-	2,805	26,065	29,389
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10003 BART Parking, Access and Other Improvements - Southwest County	-	-	-	-	-	-	-	-	3,545	3,545
9648 MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.										
24009 Major Streets in Danville	-	-	-	-	-	-	-	-	3,600	3,600
24010 Major Streets in Lafayette	-	-	-	-	-	-	-	-	2,337	2,337
24016 Major Streets in Moraga	-	-	-	-	-	-	-	-	1,549	1,549
24017 Major Streets in Orinda	-	-	-	-	-	-	-	-	2,090	2,090
24021 Major Streets in San Ramon	-	-	-	-	-	-	-	-	3,904	3,904
24024 Major Streets in County (Southwest)	-	-	-	-	-	-	-	-	3,536	3,536

* Includes only half of the Caldecott's funding

** Committed funding

*** Partially committed funding

SUM* \$ 116,667
SUM (2008-2015)* \$ 70,041

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

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

** Committed funding

*** Partially committed funding

SUM \$ 66,351
SUM (2008 - 2015) \$ 51,336

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

	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY 16-34	TOTAL
9628 CAPITOL CORRIDOR IMPROVEMENTS										
4001 Hercules Rail Station	-	-	7,794	-	-	-	-	-	-	7,794
9631 I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.										
7002 I-80/San Pablo Dam Road Interchange Improvements ***	-	-	2,132	9,685	-	-	-	-	-	11,817
7003 I-80/Central Avenue Interchange Improvements ***	-	-	491	-	-	-	3,823	5,801	5,980	16,095
7005 I-80 Integrated Corridor Mobility **	-	4,493	310	-	-	-	-	-	-	4,803
7006 Commercial Paper Net Cost to I-80 Integrated Corridor Mobility	-	-	120	-	-	-	-	-	-	120
9633 RICHMOND PARKWAY										
9001 Richmond Parkway Upgrade Study **	-	-	162	-	-	-	-	-	-	162
9002 Richmond Parkway Upgrade	-	-	-	-	-	-	-	-	5,462	5,462
9003 Marina Bay Parkway Grade Separation **	-	-	-	11,895	-	-	-	-	-	11,895
9634 BART PARKING, ACCESS, and OTHER IMPROVEMENTS										
10002 BART Parking, Access and Other Improvements - West County	-	-	3,083	5,335	-	-	-	-	8,272	16,691
9643 ADDITIONAL BUS TRANSIT ENHANCEMENT										
19001 AC Transit Capital Improvements	-	-	1,155	-	-	-	-	-	-	1,155
19002 WestCAT Transit Capital Improvements	-	-	2,829	1,472	-	-	-	-	-	4,301

** Committed funding

*** Partially committed funding

SUM \$ 80,295

SUM (2008 - 2015) \$ 60,581

ATTACHMENT 7



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

TO: Barbara Neustadter, TRANSPAC Christina Atienza, WCCTAC
 Andy Dillard, SWAT Lisa Bobadilla, TVTC
 John Cunningham, TRANSPLAN Calvin Wong, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director *Rob K. McCleary*
DATE: April 17, 2009

SUBJECT: **Items approved by the Authority on April 15, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **April 15, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Award of Construction Contract No. 258 for the Union Pacific Railroad Team Track (trans-loading) Facility Project.** *The contract was awarded to the William G. McCullough Co.*
2. **Letter of Support for the eBART Project.** *On April 23, 2009, the BART board will consider adoption of the Environmental Impact Report (EIR). The Authority approved sending a letter of support for the eBART project.*
3. **State Route 24 - Caldecott Tunnel Improvement Project (Project No. 1698).** *The California Transportation Commission (CTC) has approved \$92.7 million in American Recovery and Reinvestment Act (ARRA) funds for the project, likely clearing the way to advertise for bids.*
4. **Update on ARRA Funding for Local Streets and Roads.** *As a result of anticipated changes to State ARRA allocations, MTC has identified \$3.43 million in additional funding available to Contra Costa. Per APC direction on January 28th, the funds would be distributed by formula to all twenty local jurisdictions. The Authority approved the supplemental allocation.*
5. **Status of Local Compliance with the Measure J Urban Limit Line (ULL) Requirement.** *According to the information recently obtained by staff, all 20 local jurisdictions in Contra Costa have fulfilled the requirement of the Measure J Growth Management Program (GMP) to adopt a voter-approved ULL. Contra Costa County, San Ramon, Pittsburg, and Antioch have each adopted a "Local ULL." The remaining jurisdictions have adopted the "County ULL." Authority Ordinance 06-04 clarifies the procedure for adopting either type of ULL. The information received indicates that as of the start of Measure J on April 1, 2009, all local jurisdictions have complied with the ULL requirement of the Measure J GMP. This information could be used for the allocation of FY 08-09 Local Street Maintenance and Improvement funds. The Authority conceptually supported this approach.*

6. **Legislation.** Discussion of AB 744 (Torrico), proposed Bay Area HOT lanes network, in the context of Authority-approved principles. *The Authority adopted a support if amended position, emphasizing the bill must be revised to address issues of (1) Partnership, (2) Dollars stay in corridor, (3) Transit is key, and (4) Priorities for implementation. A special Authority meeting will be held on April 23rd at 6:00 p.m. to review the status of discussions with MTC.*

7. **Proposed Transportation Authority Economic Stimulus Through Accelerated Payment of Local Streets and Roads Funds.** Existing Authority policy provides that local jurisdictions submit a Growth Management Compliance Checklist covering two consecutive calendar years. Once approved, a jurisdiction then receives its share of the 18 percent of funds allocated for local streets and roads maintenance from the first of two fiscal years from which compliance funds are drawn. Funds from the second fiscal year are disbursed one year after the disbursement of the first-year funds. The delay was intended to be an incentive for jurisdictions to submit their checklists in a timely way. *The Authority approved the acceleration of payments.*



CONTRA COSTA
transportation
authority

17 April 2009

COMMISSIONERS:

*Maria Viramontes,
Chair*

*Robert Taylor,
Vice Chair*

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

Hon. Scott Haggerty, Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: Authority Position on AB 744 (Torrico), Regional Express Toll Lanes Network:
Support if Amended

Dear Chairman Haggerty:

At the Authority meeting of April 15, 2009, the Authority considered its position on this bill and decided to take a "support if amended" position. Our discussion focused on how to achieve the desired outcomes of enhanced corridor management, efficiency and effectiveness, including improving opportunities for those using carpools, vanpools, and buses. Within that context, our members are conceptually supportive of the express toll lanes concept where it can be shown to provide significantly enhanced benefits to corridor travelers, particularly those using carpools, vanpools, and buses, while respecting the interests of local communities and providing environmental benefits. Any degradation of services to those using carpools, vanpools, or buses, or to the local or regional environment, should be avoided.

The specific amendments we believe are essential fall within the four policy objectives adopted by the Commission's Planning Committee on April 10, 2009, as set out below.

- **Partnership.** The Authority believes that MTC, the Bay Area congestion management agencies (CMAs), and Caltrans should be engaged in a true partnership for management of the Bay Area's travel corridors. Where benefits can be shown, such management can include HOT lanes. The partnership should be constructed in the same manner as has been utilized so successfully with the local sales tax projects, where decision-making is shared. AB 744, as currently proposed, does not go far enough to establish such a partnership. The Santa Clara Valley Transportation Authority (VTA) has offered conceptual recommendations which we believe are essential, whereby the CMAs would define corridors, establish corridor working groups, approve the Corridor Improvement Plan (CIP) for each corridor (subject to final approval or rejection by the Bay Area Toll Authority), and ensure that the CIP includes phasing plans for development and deployment, financing plans, toll operations plan and a corridor re-investment plan for projects and services benefitting the corridor. We also believe that the legislation should include a more transparent and explicit strategic planning process consistent with sales tax agency strategic planning, to enhance openness, collaboration, a clear assessment of investment alternatives based on available cash flow and bonding, and accountability. An enhanced public process can allow a clear discussion of trade-offs and help set realistic expectations for what can be accomplished.

*Robert K. McCleary
Executive Director*

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Suite 100

Pleasant Hill
CA 94523

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925/ 256-4700

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925/ 256-4701

<http://www.ccta.net>

Hon. Scott Haggerty

April 17, 2009

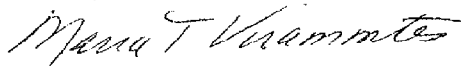
Page 2

- **Dollars Stay in Corridor.** The Authority understands and believes that toll lanes gain public acceptability by returning significant investments from the fees collected to benefit travelers in the corridor where the funds are collected. VTA has offered a recommendation that 95 percent of the revenue net of bond funding and operating costs for the corridor be returned to the corridor. Up to 5 percent could, under some circumstances, be applied for start-up activities of the Bay Area Network, which we can accept. This provision is essential to reassure travelers in a corridor that the tolls are fees providing them some benefit.
- **Transit Is Key.** The Authority recognizes it is difficult to determine, in advance, both the levels of net revenue that might flow from corridors or specific project segments, and the competing demands on that funding. Therefore, we propose the legislation explicitly recognize that converting a high occupancy vehicle (HOV) lane to a high occupancy toll (HOT) lane should, at a minimum, "do no harm"; i.e., not degrade the utilization of carpools, vanpools or bus transit. When net revenues are available, the top priority should be investment in transit capital needs and enhancement of transit services. Such commitment should be at least 50 percent of those net revenues.
- **Priorities for Implementation.** The Authority believes that the bill, as currently proposed, does not go far enough to identify criteria that will be applied to determine if an express toll lane will benefit corridor management, and how it will be constructed. We believe the legislation should state such investment will proceed only if objective analysis can demonstrate all of the following: (a) a proposed project will provide significant benefits to the traveling public, including to the local communities through which it runs; (b) the environmental and equity impacts of the project, both locally and regionally, can and will be reasonably mitigated; (c) the project will reduce emissions of air quality contaminants and greenhouse gases; (d) the project does not cause operational or safety impacts on the state highway or adjacent local streets and roads; and (e) if significant right of way or community impacts would be present, the consent of the local community has been given. To answer these questions, both full environmental review and additional detailed, technical studies will be needed.

We also note that, on the I-80 corridor, ICM project will be completed first, and its compatibility with the proposed HOT lanes needs to be carefully assessed.

We appreciate your consideration of our views, and look forward to working with you to make AB 744 a true partnership endeavor between, MTC, the CMAs, Caltrans and the CHP to enhance management and mobility of the Bay Area's transportation system.

Sincerely,



Maria T. Viramontes
Chairperson

c.c. Authority Members
MTC Commissioners
Steve Heminger
Andrew Fremier
Bay Area CMA Directors

NOTICE OF DETERMINATION

(Pursuant to Section 21108 of the Public Resources Code)

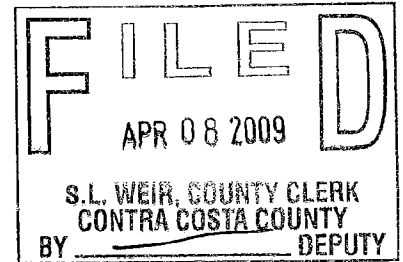


TO:

FROM:

- County Clerk
County of Contra Costa
555 Escobar Street
Martinez, CA 94553
- State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

City of San Ramon
2222 Camino Ramon
San Ramon, CA 94583
Contact:
Lauren Barr, Senior Planner
Phone: (925) 973-2567



State Clearinghouse Number: N/A

Project Title: General Plan Amendment, Rezone, Medical Office Use and Shared Parking.
(IS 08-250-006, GPA 08-400-003, RZ 08-600-001, LUP 08-500-040 and LUP 08-500-041)

Project Location: 2300 Camino Ramon (APN: 213-131-008).

Project Description: The applicant has initiated a request for a General Plan Amendment to modify the General Plan land use designation of the property located at 2300 Camino Ramon from Manufacturing and Warehousing to an Office designation. Additional entitlements to follow include a rezone to be consistent with the proposed General Plan Amendment, land use permits to allow medical office uses and shared parking with the adjacent properties in the Norris Canyon Technology Center. No construction or grading are proposed as part of the proposed project.

This is to advise that the City of San Ramon (Lead Agency or Responsible Agency) has approved the Medical Office and Shared parking portion of above described project on April 7, 2009 and has made the following determinations regarding the above described project:

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures [were were not] made a condition of approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A Statement of Overriding Considerations was [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that all environmental review documents, with all supporting attachments, as well as all related project documents are available for review at the City of San Ramon-Planning/Community Development Department, 2226 Camino Ramon, San Ramon, CA 94583

Signature (Public Agency): _____ Title: Senior Planner

Lauren Barr

APR 08 2009

Date: April 7, 2009 Date Received for filing at Contra Costa County: _____