



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of July 6, 2009

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

AGENDA

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

4.A SWAT Meeting Schedule for remainder of 2009: Attached is a SWAT meeting schedule for the remainder of 2009. The September 7th SWAT meeting falls on the Labor Day holiday and will need to be rescheduled. *(Attachments)*

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of May 4, 2009 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Review of the Draft 2009 Countywide Bicycle and Pedestrian Plan:** Authority staff will present an update on the Draft 2009 CBPP, and the proposed schedule for reviewing and adopting the plan. The Draft CBPP Executive Summary is attached. The draft plan in its entirety can be downloaded from the Authority website at www.ccta.net/EN/main/bike.html. (*Attachments*)
- 6.B Status Update on the I-680 Rehabilitation and Southbound HOV Extension Project:** Ms. Cheryl Nevares, Project Manager with Caltrans District 4, will provide a project overview of the upcoming I-680 pavement rehabilitation and southbound HOV lane extension project that is scheduled for construction in 2010.
- 6.C Update on Transpac response to comments submitted by the City of Lafayette on the Central County Action Plan:** On May 29, 2009, the City of Lafayette submitted a letter to TRANSPAC requesting a more detailed response to comments originally submitted by Lafayette (and endorsed by SWAT) back in November/December 2008 on the Central County Action Plan. Transpac has replied with a detailed letter dated June 23, 2008. All correspondence on this issue is attached for reference. (*Attachments*)
- 6.D Consider draft letter to the State of California on behalf of SWAT concerning the State Administration's proposed redirection of local gas tax subvention funds** (*Attachments – Action*)

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

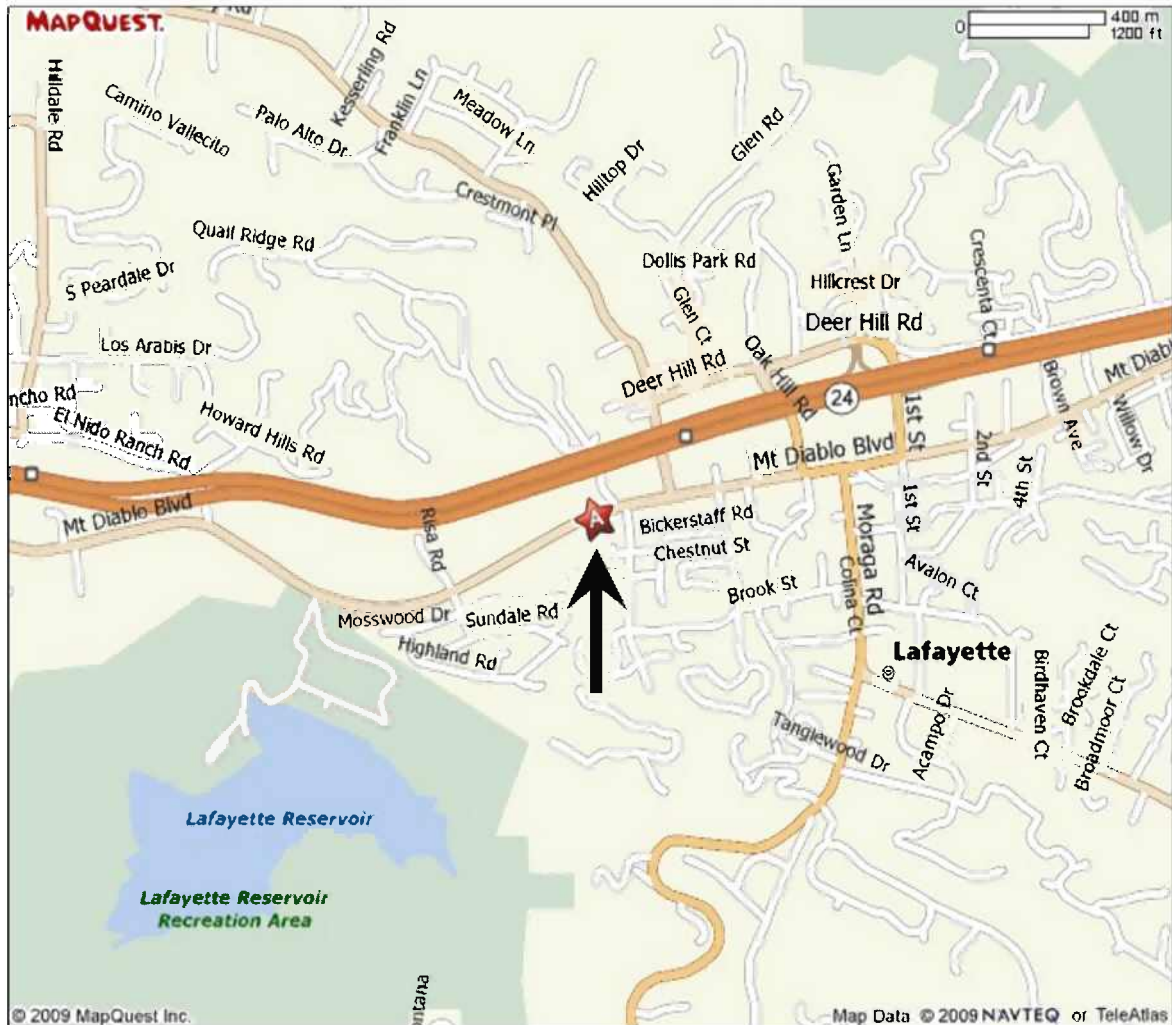
- SWAT 511 Contra Costa TDM Program Monthly Update
- Authority letter of receipt of SWAT comments on the Draft 2009 CTP
- Summary of Actions from the 5/21/09 and 6/19/09 CCTA Board Meetings
- City of Lafayette Notice of Preparation of Draft EIR for Downtown Lafayette Specific Plan
- City of San Ramon – Request for Comments for a proposed project located at 2017 San Ramon Valley Boulevard
- City of San Ramon – Request for Comments for a proposed project located at 19251 San Ramon Valley Boulevard
- Contra Costa County – Notice of Public Hearing for 2009 Housing Element Update, Contra Costa General Plan, 2005-2020

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, August 3, 2009, or other meeting as deemed appropriate.

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

Lafayette City Offices, Room 240
3675 Mt. Diablo Boulevard
Lafayette, CA 94549



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

Staff Contact: Andy Dillard, Town of Danville

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

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

ATTACHMENT 4.A



SWAT Meeting Schedule July 2009

Monday	Tuesday	Wednesday	Thursday	Friday
		1	2	3 <i>Holiday</i>
6 SWAT – 3PM	7	8	9	10
13	14	15 SWAT TAC – 3PM	16	17
20	21	22	23	24
27	28	29	30	31

SWAT Meeting Schedule August 2009

Monday	Tuesday	Wednesday	Thursday	Friday
3 SWAT – 3PM (TENT. CANCEL)	4	5	6	7
10	11	12	13	14
17	18	19 SWAT TAC – 3PM	20	21
24	25	26	27	28 SWAT AGENDA ITEMS DUE
31				

SWAT Meeting Schedule September 2009

Monday	Tuesday	Wednesday	Thursday	Friday
	1	2	3	4
7 <i>Holiday</i> SWAT – 3PM (RESCHEDULE)	8	9	10	11
14	15	16 SWAT TAC – 3PM	17	18
21	22	23	24	25 SWAT AGENDA ITEMS DUE
28	29	30		

SWAT Meeting Schedule October 2009

Monday	Tuesday	Wednesday	Thursday	Friday
			1	2
5 SWAT – 3PM	6	7	8	9
12	13	14	15	16
19	20	21 SWAT TAC – 3PM	22	23 SWAT AGENDA ITEMS DUE
26	27	28	29	30

SWAT Meeting Schedule November 2009

Monday	Tuesday	Wednesday	Thursday	Friday
2 SWAT – 3PM	3	4	5	6
9	10	11	12	13
16	17	18 SWAT TAC – 3PM	19	20
23	24	25	26 <i>Thanksgiving</i>	27
30 SWAT AGENDA ITEMS DUE				

SWAT Meeting Schedule December 2009

Monday	Tuesday	Wednesday	Thursday	Friday
	1	2	3	4
7 SWAT – 3PM	8	9	10	11
14	15	16 SWAT TAC – 3PM	17	18
21	22	23	24	25
30				

ATTACHMENT 5.A



SWAT

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SUMMARY MINUTES
May 4, 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; Mike Metcalk, Town of Moraga.

Staff members present: Leah Greenblat, Lisa Bobadilla, Darelene Amaral, Tai Williams, Lori Salamack, Kelly Suronen, Ricard Yee, Andy Dillard

Others present: Emmanuel Ursu, City of Orinda, Hisham Noeimi, CCTA; Peter Engel, CCTA; Cristina Ferraz, Caltrans; Charles Hogle, CCTA-CAC,

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

1. **CONVENE MEETING/SELF INTRODUCTIONS**
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes.

5. **CONSENT CALENDAR:**

5.A **Approval of Minutes:** SWAT minutes of April 6, 2009

ACTION: Arnerich/Metcalf/unanimous

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:**

Peter Engel, CCTA staff, reported on the proposed allocations for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program for the Fourth Quarter of FY 2008-09 and FY 2009-10.

Supervisor Uilkema inquired about the allocation and reimbursement methods for the Traffix program. It was explained that because expenditures associated with program development and planning efforts began prior to the start of Measure J, the program's participating jurisdictions have already incurred expenses. According to the Traffix cooperative agreement, Traffix can begin to invoice the Authority after July 1, 2009, but the Authority can not begin to reimburse the program until October 2009, and after the first Measure J revenues have been collected.

The Committee moved to approve the report favoring the proposed allocations for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program for the Fourth Quarter of FY 2008-09 and for all of FY 2009-10.

ACTION: Arnerich/Worth/unanimous

6.B Status Update on Caldecott Tunnel Fourth Bore Project:

Ms. Christina Ferraz, P.E., Regional Project Manager with Caltrans District 4, gave an excellent presentation on the upcoming Caldecott Tunnel project. Ms. Ferraz included information on the project schedule and phasing, and gave insightful details on the proposed construction methods and scope of work.

ACTION: None

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

This item was continued from the April 6th SWAT meeting. In March, the Authority requested the assistance of the RTPCs in identifying possible deferrals of Capital Projects or Programs included in the Measure J *Strategic Plan* in order to meet the estimated \$204 million shortfall due to the recent economic downturn. The primary concern with this request, from the standpoint of the SWAT subregion, is that there are limited capital projects to consider deferring for this purpose, of which one of the projects in the subregion includes a portion of the Caldecott Tunnel project, which already has obligated funding.

Hisham Noeimi, CCTA staff, explained that in June, CCTA staff will make a recommendation to the Authority Board to consider delaying approval of the 2009 Measure J *Strategic Plan* for at least another six months. It was explained that this will allow more time to analyze and collect more accurate data on future revenue projections, given the recent instability of the economic climate. An additional potential benefit to this delay is that a few large scale projects, such as the Caldecott Tunnel, will have open bids within the six month delay period where there is the potential for savings below existing project estimates.

The Committee agreed to delay any recommendations at this time, but directed SWAT TAC to continue exploring potential capital project category deferments within the SWAT region. SWAT will revisit this item again when the Authority is closer to releasing a rescheduled date of adoption of the *Strategic Plan* (pending the Authority Board's June approval of the proposed delay).

ACTION: None

7. **WRITTEN COMMUNICATIONS:**

A summary from the Authority's April 15, 2009 meeting was provided. The City of San Ramon provided a Notice of Determination for a proposed project located at 2300 Camino Ramon in San Ramon.

ACTION: None

8. **DISCUSSION: Next Agenda** - There were no preliminary agenda items noted.

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for **June 1, 2009**, or other date to be deemed appropriate, and is to be held at the Lafayette City Offices, Room 240, 3675 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by Chair Tatzin at approximately 4:05 p.m.

Staff Contact:

Andy Dillard

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adillard@ci.danville.ca.us

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

ATTACHMENT 6.A




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authority

Hookston Square
3478 Buskirk Avenue, Suite 100
Pleasant Hill CA 94523
Phone 925 407 4700
Fax 925 407 4701
www.ccta.net

MEMORANDUM

Date Monday, June 08, 2009

To CBPAC Members and Agency Staff

From Brad Beck 

RE Release of the Public Review Draft of the 2009 CBPP

Enclosed with this memo is a copy of the draft 2009 *Contra Costa Countywide Bicycle and Pedestrian Plan*. When adopted, the 2009 CBPP will replace the first CBPP, which the Authority approved in 2003.

We've scheduled three public workshops on the draft CBPP — see the attached workshop notice — as well as presentations to the RTPCs and RTPC TACs during June and early July.

Comments on the draft CBPP are due on July 10 and we plan to schedule a meeting with the CBPAC the following week to review those comments and recommendations.

As always, let me know if you have any questions or comments. My phone number is 925 · 256 · 4726 and my email is bbeck@ccta.net.



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authority**

COMMENT PERIOD EXTENSION

Date June 24, 2009

To Interested Parties

From Brad Beck, Senior Transportation Planner

RE 2009 Countywide Bicycle and Pedestrian Plan

To give reviewers more time to review and comment on the draft 2009 Countywide Bicycle and Pedestrian Plan, the Authority has agreed to extend the comment period to **AUGUST 5, 2009**. (We had previously asked for comments by July 10.)

Written comments can be submitted by letter or email to:

Brad Beck, Senior Transportation Planner
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill CA 94523
bbeck@ccta.net

You can download the draft document and other information about the plan from the Authority's website at:

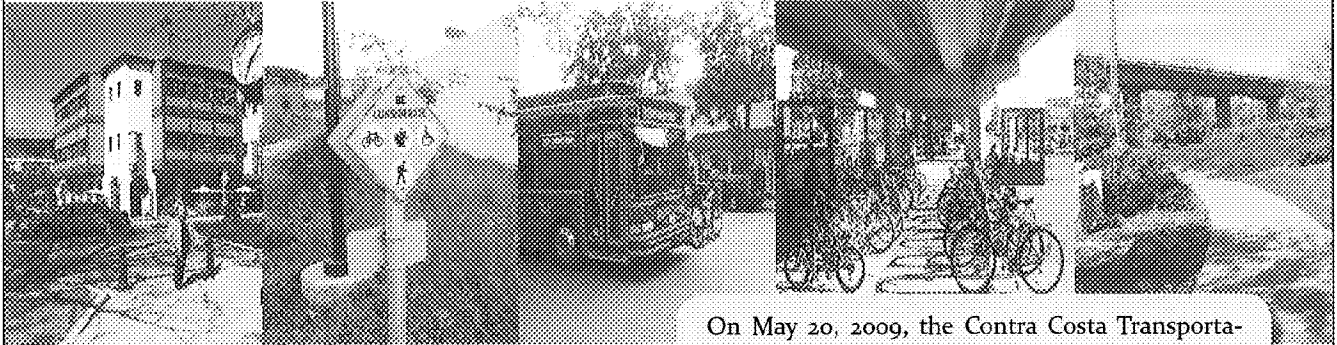
<http://www.ccta.net/EN/main/bike/cbpp.html>

If you have any questions, feel free to call Brad Beck at 925-256-4726 or by email at the above address.

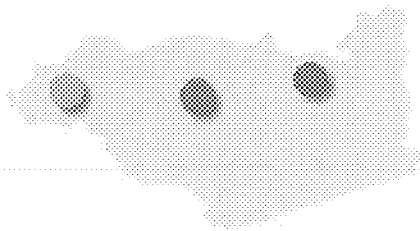
We look forward to hearing your comments.

2009 Countywide Bicycle and Pedestrian Plan

Public Workshops



Workshop Dates and Places



June 22, 7-9 pm *Maple Hall, City of San Pablo*
13831 San Pablo Ave
San Pablo, CA 94806

June 25, 7-9 pm *Tri Delta Transit Board Room*
801 Wilbur Avenue
Antioch CA 94509

June 29, 7-9 pm *Authority Offices*
3478 Buskirk Avenue
Pleasant Hill CA 94523

For more information about the draft 2009 CBPP and the public workshops, or to submit comments and suggestions, please contact:

Brad Beck
Senior Transportation Planner
925.256.4726
bbeck@ccta.net

On May 20, 2009, the Contra Costa Transportation Authority released the draft 2009 *Contra Costa Countywide Bicycle and Pedestrian Plan*. The draft 2009 CBPP will update the current plan which the Authority adopted in 2003.

You can view and download a copy of the draft plan on the Authority's website:

www.ccta.net/EN/main/bike/cbpp.html

The plan will:

- » Refine the CBPP's goals and policies and update factual information
- » Add detailed data on walking and bicycling from local jurisdictions
- » Address new requirements affecting walking and bicycling
- » Outline how the Authority will decide which pedestrian and bicycle projects to fund
- » Provide jurisdictions with the tools to create more pedestrian- and bicycle-friendly communities

Let us know what you think!

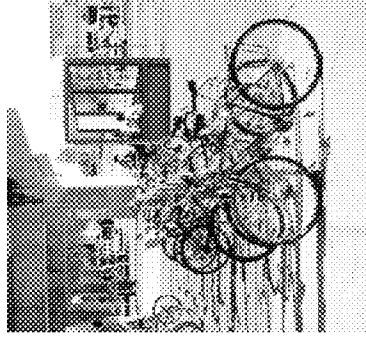
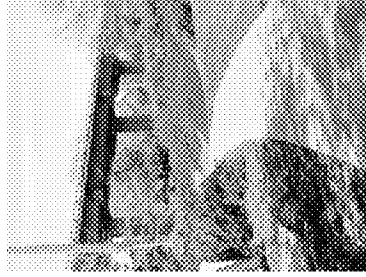
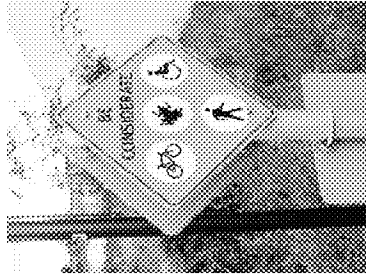
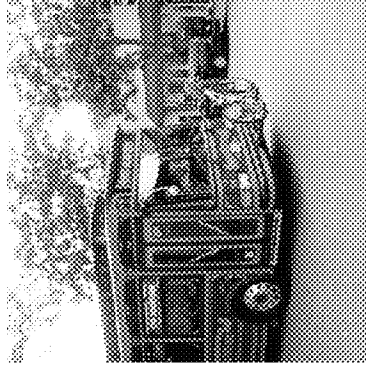
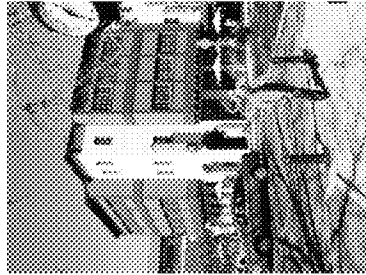
Attend one of the three public workshops we're holding or send us your comments and suggestions.



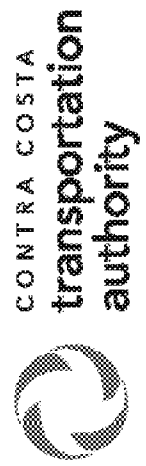
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2009 Contra Costa Countywide Bicycle and Pedestrian Plan



Public review draft | June 1, 2009



Prepared by:
Fehr & Peers
Eisen | Letunic

Executive Summary

WALKING AND BICYCLING are increasingly recognized as important components of the transportation system. They can reduce traffic, air pollution and energy consumption, and also improve the health and quality of life of residents and communities. In recognition of these benefits and to provide support for these transportation modes, the Contra Costa Transportation Authority adopted the first *Contra Costa Countywide Bicycle and Pedestrian Plan* (CBPP) in 2003. The plan assessed the needs of bicyclists and pedestrians in the county and identified a set of countywide improvements that would encourage more people to walk and bicycle.

PURPOSES OF THE UPDATED CBPP

The 2009 update to the Authority's CBPP was driven in large part by the need to address a number of important changes affecting walking and bicycling in Contra Costa that have taken place since adoption of the original CBPP. Among the significant changes are the following:

- In 2004, Contra Costa voters passed Measure J, which extends the county's half-cent sales tax for transportation improvements, including bicycle and pedestrian facilities, and continues and expands the countywide Growth Management Program.
- Other new funding sources for pedestrian and bicycle improvements were created and existing funding sources, both from Measure C and regionally, were modified.
- The Metropolitan Transportation Commission (MTC), the regional transportation planning agency for the Bay Area, adopted a "routine accommodation" policy requiring that new transportation projects receiving State and federal funding consider the needs of bicyclists and pedestrians.
- Public support for non-motorized transportation has continued to increase since the adoption of the 2003 CBPP. People increasingly view walking and bicycling as potential solutions to traffic congestion, sprawl, global warming, physical inactivity and other concerns.

In addition to addressing these changes, the CBPP was updated with a number of other important objectives in mind, including:

- Refine the vision, goals and policies in the original CBPP.
- Update the existing conditions, especially the collision data and commuting statistics for pedestrians and bicyclists.
- Update priorities for pedestrian improvements and the county-wide bicycle network.
- Provide planning, design and implementation tools to local jurisdictions regarding pedestrian and bicycle facilities, access to transit, and safety, promotion and education programs.
- Update the implementation tasks and establish evaluation criteria for prioritizing recommended improvements for available funds.
- Provide resources to help local jurisdictions meet the new Measure I requirements that the needs for pedestrians and bicyclists be considered in the review of new developments.
- Assist local jurisdictions in complying with requirements of the state's Bicycle Transportation Account (BTA). The BTA is a state-wide funding program for bicycle facilities administered by Caltrans. To be eligible for BTA funds, cities and counties must have adopted bicycle plans that include certain required components.

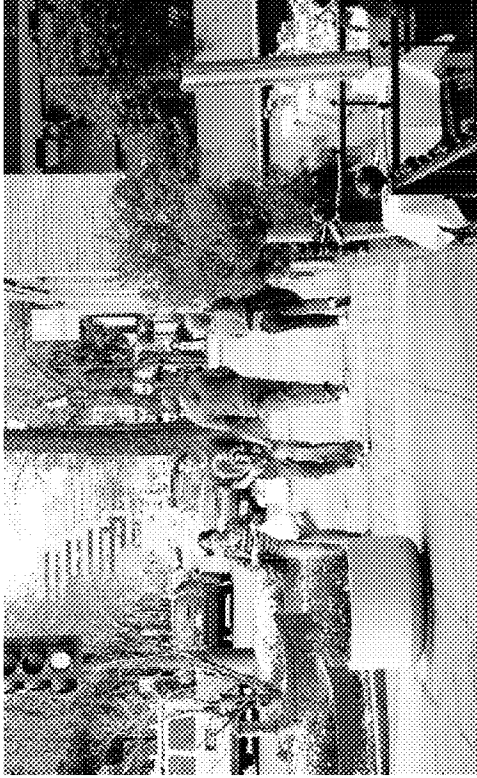
CONTENTS OF THE UPDATED CBPP

The 2009 CBPP contains the following chapters and appendices:

Chapter 1: Introduction

This chapter describes the original CBPP briefly, the changes that prompted an update, the purposes of the updated CBPP, the update process (including public involvement), the contents of the CBPP and,

lastly, how those contents meet Caltrans requirements for bicycle plans.



Chapter 2: Existing conditions

Chapter 2 discusses the three factors that define the walking and bicycling environment in Contra Costa. The first is the physical landscape, including climate, topography and development patterns. The county's mild and generally dry climate is conducive to walking and bicycling. Its diverse natural landscape both accommodates and presents obstacles to walking and, especially, bicycling; on one hand, the county enjoys many trail segments along the coast and inland, both on flatlands and through the area's many hills; on the other, natural features such as the East Bay hills, northern Diablo Range, San Pablo and Suisun bays and Sacramento-San Joaquin River Delta make inter-county travel challenging. The county exhibits a broad range of development patterns, from a few older, compact, pede-

plans, programs, policies and other planning efforts that will affect and be affected by implementation of the CBPP. These planning efforts include:

Local and County Plans

- General plans and local bicycle and pedestrian plans
- Contra Costa Countywide Comprehensive Transportation Plan
- Measure J

Regional Plans

- Bay Area Regional Bicycle Plan
- East Bay Regional Park District
- San Francisco Bay Trail
- Bay Area Ridge Trail

Routine Accommodation and Complete Streets

- U.S. Department of Transportation policy statement
- Caltrans Deputy Directive 64
- MTC Resolution 3765
- California Complete Streets Act (AB 1358)

Other Plans

- ADA Accessibility Guidelines
- California Global Warming Solutions Act (AB 32)
- California Senate Bill 375 (SB 375)

strian-oriented districts to large swaths of low-density suburban sprawl.

The second factor is the current rates of walking and bicycling. According to various sources, walking accounts for 1.5–1.8 percent of work trips or of commuters while bicycling represents 0.3–0.6 percent. This compares to approximately 70 percent for drive-alone, 12–16 percent for carpooling and 9–13 percent for transit. The CBPP estimates on an order-of-magnitude basis the current daily number of all bicyclists in Contra Costa — commuters and others — as 24,600 and the future number, assuming completion of the countywide bicycle network and supporting facilities, as 69,600.

The third factor is collisions involving cars and pedestrians or bicyclists, based on data from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS). In the five years from 2002 to 2006 — the latest for which SWITRS data is available — 59 pedestrian fatalities, 1,368 pedestrian injuries, 19 bicycle fatalities and 1,120 bicycle injuries were reported for Contra Costa. Pedestrians and bicyclists represent a disproportional number of the transportation-related fatalities in the county. In 2002–2006, pedestrians and bicyclists made up almost 16 percent and 5 percent respectively of the traffic fatalities even though walking and bicycling combined account for less than 2.5 percent of work trips or commuters.

Chapter 3: Relationship to other plans

The CBPP will build on, and need to coordinate with, a number of related planning efforts occurring not only at the countywide level but also at the city, regional, state and federal levels. Chapter 3 provides an overview of the policy framework surrounding non-motorized transportation in Contra Costa by summarizing the key

Chapter 4: Goals and policies

This chapter refines the vision, goals and policies that were established in the original CBPP, particularly to stress the Authority’s special role within the county as a transportation planning, funding and coordinating agency. The five goals, each of which is supported by several more detailed policies, are:

1. Expand, improve and maintain facilities for walking and bicycling;
2. Improve safety for pedestrians and bicyclists;
3. Encourage more people to bicycle and walk;
4. Support local efforts to improve conditions for walking and bicycling; and
5. Consider and plan for the needs of pedestrians and bicyclists.

Chapter 5: Pedestrian facilities

The heart of this chapter is a discussion of general locations to which the Authority will give priority under its funding sources for capital pedestrian projects. Pedestrians have a much more limited access and mobility range than other transportation users. Unlike bicyclists and drivers, who use streets and trails to travel between cities throughout the county, pedestrians do not typically travel long distances. Walking does not rely on a countywide network of facilities but instead is clustered in small, local, accessible nodes and short, direct access routes. Pedestrians, however, are able to expand their access range greatly by walking to transit. There are three types of “pedestrian-priority” locations that follow from this definition of walking:

- Downtowns and other “pedestrian-oriented districts” (areas where walking receives relatively high priority and importance, either by practice or policy);
- Access routes to transit stations and stops; and
- Access routes to other activity centers such as significant employment, shopping and commercial centers, schools, public venues, parks and trails.

Chapter 5 also includes an overview of pedestrian facilities in Contra Costa, important considerations in the planning of pedestrian facilities;

ties; the main types of facilities that local jurisdictions can implement (including sidewalks, curb ramps, intersection improvements, traffic calming measures, direct connections and streetscape improvements); and online tools and resources for local agencies on the planning and design of pedestrian facilities.



Chapter 6: Bicycle facilities

Most importantly, chapter 6 describes and contains maps of the “countywide bikeway network” (CBN) of existing and proposed facilities, both on- and off-street that connect residential neighborhoods throughout the county with employment and shopping centers, schools, parks, transit hubs, downtowns and other key activity centers. The CBN can be thought of in terms of the following “building blocks:”

strians and bicyclists for accessing transit: safe routes to stops and stations; pedestrian- and bicycle-oriented amenities at stops and stations; and accessible transit vehicles. It also contains a discussion of encouragement programs and projects (including bicycle parking, showers and changing rooms, and promotions) and of safety, education and enforcement programs and projects (including safe routes to schools, education and law enforcement). The chapter includes a number of online resources on support programs for walking and bicycling.

Chapter 8: Other tools for local agencies

This chapter provides online tools, resources, references and other information for local agencies (and also for the Authority) on four additional issues identified as important for the update of the CBFP:

- Measure J requires that local jurisdictions comply with the Measure J Growth Management Plan (GMP) to receive funds under certain funding programs. Among the requirements of the GMP is that each jurisdiction “incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.” Chapter 8 aims to help the County and cities comply with this requirement by providing friendly developments
- The roles and responsibilities of local agencies and the Authority under MTC’s routine accommodation policy, especially with regard to the routine accommodation checklist.
- How local agencies can use the CBFP to become eligible for funds from the state’s Bicycle Transportation Account (BTA).
- Guidance on the application of the Americans with Disabilities Act (ADA) to public rights-of-way.

- The Bay Trail;
- San Pablo Avenue corridor;
- West County--Central County connections;
- Central County--Alameda County connection;
- Central County--San Ramon Valley corridor;
- Central County connections;
- Central--East County corridors; and
- Regional trails.

Chapter 6 also describes bicycle connections between Contra Costa and neighboring counties and includes a table of unbuilt segments of the CBN. The chapter also discusses key considerations in planning for bicyclists, the main types of bicycle projects that local jurisdictions can implement (including bike paths, bike lanes, bike routes, multi-use trails, traffic calming measures, bicycle boulevards, direct connections, signage, bicycle-activated loop detectors and maintenance) and online tools and resources for local agencies on the planning and design of bicycle facilities.

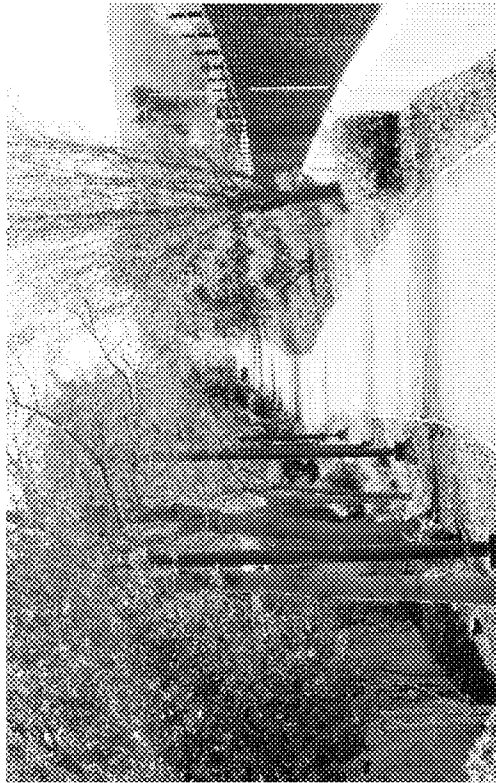
Chapter 7: Support programs

While critical facilities are only part of the walking and bicycling experience. Another important aspect are the various support programs and projects that increase the number of people who walk and bicycle and allow them to derive the greatest utility and pleasure from the facilities that have been built. Chapter 7 discusses the main types of support programs for non-motorized transportation that local jurisdictions in Contra Costa could support or implement themselves: access to transit, encouragement, safety, education and enforcement.

The chapter includes a discussion of the eight transit operators that serve Contra Costa and discusses the three primary needs of pede-

Chapter 9: Implementation

While the CBPP is a document of the Authority, it can only be implemented with the collaboration of local jurisdictions and certain special agencies and districts in Contra Costa. These agencies have the land use responsibilities that enable the planning, design and construction of pedestrian and bicycle improvements. Chapter 9 updates the lists of implementation tasks to be undertaken by the Authority and of those suggested for local jurisdictions and other agencies. It also describes the main funding programs under Measure J that local jurisdictions can use to fund their non-motorized transportation projects and programs, and also funding sources outside of Measure J.



The Authority's main role with respect to implementation of the CBPP is to provide funding to local jurisdictions and special districts (such as the EBRPD) to plan, design and construct pedestrian and bicycle improvements. Perhaps most importantly for this reason,

chapter 9 proposes evaluation criteria for prioritizing projects for funds available through the Authority, including under Measure J. The proposed criteria and priority types of projects are:

- **Safety:** Projects designed to address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles.
- **Feasibility:** Low-cost, low-complexity projects, especially for which planning and preliminary design work have been done.
- **User groups:** Projects that attract and meet the needs of a broad array of distinct user groups, including school children, students, seniors, the disabled, families, commuters and recreationalists.
- **Countywide significance:** Projects in a pedestrian priority area or on the countywide bicycle network.
- **Public support:** Projects for which there is evidence of public support or that have been identified as priorities by the public; for bicycle projects, this criterion would be limited to the priority bikeways.
- **Destinations served:** Projects near existing and planned activity centers such as commercial and employment centers, parks, schools and transit centers.
- **Other latent demand criteria:** Projects in areas with attributes (other than destinations served) that influence the decision to walk or bicycle; these include population and employment density, mix of land uses and percentage of zero-vehicle households.
- **Connectivity:** Projects that would close a gap or remove a barrier to access.
- **Integration:** Projects that appear in a local plan or integrate with other local efforts being undertaken.
- **Matching funds:** Projects that have partial funding, secured or promised, from other sources.

Appendices

The updated CBPP includes three appendices:

- **Appendix A:** Explains the methodologies used to estimate the following information that appears in chapter 2, “Existing Conditions”: current and projected daily bicycle ridership in Contra Costa and in each of the local jurisdictions; current and projected daily bicycle trips countywide; and current and projected motor-vehicle trips and miles reduced as a result of bicycle trips countywide.
- **Appendix B:** Contains information gathered from the local jurisdictions in Contra Costa in response to the following three pedestrian-oriented questions: (i) Does the jurisdiction have a pedestrian-oriented plan or policies adopted as part of its general plan that support walking?; (ii) Has the jurisdiction identified locations where it especially wants to encourage walking and improve the safety and comfort of pedestrians?; and, (iii) Has the jurisdiction incorporated concerns for pedestrians (and bicyclists) into its review and approval process for development projects?
- **Appendix C:** Contains data gathered from the local jurisdictions in Contra Costa on the 11 bicycle-related informational topics required by Caltrans to be included in bicycle plans for purposes of BTA eligibility. The information has been organized into four tables, covering the jurisdictions under each of the four Regional Transportation Planning Committees in Contra Costa: (i) West County jurisdictions (El Cerrito, Hercules, Pinole, Richmond and San Pablo); (ii) Central County jurisdictions (Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek); (iii) East County jurisdictions (Antioch, Brentwood, Oakley and Pittsburg) and also the unincorporated areas; and (iv) Southwest County jurisdictions (Danville, Lafayette, Moraga, Orinda and San Ramon).

The final CBPP will include a listing of bicycle and pedestrian projects, and projects that include significant bicycle or pedestrian components, that local jurisdictions and agencies are pursuing. This list will be drawn from the Authority’s Comprehensive Transportation Project List which is being updated over the summer of 2009.

4 | Goals and Policies

THE ORIGINAL CBPP ESTABLISHED a set of goals and policies to guide the Authority's actions and decisions in implementing the plan and, more generally, in supporting walking and bicycling in Contra Costa. This chapter refines and clarifies the original goals and policies, in part to stress the Authority's special role as a countywide transportation planning, funding and coordinating agency. It also includes an overarching vision statement (at right) and new objectives for each, neither of which included in the 2003 CBPP.

The goals and policies define the roles and responsibilities of the Authority in implementing the CBPP. They serve as the basis for the more detailed implementation tasks, actions and prioritization criteria outlined in chapter 9, "Implementation." In many cases, the Authority will need to rely on the cooperation of local agencies to pursue the goals and policies described here. Local jurisdictions, which include the County, cities and towns and special districts, are primarily responsible for implementing pedestrian and bicycling programs and for planning, designing and constructing facilities. As such, these ju-

risdictions will play an essential role in achieving the vision of the CBPP.

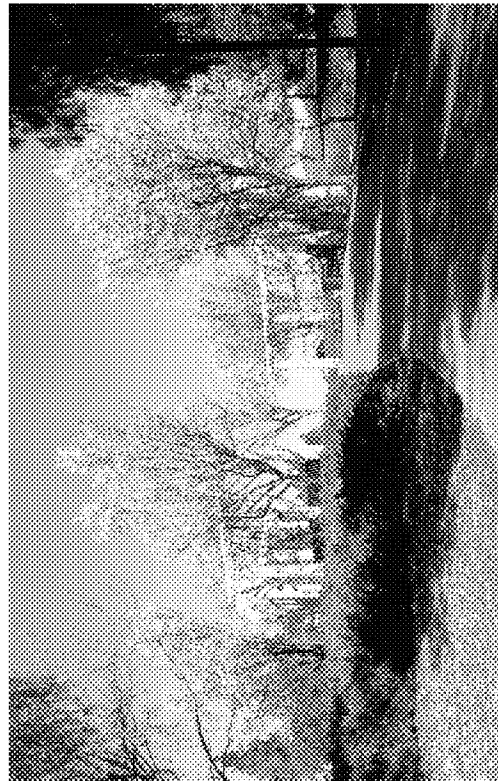
VISION STATEMENT

The vision statement is the expression of what walking and bicycling conditions will be like in Contra Costa if the Authority successfully implements the CBPP. The vision statement for the CBPP is:

More people who live, work, shop and go to school in Contra Costa will walk and bicycle, thereby improving health, reducing emissions of greenhouse gases and making our transportation system more sustainable. To support walking and bicycling, Contra Costa will have an integrated system of safe, convenient and comfortable pedestrian and bicycle facilities that provide access to schools, jobs, shopping, neighborhoods, community facilities, parks and regional trails. Agencies within Contra Costa will collaborate on creating inter-jurisdictional facilities and accommodate the needs of pede-

strians and bicyclists when planning, designing and approving all development and transportation projects.

Below are the five goals of the CBPP, each followed by policies that will guide the Authority toward achieving the vision and goal and an objective that the Authority will use to measure progress towards achieving that goal.



GOAL 1: EXPAND, IMPROVE AND MAINTAIN FACILITIES FOR WALKING AND BICYCLING

Contra Costa already possesses numerous pedestrian and bicycle facilities, including trails of regional importance, several pedestrian-oriented districts and a growing network of bicycle lanes. However, many significant gaps and major barriers remain, which inhibit mobility and access for pedestrians and cyclists. The following policies are meant to guide the development of an integrated system of facilities

for non-motorized transportation that would provide access for pedestrians and bicyclists to shopping, school, work and recreation activities, both within individual cities and throughout Contra Costa.

Objective | Double the number of bikeway miles and create three new pedestrian-priority districts in the county by 2020.

Policy 1.1 | Describe a countywide system of non-motorized transportation facilities and key destinations and other attractors of pedestrians and bicyclists.

Policy 1.2 | Identify significant gaps and barriers to walking and bicycling and define funding priorities for removing these obstacles and implementing other needed pedestrian and bicycle projects and programs.

Policy 1.3 | Provide funding for the construction of priority bicycle and pedestrian facilities to connect and provide access to commercial and job centers, transit stations, schools, parks and other key activity centers throughout Contra Costa.

Policy 1.4 | Include the costs of maintenance of pedestrian and bicycle facilities when estimating the maintenance needs of streets and roads and encourage local jurisdictions to do the same.

GOAL 2: IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS

Improving safety should be a central objective of every pedestrian and bicycle plan. Motorists, pedestrians and bicyclists need to understand and obey the rules of the road, as heightened consideration of and respect for other users generally leads to safer conditions. In addition to policies to expand and improve facilities for bicycling and

GOAL 3: ENCOURAGE MORE PEOPLE TO WALK AND BICYCLE

Beyond providing funding for safe and direct routes, the Authority (and other public agencies) can help more people make walking and bicycling everyday activities by providing information, training and encouragement. Maps can help people find appropriate routes, for example, while training on bicycling safety can give people more confidence to ride. The policies below seek to encourage more people in Contra Costa to walk or bicycle and to do so more often.

walking, implementation of the following policies will help increase the safety of pedestrians and bicyclists.

Objective | Reduce the rate of pedestrian and bicycle fatalities and injuries per capita by half by 2020.

Policy 2.1 | Give relative funding priority to projects that address safety deficiencies for pedestrians and bicyclists, especially conflicts with motor vehicles.

Policy 2.2 | Provide funding for traffic calming, intersection improvements and other projects if they improve safety for pedestrians and bicyclists.

Policy 2.3 | Analyze data on traffic collisions involving pedestrians and bicyclists and share this information with local agencies to assist them in identifying and remediating problem locations.

Policy 2.4 | Support programs that educate drivers, bicyclists, and pedestrians of their rights and responsibilities, as well as pedestrian and bicycle education and safety programs for adults and youth.

Policy 2.5 | Support the development of "bike trains," "walking school buses" and "safe routes to school" programs at schools throughout Contra Costa to encourage more students of various ages to walk or bicycle to school.

Policy 2.6 | Support enforcement by local police departments of laws that aim to protect pedestrians and bicyclists from collisions with motor vehicles.

Objective | Double the share of trips made by walking and bicycling in Contra Costa by 2020.

Policy 3.1 | Work with local and regional agencies to develop encouragement and promotion programs for walking and bicycling aimed at a broad range of audiences and potential users.

Policy 3.2 | Incorporate bicycle- and walking-related services into broader transportation demand management and commute alternatives programs and support events such as "bike to work" days, "walk to school" days and "National WalkatLunch Day."

Policy 3.3 | Support wayfinding programs for pedestrians and bicyclists, such as free maps, trip-planning services and the regional 511 BikeMapper™ program, and work with local agencies to develop a countywide signage scheme, including directional and destination signs for bikeways and trails and location maps in pedestrian districts.

Policy 3.4 | Support bicycling-skills classes and other programs that help bicyclists learn how to ride safely.

GOAL 4: SUPPORT LOCAL EFFORTS TO IMPROVE CONDITIONS FOR WALKING AND BICYCLING

Building an integrated system of walking and bicycling facilities in Contra Costa will require the collaboration of the County, cities and towns, and other agencies with land use responsibilities. While the Authority has an essential role in funding facilities and programs, local agencies are mainly responsible for planning, designing, constructing and otherwise implementing them. Below are ways in which the Authority will support and coordinate local efforts.

Objective | Help every local jurisdiction in Contra Costa to develop a bicycle and pedestrian plan by 2015.

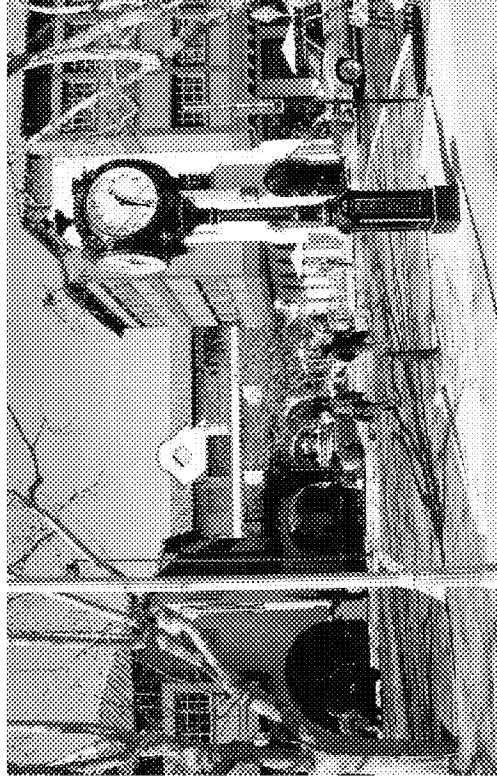
Policy 4.1 | Provide a forum for local agencies and other stakeholders to identify and implement multi-jurisdictional projects and programs and to develop countywide or subregional approaches for resolving pedestrian- and bicycle-related issues of mutual concern.

Policy 4.2 | Continue to sponsor and support the multi-jurisdictional Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), particularly in their efforts to select recommended projects for funding, review "routine accommodation" checklists (see goal 5), and provide guidance during the next update of the CSPP.

Policy 4.3 | Inform local agencies of funding opportunities for pedestrian and bicycle projects and provide them with assistance, as appropriate, in developing grant applications.

Policy 4.4 | Give relative funding priority to projects with countywide or multi-jurisdictional benefits.

Policy 4.5 | Maintain an updated online directory of best practices, model policies, standards and guidelines, and other resources for local agencies related to the planning, design and implementation of pedestrian and bicycle facilities and programs and pedestrian- and bicycle-friendly developments.



GOAL 5: CONSIDER AND PLAN FOR THE NEEDS OF PEDESTRIANS AND BICYCLISTS

Transportation improvements to facilitate automobile and truck traffic or mass transit can worsen conditions for pedestrians and bicyclists if their needs are not considered in advance. The same is true for new land use development or redevelopment projects. Retrofitting established land uses and roadways with limited right-of-way to accommodate pedestrians and bicyclists is challenging and costly, and produces unsatisfactory compromises. For this reason, all new transportation and land use projects should generally incorporate facilities

for non-motorized travel—including temporary ones needed during construction—from the earliest stages of development. At a minimum, new projects should not remove, degrade or cut off access to existing or planned facilities. Where demand for non-motorized travel is low or the cost of facilities would be excessive, agencies should consider creative and alternative ways to accommodate the needs of pedestrians and bicyclists in the area.

Objective | Help every local jurisdiction in Contra Costa to adopt and begin implementing effective policies and standards for pedestrian- and bicycle-friendly developments by 2012.

Policy 5.1 | Encourage local jurisdictions to consider the impacts of their development decisions on walking and bicycling and, consistent with the Authority's Growth Management Program, require the jurisdictions to adopt policies and standards that support pedestrian, bicycle and transit access in new developments.

Policy 5.2 | Monitor capital improvement projects to ensure that the needs of pedestrians and bicyclists (including children, seniors and persons with disabilities) are considered in programming, planning, design, construction, operation and maintenance activities and products; encourage local agencies to do the same.

Policy 5.3 | Comply with the "routine accommodation" requirements of the Metropolitan Transportation Commission concerning the evaluation of needs for pedestrian and bicycle facilities, and assist local implementing agencies in meeting their responsibilities.

Policy 5.4 | Insist that roadway projects funded by the Authority incorporate "complete streets" principles as appropriate to each

project so that they provide safe and convenient access to all users, including bicyclists and pedestrians.

Policy 5.5 | For transportation projects funded by the Authority that result in the removal or degradation of pedestrian or bicycle facilities, provide at least equally safe and convenient alternatives.

Policy 5.6 | For transportation projects funded by the Authority, provide temporary accommodations for pedestrians and bicyclists during construction activities.

9 | Implementation

WHILE THE CBPP IS ADOPTED BY THE AUTHORITY, it can only be implemented with the collaboration and actions of local jurisdictions and certain special agencies and districts in Contra Costa. These partners have the powers and responsibilities to plan, design, construct, maintain and operate the pedestrian and bicycle improvements and programs outlined in this plan. This chapter outlines the main actions that various parties will need to take to implement the CBPP, provides generalized cost estimates for pedestrian and bicycle facilities and contains information on funding sources that local jurisdictions can use to fund their non-motorized transportation projects and programs.

IMPLEMENTATION ACTIONS

Authority

Below are the actions that the Authority intends to take toward implementing the CBPP:

- 1 | Provide funding for pedestrian and bicycle improvements. This is the Authority's most important role with respect to the CBPP. The Authority will provide funding to local jurisdictions and other implementing agencies for projects that implement the priorities in the CBPP.
- 2 | Enforce the requirement of the Growth Management Program that local jurisdictions incorporate policies and standards into their development approval process that support pedestrian and bicycle access in new developments.
- 3 | Comply with the "routine accommodation" requirements of the Metropolitan Transportation Commission concerning the evaluation of needs for pedestrian and bicycle facilities, and assist local implementing agencies in meeting their responsibilities.
- 4 | Ensure that roadway projects funded by the Authority incorporate "complete streets" principles as appropriate to each project so that

they provide safe and convenient access to all users, including bicyclists and pedestrians.

- 5 | **Inform local agencies of funding opportunities for pedestrian and bicycle projects and provide them with assistance, as appropriate, in developing grant applications.**
- 6 | **Maintain an updated online directory of best practices, model policies, standards and guidelines, and other resources for local agencies related to the planning, design and implementation of pedestrian and bicycle facilities and programs and pedestrian- and bicycle-friendly developments.**
- 7 | **Collect and make available background data on walking and bicycling countywide and on collisions involving pedestrians and bicyclists.**
- 8 | **Continue to sponsor the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), particularly in their efforts to select recommended projects for funding; review "routine accommodation" checklists and; identify and implement multi-jurisdictional projects and programs; and, more generally, address countywide pedestrian and bicycle transportation issues.**
- 9 | **Update the map of the countywide bicycle network and the county's bikeway atlas as bikeway segments are completed or as alignment changes are adopted.**
- 10 | **Update the CBPP to ensure that it reflects current conditions and priorities and, more specifically, helps local jurisdictions maintain eligibility for BTA grants.**

Local Jurisdictions

The Authority encourages local jurisdictions to take the following actions toward implementing the CBPP:

- 1 | **Adopt, with amendments as necessary, the CBPP or develop their own pedestrian and bicycle plans.** Plans should be consistent with the CBPP and should be detailed enough to meet requirements for eligibility under Caltrans' BTA funding program.
- 2 | **Implement types of projects identified as priorities in the CBPP.** Jurisdictions will need to identify specific improvements, conduct detailed planning and design, seek funding (including from the Authority) and, lastly, construct them.
- 3 | **Accommodate pedestrians and bicyclists in all new and rebuilt projects.** In particular, the Authority will expect this of projects built with funding from the Authority.
- 4 | **Increase the availability of bicycle parking.** Adopt bicycle parking ordinances applicable to both public and private developments, and install or provide bicycle racks for installation at existing buildings and sites.
- 5 | **Revise general and specific plans to strengthen or incorporate policies that promote pedestrian- and bicycle-friendly development patterns.** In particular, incorporate policies that encourage higher densities, mixed-use development and site and architectural designs that support walking and bicycling, especially in pedestrian-priority areas.

6 | Adopt guidelines and standards to accommodate walking and bicycling in new developments and major redevelopments. This can be accomplished by modifying zoning and subdivision ordinances, and review and approval processes for development projects.

Other agencies

County, regional and state agencies are encouraged to take the following actions to assist in the implementation of the CBPP:

1 | Caltrans: Approve the CBPP. This is the responsibility of Caltrans' Bicycle Facilities Unit.

2 | Caltrans: Enforce Deputy Directive 64 to ensure that the needs of pedestrians and bicyclists are considered in the planning and design of all Caltrans-sponsored projects.



3 | BART: Make station areas more pedestrian and bicycle friendly. Adopt and begin implementing station-area plans that prioritize non-motorized transportation for all stations in Contra Costa.

4 | All transit operators: Increase the availability of bicycle parking at all stations and stops in Contra Costa and continue to accommodate bicycles on BART and buses.

5 | EBRPD and EBMUD: Improve regional trails in Contra Costa. While the Authority can make funding available, these agencies will need to identify, plan, design and construct improvements.

PRIORITIES FOR FUNDING

As mentioned earlier, the Authority's main role with respect to implementation of the CBPP is to provide funding to local jurisdictions, special districts (such as the EBRPD) and other agencies to plan, design and construct pedestrian and bicycle improvements. The CBPAC will review and recommend for funding to the Authority pedestrian and bicycle projects (including trail projects) under two main funding sources: Measure J's "Pedestrian, Bicycle and Trail Facilities" program and MTC's "Regional Bicycle and Pedestrian Program" (see next section for a description of these and other programs).

It is the Authority's intention that, in reviewing applications for funding for non-motorized transportation projects, the CBPAC use the prioritization criteria listed below. The criteria will also be used for other funding sources and purposes as the need arises and as appropriate for each situation. Because the criteria cannot be defined in ways that capture every possible circumstance, the selection process will need to leave room for subjective decisions and judgment calls

on the part of the CBPAC. The CBPAC will also need to decide how to weigh the criteria against each other in order to be able to determine total scores, ratings or rankings for projects. This methodology could be revised for subsequent funding cycles, based on the CBPAC's experience.

The set of funding prioritization criteria will apply to pedestrian, bicycle and trail projects. This means that the three types of projects will compete against each other and be evaluated using the same set of general criteria. To ensure that all types of projects are funded, the Authority should consider reserving a minimum percentage of available funds under each funding cycle for each project type (pedestrian, bicycle and trail), provided that projects meet a baseline score. Funding should not be provided for projects that constitute mitigation measures required by regulatory agencies. The criteria and types of projects that will receive a higher score are:

- **Safety:** Projects designed to address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles.
- **Feasibility:** Low-cost, low-complexity projects, especially for which planning and preliminary design work have been done.
- **Range of users:** Projects that attract and meet the needs of a broad array of distinct groups of users, including school children, students, seniors, the disabled, families, commuters and recreationalists.
- **Countywide significance:** Projects in a pedestrian priority area or on the countywide bicycle network.
- **Destinations served:** Projects near existing and planned activity centers such as commercial and employment centers, parks, schools and transit centers.

- **Other latent demand criteria:** Projects in areas with attributes (other than destinations served) that influence the decision to walk or bicycle; these include population and employment density, mix of land uses and percentage of zero-vehicle households.
- **Connectivity:** Projects that would close a gap or remove a barrier to access.
- **Integration:** Projects that appear in a local plan or integrate with other local efforts being undertaken.
- **Matching funds:** Projects that have partial funding, secured or promised, from other sources.
- **Public support:** Projects for which there is evidence of public support or that have been identified as priorities by the public; for bicycle projects, this criterion would be limited to the priority bikeways.

MEASURE J FUNDING SOURCES

It is expected that the Authority, through various programs, will be one of the main source of funds for improvements to implement the CBPP. There are numerous other funding sources at the federal, state, regional and local levels that can be used to construct pedestrian and bicycle improvements. Most of these sources, however, are highly competitive and involve the preparation of extensive applications with clear documentation of the project need, costs and benefits—an effort that staff at local jurisdictions often do not have time to undertake. On the other hand, the Authority already has a ready source of funds through the programs authorized by Measure J, the local half-cent sales tax for transportation, which was approved by county voters in 2004. Below are the main Measure J programs with respect to funding for pedestrian and bicycle projects, as outlined in “Contra Costa’s Transportation Sales Tax Expenditure Plan” for the measure.

► **Measure J expenditure plan:**
www.ccta.net/assets/documents/Measure%20J_expenditure%20plan.pdf

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Pedestrian, Bicycle and Trail Facilities

This will be the single most important source of funds for CBPP projects. It amounts to \$30 million, or 1.5 percent of the total revenue authorized by Measure J, over 25 years. Two-thirds of the funds, or \$20 million, are to “complete projects in the Countywide Bicycle and Pedestrian Plan.” The remaining one-third of the funds (\$10 million) “are to be allocated to the EBRPD for the development and rehabilitation of paved regional trails.” The expenditure plan stipulates that “EBRPD is to spend its allocation equally in each subregion...”

The expenditure plan also states that “Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. The sentence “Consistent with the Bicycle Plan” appears to indicate that pedestrian and bicycle projects submitted for funding consideration under those categories should fit the CBPP’s priorities, namely that they complete missing segments in the countywide bicycle network or be located in a pedestrian-priority area. Below is a brief description of each of these categories.

Funds under this source will be available to all local jurisdictions for “Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities.” A total of \$80.4 million will be available for all project types under this category, to be allocated as follows: \$48 million for Central County, \$14.4 million for Southwest County and \$18 million for East County.

Safe Transportation for Children

Under this category, \$10 million will be for projects identified by TRANSPAC (representing Central County jurisdictions) “which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.”

Local Streets and Road Maintenance

From the expenditure plan: “Funds may be used for any transportation purpose eligible under the Act and to comply with the GMP requirements... Pedestrian and bicycle facilities are an important part of the regional transportation system. Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects.” A total of \$360 million will be available under this category to all local jurisdictions.

Transportation for Livable Communities (TLC)

From the expenditure plan: "The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program. Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority." A total of \$100 million will be available under this category to all local jurisdictions. More detailed information about the TLC program is included in part IV of the expenditure plan (pages 28-29).

Other Measure J programs

The other programs under Measure J that include or could realistically yield funds for pedestrian and bicycle projects are:

- Commute Alternatives (\$20 million): "This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit. Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.). Guaranteed Ride Home,

congestion mitigation programs, SchoolPool, and clean fuel vehicle projects."

- Additional Funding for Livable Communities (\$8 million): "This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified by WCCTAC." WCCTAC represents West County jurisdictions.
- Additional Pedestrian, Bicycle and Trail Facilities (\$9.8 million): "WCCTAC will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County."

OTHER FUNDING SOURCES

As mentioned in the previous section, there are numerous funding sources available to local jurisdictions for pedestrian and bicycle improvements besides Measure J. Below are descriptions of those that routinely fund the development of pedestrian and bicycle facilities in the Bay Area. The first five are administered by MTC while the rest are administered by various other agencies and organizations, as described below.

Regional Bicycle and Pedestrian grants

As part of the development of the long-range "Transportation 2030" plan, MTC created the Regional Bicycle and Pedestrian Program to fund construction of the regional bicycle network, regionally significant pedestrian projects, and pedestrian and bicycle projects serving schools or transit. The Commission committed \$200 million in the Transportation 2030 plan to support the regional program over a 25-year period.

► **MTC's RBPP program:**
www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikapedp
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Transportation Enhancements

Under the Transportation Enhancements (TE) program, California receives approximately \$60 million per year from the federal government to fund projects and activities that enhance the surface transportation system. The program funds projects under 12 eligible categories, including the provision of bike lanes, trails, bicycle parking and other bicycling facilities; safety-education activities for pedestrians and bicyclists; landscaping, streetscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for nonmotorized transportation. In California, 75 percent of TE funding is distributed by the regional transportation planning agencies. For the Bay Area, MTC

allocates the money through its Transportation for Livable Communities program (see below). The remaining 25 percent is allocated by Caltrans at the district level.

Transportation for Livable Communities

MTC created the Transportation for Livable Communities (TLC) program—not to be confused with the CC-TLC program under Measure J—in 1998. It provides technical assistance and funding to cities, counties, transit agencies and nonprofit organizations for capital projects and community-based planning that encourage multmodal travel and the revitalization of town centers and other mixed-use neighborhoods. The program funds projects that improve bicycling and walking to transit stations, neighborhood commercial districts and other major activity centers.

► **MTC's TLC program:** www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Transportation Development Act, Article 3

Article 3 of California's Transportation Development Act is perhaps the most readily available source of local funding for pedestrian and bicycle projects. TDA funds are derived from a statewide quarter-cent retail sales tax. This tax is returned to the county of origin and distributed to the cities and county on a population basis. Under TDA Article 3, two percent of each entity's TDA allocation is set aside for pedestrian and bicycle projects; this generates approximately \$3 million in the Bay Area annually. Eligible projects include the design and construction of sidewalks, bike paths and bike lanes, safety education programs, and the preparation of comprehensive bicycle or pedestrian plans. According to MTC Resolution 675, these projects must

be included in an adopted general plan or bicycle plan and must have been reviewed by the relevant city or county bicycle advisory committee.

- ▶ **MTC's "Procedures and Project Evaluation Criteria" for the TDA Article 3 program:** www.mtc.ca.gov/funding/51A-TDA/RES-c875.doc

Climate Action Program

In partnership with the Bay Area Air Quality Management District, Bay Conservation Development Commission and the Association of Bay Area Governments, MTC is sponsoring a five-year transportation Climate Action Program designed to reduce mobile emissions through various strategies, including a grant program. The grant program will provide funding for pedestrian and bicycle projects through new Safe Routes to School and Safe Routes to Transit programs, with funding expected to be approximately \$20 million per year for five years. This funding will be in addition to the state and federal Safe Routes to School programs and MTC's existing Safe Routes to Transit program.

Safe Routes to Transit

Safe Routes to Transit (SR2T) is a grant-funding program that emerged out of the Bay Area's Regional Measure 2, which instituted a \$1 toll increase on the Bay Area's seven state-owned toll bridges. Through the SR2T program, \$20 million is to be allocated through the year 2013 on a competitive basis to programs, planning efforts and capital projects designed to reduce congestion on toll bridges by improving bicycling and walking access to regional transit services that serve toll-bridge corridors. Funds can be used for secure bike storage at transit, safety enhancements and barrier removal for pedestrian or

bike access to transit, and systemwide transit enhancements to accommodate bicyclists or pedestrians. Projects that improve access to car-sharing pods are also eligible. The SR2T program is administered by two nonprofit organizations, the East Bay Bicycle Coalition and the Transportation and Land Use Coalition, with MTC serving as the fiscal agent. The program awarded approximately \$3.9 million during each of its first two cycles, in 2005 and 2007. Future funding cycles are scheduled to occur in 2009, 2011 and 2013.

- ▶ **Bay Area Safe Routes to Transit funding program:**
www.transformca.org/campaign/srzt

Bay Trail grants

The San Francisco Bay Trail Project—a non-profit organization administered by the Association of Bay Area Governments—provides grants to plan, design and construct segments of the Bay Trail using funds made available from Proposition 84, the 2006 Clean Water, Parks and Coastal Protection Bond Act.

- ▶ **Bay Trail grants:** www.baytrail.org/grants.html

Transportation Fund for Clean Air

The Transportation Fund for Clean Air (TFCA) is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a \$4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. A sub-program of the TFCA is the Bicycle Facility Program (BFF), which provides funding for bicycle paths, lanes, signed routes, bicycle parking, bus racks and other bicycle-related projects. Grant

Bicycle Transportation Account

The Bicycle Transportation Account (BTA) is a Caltrans-administered program that provides funding to cities and counties for projects that improve the safety and convenience of bicycle commuting. Eligible projects include secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination of hazards to bike commuters. In fiscal year 2008/09, the BTA provided \$7.2 million for projects throughout the state. To be eligible for BTA funds, a city or county must prepare and adopt a bicycle transportation plan that meets the requirements outlined in Section 891.2 of the California Streets and Highways Code.

- ▶ **Bicycle Transportation Account:**
www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Safe Routes to School

California's Safe Routes to Schools program (SR2S) is a Caltrans-administered grant-funding program established in 1999 (and extended in 2007 to the year 2013). Eligible projects include bikeways, sidewalks, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools, as well as "incidental" education, enforcement and encouragement activities. Planning projects, on the other hand, are not eligible. In fiscal year 2007/08, approximately \$25.5 million was available in grant funding.

- ▶ **Caltrans Safe Routes to School program:**
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

awards are generally made on a first-come, first-served basis to qualified projects. Funding for bicycle projects is also available through the IFCA's County Program Manager Fund. Under that sub-program, 40 percent of IFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (the Authority, in Contra Costa's case). Applications are made directly to the CMAs, but must also be approved by the BAAQMD.

- ▶ **IFCA Bicycle Facility Program:**
www.baaqmd.gov/pln/grants_and_incentives/bifp/index.htm
- ▶ **IFCA County Program Manager Fund:**
www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.htm

Hazard Elimination Safety

Administered in California by Caltrans, the federal Hazard Elimination Safety (HES) program provides funds to eliminate or reduce the number and severity of traffic collisions on public roads and highways. Cities and counties compete for HES funds by submitting candidate projects to Caltrans for review and analysis. Caltrans prioritizes these projects statewide and approves priority projects for funding through its annual HES program plan. Historically, only about 20 percent of applications are approved for funding. In the 2005-2006 program cycle, Caltrans awarded approximately \$16 million under the HES program.

- ▶ **Hazard Elimination Safety program:**
www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm

ATTACHMENT 6.C

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

June 23, 2009

The Honorable Don Tatzin
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

Dear Mayor Tatzin:

Thank you for your letter regarding our response to City of Lafayette's comment letter on the Draft TRANSPAC Action Plan. We hope that this letter responds to your request for a more robust response to the comments in the City's letter.

TRANSPAC staff has advised City of Concord staff of your interest in the parking issue raised in your letter. Our current understanding is that Concord is examining parking options in a study and has not yet determined any course of action.

Your letter also states that the City of Lafayette would welcome a commitment to move vehicles to I-680 rather than to roads west of that freeway. Please be advised that since 1995, TRANSPAC has been committed to a set of tenets that has guided the development of each of its three Action Plans. One of the original and ongoing tenets is that TRANSPAC supports management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local streets and roads. From our perspective, we have worked hard to keep interregional trips on the freeway network and believe that this tenet addresses your request. We are concerned about the establishment of a gateway constraint in the SR 24 corridor that may impede implementation of this tenet. At the same time, we understand that traffic, like water, will find its own path regardless of our best intentions and actions.

It appears that the development of a Traffic Management Plan (TMP) for the Pleasant Hill Road corridor could address a number of the issues raised by the City of Lafayette and SWAT and we hope that we can collectively move in that direction.

Responses to specific comments follow:

1. Concord Naval Weapons Station (CNWS) future process. At this time TRANSPAC cannot speculate on the outcome of the City and federal planning process for the CNWS area. However, assuming that the local and federal planning process is successfully completed, and the City of Concord proceeds to amend its General Plan, then that General Plan Amendment would be subject to CCTA Growth Management Program (GMP) analysis requirements.
2. Like Lamorinda, Central County faces a rising tide of traffic much of which emanates from land use decisions made beyond Central County's borders coupled with the inability to build significant additional capacity. As a result, TRANSPAC believes that network management present opportunities to address traffic flow.

traffic management plans where cooperative efforts among jurisdictions and RTPCs could prove beneficial to arterial traffic operations. The East-Central Traffic Management Plan was a cooperative effort between TRANSPAC and TRANSPLAN to address a corridor for which both RTPCs have responsibility.

Although East-Central TMP development was a long and expensive process, the subsequent implementation of the Plan (as funding permitted) remains a successful example of interregional cooperation. In essence, delay was induced at traffic signals at specified locations in order to balance access to the Ygnacio Valley Road/Kirker Pass Road/Buchanan Road (and ultimately the James Donlon Boulevard corridor). The Study is available online at www.ccta.net.

In addition, as part of this Action Plan process, TRANSPAC, TRANSPLAN and WCCTAC have agreed to partner together to develop a Corridor Management Plan for SR 4. The three RTPCs have inserted language into the respective Action Plans reflecting that partnership.

12. Goal 5 on page 23 includes all forms of transit, not only BART, and is meant to convey that improvements are needed. We would be interested in a discussion of the transit capacity analyses in which the City has participated. Perhaps the information developed for the SR 24 Transit Capacity Study would be useful for this purpose.
13. The Lamorinda Action Plan MTSO on Pleasant Hill Road establishes a Delay Index of 2.0 or better during peak period peak direction.

In the 2000 Action Plan, TRANSPAC established the following (M) TSOs for Pleasant Hill Road: Delay Index of 2.0 with a peak hour travel speed of 15 mph and a peak hour average vehicle occupancy of 1.2. The DKS analysis indicated no exceedances for these MTSOs. As noted, since 2000, TRANSPAC has learned that MTSOs do not necessarily help the evaluation of network problems and that MTSOs, for which data is easily obtainable, are more useful than indices for which data is difficult or expensive to obtain such as Delay Index information. As a result, TRANSPAC chose to use 15 mph average speed in both the northbound and southbound directions in the am and pm peak hours.

TRANSPAC did not establish an MTSO for the Walnut Creek section of Pleasant Hill Road. Given the relationship between Lafayette and Walnut Creek on the operation of the signals at Rancho View Drive and at Green Valley Drive, which is partially located in Walnut Creek, and which are operated by the City of Lafayette, we think it advisable to consult with Lafayette on the Walnut Creek section so that there is no confusion regarding boundaries as and MTSO would be immediately adjacent to the City of Lafayette.

14. It is TRANSPAC's understanding that each RTPC and its jurisdictions may establish MTSOs appropriate to its area. MTSOs have been added for TRANSPAC's Routes of Regional Significance. The CCTA produces the MTSO monitoring report that is used by our jurisdictions to review MTSO performance. The CCTA Travel Demand Model includes all of the development in adopted General Plans. Our jurisdictions use CCTA Technical Procedures to assess the impacts of projects and proposed General Plan Amendments. We would appreciate a dialogue with the City of Lafayette and SWAT about how the City and SWAT would answer the challenge of the question that has been posed.

The Honorable Don Tatzin, Mayor, City of Lafayette
June 23, 2009
Page 5

The City does not plan to increase the number of through lanes along Pleasant Hill Road within the project limit.

In closing, TRANSPAC suggests that the interested parties get together to determine how best to move forward to develop a scope of work and find the funding necessary to do a Traffic Management Plan for the Pleasant Hill Road Corridor and hope that you support that course of action.

Again, thank you for your comments on the Central County Action Plan. TRANSPAC hopes that this response is useful to you.

Sincerely,



Mark Ross
Chair ^{sp}

cc: TRANSPAC Representatives
TRANSPAC TAC
SWAT
SWAT TAC
City of Lafayette Circulation Commission
Martin Engelmann, CCTA
Leah Greenblat, City of Lafayette

Attachment: DKS MTSO Analysis, June 10, 2008

TECHNICAL MEMORANDUM

TO: TRANSPAC-TAC
THROUGH: Martin R. Engelmann, CCTA
FROM: Joe Story, DKS
DATE: June 10, 2008
SUBJECT: Analysis of Previously Adopted MTSOs for the P/A No. 07085-005
Central County Action Plan

As part of the effort to prepare the Central County Action Plan, DKS has prepared an analysis of the Multi-Modal Transportation Service Objectives (MTSOs) to determine whether the MTSOs can be met under a variety of test scenarios and horizon years.

In Central County, the previously adopted MTSO's from the 2000 Action Plan include:

- Delay Index;
- Average Speeds;
- Average Vehicle Occupancy; and
- Transit Ridership Growth.

DKS has evaluated each of these for the following scenarios:

1. Baseline 2007 (Observed)
2. 2020 with Implementation of all Action Plans
3. 2020 with Implementation of all Action Plans + Gateway Constraints
4. Baseline 2030
5. 2030 with Implementation of all Action Plans
6. 2030 with Implementation of all Action Plans + Gateway Constraints

The term "Gateway Constraints" refers to a policy that the Tri-Valley Transportation Council (TVTC) adopted in 1995 regarding future number of lanes on major roadways entering or leaving the Tri-Valley subarea including the I-580 Altamont Pass, and I-680 between Walnut Creek and Alamo. Gateway constraints have also been applied to represent the physical constraints of the Caldecott Tunnel, State Route 24 in Lamorinda, and on the San Francisco-Oakland Bay Bridge. The "gateways" reflect a theoretical maximum peak hour volume of traffic that can flow into or out of a subarea during the peak hour, based upon future number of lanes on that facility.

Results of the MTSO Analysis

The attached tables show the results for each scenario. Grey shading indicates if the MTSO is not met.

Tables 1 and 2 report the Delay Index for Central County routes. The AM peak hour is shown in Table 1; the PM peak hour is shown in Table 2. Facilities with exceedances on the Delay Index include:

AM Peak Hour

- State Route 4 East of SR 242 westbound (all 2020 and 2030 scenarios)
- Interstate 680 southbound (2007, 2020 and 2030 scenarios)
- Kirker Pass Road southbound (2030 baseline and Action Plan scenarios)

3. **Revise the modeling assumptions:** While the modeling land use and network assumptions are firm at this point, new modeling assumptions could be introduced, such as a possible gateway constraint policy at the Benicia-Martinez Bridge, if applicable.

4. **Lay out a process for in the Action Plan specifically dealing with how TRANSPAC will respond to an MTSO exceedance:** This option would introduce new language in the Action Plan to specify TRANSPAC's approach toward dealing with a possible MTSO exceedance. In consultation with CCTA staff, TRANSPAC would outline a detailed procedure for dealing with MTSO exceedances.

Table 4 -- PM Peak Hour Average Speed Forecasts

Segment	Target MTSO	2007 Baseline (Observed)	2020 with Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 with Action Plans	2030 with Action Plans + Gateway Constraints
SR-4 (West of SR-242)							
Eastbound	30.0	50.0	54.1	54.5	49.1	49.8	53.2
SR-4 (East of SR-242)							
Eastbound	24.0	33.3	15.2	16.7	8.8	9.2	14.8
I-680							
Northbound	30.0	40.3	34.5	35.8	25.5	28.4	29.8
SR-242							
Northbound	30.0	42.9	36.0	36.7	31.2	30.8	33.1
Alhambra Avenue							
Northbound	15.0	30.5	29.9	30.6	26.9	27.3	29.2
Southbound	15.0	27.0	26.8	26.8	25.8	25.8	25.8
Clayton Road							
Eastbound	15.0	21.3	21.1	21.2	21.1	21.0	21.0
Westbound	15.0	26.4	26.4	26.4	26.3	26.3	26.4
Pacheco Boulevard							
Eastbound	15.0	28.8	28.6	28.7	25.1	25.1	25.2
Westbound	15.0	27.6	27.4	27.4	24.5	24.7	24.8
Contra Costa Boulevard							
Northbound	15.0	18.8	17.7	18.9	13.5	13.8	17.8
Southbound	15.0	18.0	17.0	17.0	13.5	14.0	14.7
North Main Street							
Northbound	15.0	25.8	25.5	26.0	12.7	13.8	14.0
Southbound	15.0	26.8	25.6	26.4	13.7	13.8	14.0
Geary Road							
Eastbound	15.0	26.7	24.9	24.7	23.5	23.7	24.3
Westbound	15.0	22.5	22.5	22.5	21.9	21.8	22.0
Kirker Pass Road							
Northbound	15.0	41.6	29.7	32.6	15.2	21.8	28.5
Southbound	15.0	30.9	30.9	30.9	30.2	30.6	30.6
Pleasant Hill Road							
Eastbound	15.0	44.2	44.1	44.2	44.2	44.2	44.2
Westbound	15.0	38.8	38.8	38.8	38.8	38.8	38.8
Taylor - Willow Pass							
Northbound	15.0	28.9	28.3	29.0	25.1	25.3	26.9
Southbound	15.0	25.3	24.4	24.7	22.0	21.7	22.6
Treat Boulevard							
Eastbound	15.0	26.8	23.5	25.1	20.7	20.0	21.5
Westbound	15.0	30.8	30.8	30.8	30.7	30.7	30.8
Ygnacio Valley Road							
Eastbound	15.0	23.7	22.3	22.4	23.7	18.9	20.0
Westbound	15.0	30.3	29.9	30.1	30.3	29.4	29.4

Table 6 – Average Vehicle Occupancy PM Peak Hour

Location	MTSO	2007 Monitoring	2020 Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 Action Plans	2030 with Action Plans + Gateway Constraints
I-680 North of SR 242	1.4	1.31	1.37	1.31	1.33	1.32	1.31
State Route 242 South of SR 4	1.4	1.35	1.31	1.37	1.34	1.36	1.33
State Route 4 West of Alhambra Boulevard	1.2	1.50	1.53	1.47	1.61	1.50	1.42
Alhambra Boulevard South of Elderwood Drive	1.2	1.33	1.31	1.34	1.33	1.32	1.32
Clayton Road East of Bailey Road	1.2	1.33	1.33	1.34	1.31	1.34	1.34
Contra Costa Boulevard South of Taylor Boulevard	1.2	1.34	1.34	1.36	1.30	1.37	1.34
Geary Road East of Buena Vista Avenue	1.2	1.39	1.39	1.39	1.39	1.41	1.39
Kirker Pass Road East of Concord Boulevard	1.2	1.25	1.20	1.26	1.17	1.26	1.31
N Main Street South of Geary Road	1.2	1.34	1.19	1.33	1.38	1.30	1.34
Pacheco Boulevard South of Morello Avenue	1.2	1.51	1.49	1.51	1.51	1.51	1.51
Pleasant Hill Road West of Huston Road	1.2	1.27	1.24	1.32	1.23	1.26	1.30
Treat Boulevard East of San Miguel Drive	1.2	1.29	1.25	1.28	1.29	1.28	1.30
Taylor Boulevard East of Morello Avenue	1.2	1.33	1.33	1.33	1.34	1.33	1.33
Ygnacio Valley Road East of Oak Grove Road	1.2	1.21	1.22	1.21	1.21	1.21	1.21
State Route 4 Between Willow Pass Road and Bailey Road	1.4	1.07	1.09	1.08	1.10	1.07	1.05
I-680 North of SR 242	1.4	1.31	1.37	1.31	1.33	1.32	1.31

Table 7 – Central County Daily Transit Boardings

Location	MTSO	2007 Estimated	2020 Action Plans	2020 with Action Plans + Gateway Constraints	2030 Baseline	2030 Action Plans	2030 with Action Plans + Gateway Constraints
Total Boardings		27,028	34,488	34,488	36,444	41,587	41,587
Percent Growth			28%	28%	35%	54%	54%
Annual % Growth	2.0%		2.1%	2.1%	1.5%	2.3%	2.3%



CITY COUNCIL

Don Tatzin, Mayor
Brandt Andersson, Vice Mayor
Mike Anderson, Council Member
Carl Anduri, Council Member
Carol Federighi, Council Member

May 29, 2009

Mr. Mark Ross
Chair
TRANSPAC
2300 Contra Costa Boulevard, Ste. 360
Pleasant Hill, CA 94523

Dear Chair Ross:

Thank you for your response letter regarding the City of Lafayette's comments on the draft TRANSPAC Action Plan. We appreciate and support your proposal to develop a Corridor Management Plan for Pleasant Hill Road. We look forward to working with you in acquiring funding and further developing a scope of work for this important undertaking.

The City of Lafayette's Council, Circulation Commission and staff spent considerable time reviewing the draft TRANSPAC Action Plan and preparing a thoughtful list of comments. In the spirit of cooperation, we would like TRANSPAC to respond to the Action Plan comments contained in our original letter dated November 14, 2008 so that we understand what changes may or may not have been incorporated and why.

Thank you again and we look forward to working with TRANSPAC on Pleasant Hill Road corridor issues. Should you have any questions, please contact me or Leah Greenblat, Transportation Planner at 925.299.3229.

Sincerely,

Don Tatzin
Mayor

cc: SWAT
SWAT TAC
Barbara Neustadter, TRANSPAC Manager
Martin Engelmann, CCTA
Circulation Commission
Leah Greenblat

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

The Honorable Mike Anderson
Mayor
City of Lafayette
3675 Mt. Diablo Boulevard, Suite 210
Lafayette, California 94549

February 23, 2009

Dear Mayor Anderson:

Thank you for the City of Lafayette's comment letter on the Draft TRANSPAC Action Plan. TRANSPAC has reviewed comments in depth and appreciates your interest in working together to address the transportation issues which affect our respective communities

In specific regard to Pleasant Hill Road, we were a little surprised by some of the comments in the City of Lafayette's letter. TRANSPAC jurisdictions have long been aware of and sensitive to the role of Pleasant Hill Road as an important local street serving residential neighborhoods and public schools in both Lafayette and TRANSPAC jurisdictions. We have long considered the desire of the Lafayette community (as well as that of TRANSPAC jurisdictions) to preserve the character and quality of the residential neighborhoods in close proximity to Pleasant Hill Road (and, indeed, the Pleasant Hill Road/Taylor Boulevard corridor), as well as the need to protect the neighborhoods and public schools in that same proximity. TRANSPAC and its jurisdictions have pursued and/or supported many of the objectives and actions set forth in SWAT's 1998 Pleasant Hill Road Action Plan and 2008 Lamorinda Action Plan Update, including, among other things:

1. Supporting projects and programs that add person trip capacity on regional freeway routes that could divert traffic from Pleasant Hill Road;
2. Participating in the signal coordination study on Pleasant Hill Road and Taylor Boulevard and implement recommendations subject to City review and approval;
3. Supporting development of HOV lane programs on all applicable freeway and regional routes where feasible;
4. Supporting the provision of public transit service and Transportation Demand Management (TDM) programs (indeed, we have a highly successful TDM program and have steadfastly sought to increase ridesharing and transit ridership by promoting carpools to BART stations and to other destinations such as Diablo Valley College and Sun Valley Mall, including pressing for the DVC Transit Center Project);
5. Supporting the development of regional bicycle facilities; and

The Honorable Mike Anderson

February 23, 2009

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6. Participation in the Central, East, Southwest Arterial and Freeway Ramp Metering Study. TRANSPAC believes that the best course of action is for TRANSPAC (and its member jurisdictions) and SWAT (and its member jurisdictions) to join forces in the cooperative spirit envisioned by the Action Plan process to define the Pleasant Hill Road corridor and secure funding for development of a Corridor Management Plan. In fact, we believe that the foregoing listed actions provide a strong foundation for such cooperation. We believe that as part of that process we can identify issues, and develop actions (and possibly projects) to address those issues. We look forward to the opportunity to work more closely with SWAT -- and the City of Lafayette in particular -- on these important issues.

Again, thank you for your comments on the Central County Action Plan. TRANSPAC hopes that this response is useful to you. Should you have any questions, please do not hesitate to contact me or Barbara Neustadter, TRANSPAC Manager at (510) 268-8980.

Sincerely,

Handwritten signature of Mark Ross in cursive script.

Mark Ross
Chair

cc: TRANSPAC Representatives
TRANSPAC TAC
Martin Engelmann, CCTA



CITY COUNCIL

Mike Anderson, Mayor
Don Tatzin, Vice Mayor
Brandt Andersson, Council Member
Carl Anduri, Council Member
Carol Federighi, Council Member

November 14, 2008

Barbara Neustadter,
TRANSPAC Manager
2300 Contra Costa Boulevard, Ste. 360
Pleasant Hill, CA 94512

Dear Ms. Neustadter:

Thank you for the opportunity to comment on the October 9, 2008 Draft Central County Action Plan. The City of Lafayette's Circulation Commission discussed and reviewed the document and the City Council authorized sending this letter at its November 10, 2008 meeting.

We were pleased to see the inclusion of Multimodal Transportation Service Objectives (MTSOs) in the draft plan; however we would prefer more ambitious MTSOs in terms of addressing downstream traffic impacts on Pleasant Hill Road and Reliez Valley Road. The draft plan tends to focus more of its attention towards vehicles entering the TRANSPAC region, but not vehicles leaving TRANSPAC and entering the SWAT region.

A recent Contra Costa Times article suggests that the City of Concord is considering requiring one parking space per each dwelling unit bedroom due to their belief that the residents will continue to drive as often as they have been doing. The article explains that Concord city leaders also are contemplating this type of parking requirement in areas near BART. This Concord situation is an example of why we are concerned about downstream traffic impacts in Lafayette. We applaud TRANSPAC's effort to keep vehicles on Highway 4 and I-680 east of I-680. We would welcome that same commitment to move vehicles to I-680 rather than have them travel along roads parallel to and west of the I-680.

The table below contains the City of Lafayette's additional official comments on the draft Plan.

Ms. Barbara Neustadter
Page 2
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
1.	N/A	Concord Naval Weapons Station	While the development of this site is still in the planning stage, it is insufficient to relegate discussion of this large, known future development to several footnotes within the Plan. A discussion should be added explaining the future review process. For example, what will the City of Concord need to do to process the project in terms of the GMP for Measure J compliance?
2.	N/A	Evaluation of MTSOs contained in current Action Plan	The draft Plan lacks but should include an evaluation of past MTSOs contained in the current Action Plan.
3.	Page 2	Figure 1-1	Enlarge Figure 1-1 to a legible size. The map and legend should be usable if copied in black and white and not just color.
4.	Page 5	Land Use and Transportation Trends	The draft Plan contains no presentation of the analysis of the past MTSOs (or TSOs) contained in 2000 Update of the Central County Action Plan. The Plan also contains no forecasts of the MTSOs values contained in the draft Plan. Without this information, trends and changes on specific routes cannot be sufficiently monitored. For example, on page 20 of the draft Lamorinda Action Plan, Table 6 summarizes past, present and future MTSOs.
5.	Page 7	Table 2-2	Thank you for including the actual predicted growth figures. The percentages provided have the potential to mislead the reader into comparing the percent change from region to region which wouldn't be accurate. For example, Central County experienced an increase of 9000 jobs or a 5% increase in the total number of Central County jobs. Lamorinda also experienced a 5% increase, but it only had 1000 new jobs. Since the "% Change" is provided in the table, add a note of explanation to avoid this likely

Ms. Barbara Neustadler
Page 3
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
			confusion.
6.	Page 8	Expected growth in senior population	The growth in senior population is identified as a growing trend, but no direct analysis is included on the possible transportation impacts of this trend. Chapter 4 does not identify this as an issue, objective or an item needing an action. Develop actions to incorporate and address this trend.
7.	Page 9	Figures 2-1 & 2-2	These Figures cite their sources at the "CCTA Countywide Travel Demand Model, 2008." Does this model include ABAG's recent shift in housing allocations?
8.	Page 10	Appendix C	Appendix C was not included in the document on TRANSPAC's website. Appendix C should be made available and the main body of the draft Plan should include summaries describing the content and trends contained in Appendix C.
9.	Page 10	Figure 2-3	Why were only "Key Roadways" included in this figure? What criteria were used to select Key Roadways? The information presented in this figure is of importance for all Routes of Regional Significance and it should be presented in the draft Plan. Enlarge figure so street names are legible. Add Pleasant Hill Road as a Key Roadway and identify the peak direction of travel for each Key Roadway.
10.	Page 11	Data Source	Cite the source of the information presented in the first sentence: Traffic demand in "...Central Contra Costa is projected to increase by about 30 percent."
11.	Pages 13, 16 & 17	East-Central Traffic Management Plan and the Central Contra Costa	These documents should be made available on the TRANSPAC website. How do these two documents differ? Are Alhambra Avenue, Geary Road, Pleasant Hill Road, and Taylor

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
		Traffic Management Program	Blvd. included in these plans?
12.	Page 22	Goal 5	Jurisdictions need to determine the future capacity of the BART system before counting on BART as a means of commuting. What analysis has occurred to determine that adequate transit capacity exists?
13.	Page 26	Paragraph 1	If "TRANSPAC will continue to work closely with neighboring RTPCs...on shared Regional Routes" then further coordination is required to bring consistency with the Lamorinda Action Plan's MTSOs for PHR and the Central County Action Plan's MTSOs on routes linking to PHR in Lafayette.
14.	Page 33	MTSOs	We are not aware of other MTSOs that change by jurisdiction boundary. This may be okay and help a jurisdiction maintain its unique character. But a consistent methodology for corridor-wide analysis is still needed. What type of coordination will be necessary to comprehensively evaluate each Route of Regional Significance? Given the exceptionally low thresholds of these MTSOs, how will decision makers gauge the impacts of their land use decisions on regional routes?
15.	Page 35	Alhambra Ave.	What actions were considered and why were they not included to discourage the use of Alhambra Ave. as a shortcut to SR 24 via PHR and Reliez Valley Road? If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Drivers from SR-4 also use these routes

Ms. Barbara Neustadter
Page 5
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
			to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in Pleasant Hill?
16.	Page 38	Geary Road	If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in Pleasant Hill?
17.	Page 41	Pleasant Hill Road	Because two schools directly abut PHR in Lafayette, pedestrian and bicycle access and safety are primary concerns that would need to be addressed in any traffic management plan. The sentence in the Actions and Responsibilities bullet is incomplete. State what other elements were considered. Why are no MTSOs identified for the portion of the roadway in Walnut Creek and the County?
18.	Page 42	Taylor Blvd.	If not already included, expand the existing Traffic Management Program to Geary, Taylor and Alhambra to encourage delay in order to discourage use of westbound/southbound traffic using PHR and Reliez Valley Road to by-pass the I-680/SR 24 interchange. Why are no MTSOs identified for the portion of the roadway in the County?
19.	Page 48	TRANSPAC Traffic Mitigation	Paragraphs 1 and 2 state that the developer mitigates the impacts of "both the sponsoring jurisdiction and other affected jurisdictions." Lafayette is a

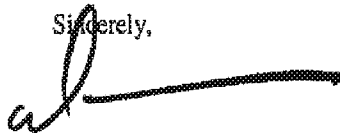
Ms. Barbara Neustadter
Page 6
November 4, 2008

City of Lafayette Comments on Central County Action Plan, October 9, 2008 Draft			
Item	Page	Subject	Comment
		Program	jurisdiction that abuts and is downstream of TRANSPAC. Staff is not aware of any existing agreement between Lafayette and TRANSPAC to address traffic impacts from outside of the Lafayette. Clarify if such an agreement exists and provide an example of an impact to a downstream, non-TRANSPAC jurisdiction that TRANSPAC's fee program has mitigated.
20.	Page 51 & 54	Table 5-1: Pleasant Hill Rd. Improvement Project, Phases iii, iv, v	Please provide a project description of this project and revise the project name to clearly incorporate the scope of the project.

Thank you for the opportunity to provide comments on the Draft Central County Action Plan. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,



Mike Anderson
Mayor

Enclosure

cc: SWAT
Circulation Commission
Martin Engelmann

ATTACHMENT 6.D



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 5

Joseph P. Bort MetroCenter
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Memorandum

TO: Legislation Committee

DATE: June 5, 2009

FR: Executive Director

RE: FY 2009-10 State Budget Update

California voters' resounding rejection of the May 19 special election measures has forced Sacramento legislators back to the drawing board to solve what is now estimated to be a \$21.3 billion budget shortfall, of which \$5.8 billion is due to the rejection of the measures, roughly \$12.4 billion is due to lower revenue projections in the current year, and about \$3.1 billion is due to additional expenditure increases resulting from statutory formulas and other actions.

The Administration's May Revise of the FY 2009-10 Budget includes \$5.5 billion in borrowing with revenue anticipation warrants (RAWs), \$5.3 billion in cuts to K-14 education, and \$2 billion in local government revenue loans to be repaid with interest in three years under the provisions of Proposition 1A (2004). With regard to transportation, the Administration proposes:

- For FY 2009-10, transferring \$986 million in local gas tax subventions (otherwise available for local streets and roads) to the General Fund to offset transportation debt service costs pursuant to Article XIX, Section 5 of the Constitution, which the Administration believes allows up to 25 percent of the state's *total* fuel tax revenue (including the local share) to be used for this purpose. For FY 2010-11 and beyond, diverting about \$750 million annually from local gas tax subventions to offset transportation bond debt service.
- Transferring an additional \$336 million in unanticipated spillover funds (due to higher gasoline prices) to the General Fund to cover transportation debt service costs.

The Legislative Analyst's Office recommended an alternative approach whereby the state would borrow, rather than simply redirect, local gas tax subvention funds and repay them with interest within three years. The LAO also recommended partial suspension of Proposition 42 in FY 2009-10.

The proposed redirection of local gas tax subvention funds would result in a \$184 million loss in funding for Bay Area cities and counties in FY 2009-10 and almost \$140 million in FY 2010-11 and beyond, as shown in Attachment 1. Staff will closely monitor the budget negotiations, particularly the proposal to reduce local streets and road funding, and work to minimize the impact on projects already underway, particularly those that are partially funded by federal American Recovery and Reinvestment Act funds, and thus subject to strict deadlines in order to retain access to the funds.

Steve Heminger

Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds

(Dollars in thousands)

TOTAL BAY AREA LOCAL STREET & ROAD FUNDS AT RISK	FY2009-10	FY2010-11 & Beyond
Alameda	(36,922)	(27,897)
Contra Costa	(26,076)	(19,703)
Marin	(6,808)	(5,144)
Napa	(4,271)	(3,227)
San Francisco	(18,874)	(14,261)
San Mateo	(19,616)	(14,822)
Santa Clara	(45,387)	(34,293)
Solano	(11,924)	(9,009)
Sonoma	(14,066)	(10,628)
Bay Area Subtotal	(183,945)	(138,984)
State Total	(986,000)	(745,000)

ALAMEDA	FY2009-10	FY2010-11
ALAMEDA	(1,150)	(869)
ALBANY	(256)	(194)
BERKELEY	(1,625)	(1,228)
DUBLIN	(667)	(504)
EMERYVILLE	(140)	(106)
FREMONT	(3,234)	(2,443)
HAYWARD	(2,259)	(1,707)
LIVERMORE	(1,266)	(956)
NEWARK	(668)	(504)
OAKLAND	(6,348)	(4,796)
PIEDMONT	(169)	(128)
PLEASANTON	(1,050)	(794)
SAN LEANDRO	(1,245)	(940)
UNION CITY	(1,105)	(835)
COUNTY (UNINCORPORATED)	(15,743)	(11,895)
COUNTY TOTAL	(36,922)	(27,897)
CONTRA COSTA		
ANTIOCH	(1,583)	(1,196)
BRENTWOOD	(773)	(584)
CLAYTON	(170)	(129)
CONCORD	(1,953)	(1,475)
DANVILLE	(673)	(509)
EL CERRITO	(367)	(277)
HERCULES	(379)	(286)

<i>Contra Costa Cont'd</i>		
LAFAYETTE	(379)	(286)
MARTINEZ	(572)	(432)
MORAGA	(256)	(193)
OAKLEY	(504)	(381)
ORINDA	(277)	(209)
PINOLE	(304)	(230)
PITTSBURG	(996)	(753)
PLEASANT HILL	(524)	(396)
RICHMOND	(1,641)	(1,240)
SAN PABLO	(489)	(370)
SAN RAMON	(917)	(693)
WALNUT CREEK	(1,034)	(781)
COUNTY (UNINCORPORATED)	(12,285)	(9,282)
COUNTY TOTAL	(26,076)	(19,703)
MARIN		
BELVEDERE	(36)	(27)
CORTE MADERA	(157)	(119)
FAIRFAX	(123)	(93)
LARKSPUR	(202)	(152)
MILL VALLEY	(230)	(174)
NOVATO	(872)	(659)
ROSS	(40)	(30)
SAN ANSELMO	(208)	(157)
SAN RAFAEL	(966)	(730)
SAUSALITO	(124)	(94)
TIBURON	(148)	(112)
COUNTY (UNINCORPORATED)	(3,702)	(2,797)
COUNTY TOTAL	(6,808)	(5,144)
NAPA		
AMERICAN CANYON	(266)	(201)
CALISTOGA	(88)	(67)
NAPA	(1,279)	(966)
ST HELENA	(100)	(75)
YOUNTVILLE	(55)	(41)
COUNTY (UNINCORPORATED)	(2,484)	(1,877)
COUNTY TOTAL	(4,271)	(3,227)
SAN FRANCISCO		
SAN FRANCISCO CITY AND COUNTY	(18,874)	(14,261)
COUNTY TOTAL	(18,874)	(14,261)

SAN MATEO		
ATHERTON	(117)	(89)
BELMONT	(409)	(309)
BRISBANE	(60)	(45)
BURLINGAME	(453)	(342)
COLMA	(25)	(19)
DALY CITY	(1,678)	(1,268)
EAST PALO ALTO	(516)	(390)
FOSTER CITY	(478)	(361)
HALF MOON BAY	(204)	(154)
HILLSBOROUGH	(176)	(133)
MENLO PARK	(492)	(372)
MILLBRAE	(331)	(250)
PACIFICA	(620)	(469)
PORTOLA VALLEY	(73)	(55)
REDWOOD CITY	(1,217)	(920)
SAN BRUNO	(666)	(503)
SAN CARLOS	(453)	(342)
SAN MATEO	(1,510)	(1,141)
SOUTH SAN FRANCISCO	(990)	(748)
WOODSIDE	(88)	(66)
COUNTY (UNINCORPORATED)	(9,059)	(6,845)
COUNTY TOTAL	(19,616)	(14,822)
SANTA CLARA		
CAMPBELL	(606)	(458)
CUPERTINO	(840)	(635)
GILROY	(756)	(572)
LOS ALTOS	(428)	(324)
LOS ALTOS HILLS	(131)	(99)
LOS GATOS	(448)	(339)
MILPITAS	(1,014)	(766)
MONTE SERENO	(54)	(41)
MORGAN HILL	(585)	(442)
MOUNTAIN VIEW	(1,116)	(843)
PALO ALTO	(954)	(721)
SAN JOSE	(14,836)	(11,210)
SANTA CLARA	(1,741)	(1,315)
SARATOGA	(478)	(362)
SUNNYVALE	(2,068)	(1,563)
COUNTY (UNINCORPORATED)	(19,330)	(14,605)
COUNTY TOTAL	(45,387)	(34,293)

SOLANO		
BENICIA	(432)	(326)
DIXON	(273)	(206)
FAIRFIELD	(1,630)	(1,231)
RIO VISTA	(121)	(91)
SUISUN CITY	(432)	(327)
VACAVILLE	(1,491)	(1,127)
VALLEJO	(1,877)	(1,418)
COUNTY (UNINCORPORATED)	(5,668)	(4,283)
COUNTY TOTAL	(11,924)	(9,009)
SONOMA		
CLOVERDALE	(147)	(111)
COTATI	(130)	(98)
HEALDSBURG	(201)	(152)
PETALUMA	(981)	(741)
ROHNERT PARK	(739)	(559)
SANTA ROSA	(2,719)	(2,054)
SEBASTOPOL	(134)	(101)
SONOMA	(171)	(129)
WINDSOR	(455)	(344)
COUNTY (UNINCORPORATED)	(8,391)	(6,340)
COUNTY TOTAL	(14,066)	(10,628)
BAY AREA TOTAL	(183,945)	(138,984)



SWAT

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

July 6, 2009

DRAFT

The Honorable Noreen Evans
Chair, Budget Conference Committee
California State Assembly
State Capitol
Sacramento, CA 95814

RE: Opposition to Local Gas Tax Fund Diversion

Dear Chair Evans,

The Southwest Area Transportation Committee (SWAT), one of the four Regional Transportation Planning Committees within Contra Costa County, strongly urges you to reject the Schwarzenegger Administration's proposed diversion of local gasoline tax funds to the General Fund to cover transportation-related debt service costs. For FY 2009-10, the Administration proposes diverting \$986 million in funds that cities and counties rely upon to fund their public works programs, including staffing costs. This redirection of funds would lead to thousands of job losses statewide and put an immediate halt on local transportation improvements across the state. To make matters worse, this funding cut would be compounded by a loss of federal funds provided through the American Recovery and Reinvestment Act if cities and counties are unable to provide the required local match or cover their staffing costs.

For the five local jurisdictions that reside within the SWAT sub-region, the proposal translates into a **\$2.5 million** hit, in addition to absorbing a portion of the **\$12.2 million** hit that unincorporated areas of Contra Costa County would incur for FY 2009-10. Even without this diversion of funds, our state's local streets and roads are already close to the tipping point, where major rehabilitation — costing more than five times as much as regular maintenance — will be necessary. In the San Francisco Bay Area alone, we are underfunding our local streets and roads by roughly \$250 million per year.

We know the state faces immense budget challenges, but we implore you to find a better way to balance the budget than continued raids on the state's infrastructure programs.

Sincerely,

Southwest Area Transportation Committee
Contra Costa County

cc: Members, Budget Conference Committee

The Honorable Robert Blumenfield

The Honorable Denise Ducheny

The Honorable Bob Dutton

The Honorable Kevin de Leon

The Honorable Mark Leno

The Honorable Alan Lowenthal

The Honorable Roger Niello

The Honorable Jim W. Nielson

The Honorable Mimi Walters

Members, San Francisco Bay Area Delegation

The Honorable Daryl Steinberg, Senate President Pro Tempore

The Honorable Karen Bass, Speaker, California State Assembly

The Honorable Dennis Hollingsworth, Minority Leader, California State Senate

The Honorable Sam Blakeslee, Minority Leader, California State Assembly

Michael C. Genest, Director, Department of Finance

DeAnn Baker, California State Association of Counties

Jennifer Whiting, League of California Cities

ATTACHMENT 7

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

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

Major Activities

Employer Outreach

- Tuesday, April 14th, AT&T in San Ramon – Staff was on-site to provide commuter information from 11:00 am to 1:00 pm. Our regular presence at AT&T generates added interest in commute alternative programs.
- Sunday, April 19th, Lamorinda Earth Day Celebration 2009, Lafayette – Staff attended this event from 11:00 am – 4:00 pm. There were a significant number of residents who stopped by and picked up information regarding commute alternatives and bike to work day.
- Wednesday, April 22nd, Saint Mary’s College, Pedal for the Planet, Moraga – Staff attended this event from 7:30 am – 12:00 pm. There were approximately 50 bicyclists that rode to work and/or school on this day. Each of them was cheered on and given refreshments and giveaways.
- Tuesday, April 28th, Dublin Koll Center Plaza Commuter Choice Fair, Dublin – This was the first annual event for this plaza, so staff attended to promote the 511 Contra Costa commuter programs. There were approximately 40-50 attendees. There are a significant number of Contra Costa residents who work in the plaza and are eligible for the 511 Contra Costa programs.
- Wednesday, April 29th, Giga-Tronics San Ramon – Staff attended an employee Benefit Fair from 11:00 am – 1:00 pm. This is a well attended event which gives us an opportunity to promote commute alternative programs.
- Saturday, May 9th, Moraga Community Faire, Moraga – Staff attended this event from 11:00 am – 4:00 pm. There were a significant number of residents who stopped by and picked up information regarding commute alternatives and bike to work day.
- Tuesday, May 12th, AT&T in San Ramon – Staff was on-site to provide commuter information from 11:00 am to 1:00 pm.

Upcoming Events:

- Tuesday, July 21st, AT&T in San Ramon – Staff will be on-site to provide commuter information from 11:00 am to 1:00 pm.

Bike to Work Day 2009

Bike to Work Day was on **Thursday, May 14th**. There were 36 energizer stations set up throughout Contra Costa County, with 6 of them located in Southwest Contra Costa County. Approximately 2,000 bicyclists stopped for some refreshments and picked up information regarding 511 Contra Costa.

The “Bike Commuter of the Year” was awarded to Jeff Kent, a resident of Lafayette. The City of Lafayette presented Mr. Kent with a plaque and bike bag at a City Council meeting on May 11, 2009.

Other Projects/Programs

Possible BART Strike

Staff is working with 511 Contra Costa to make sure commuters and employers are aware of the possible BART strike. The 511 Contra Costa website has been updated, and will continue to be updated as information comes in. 511 Contra Costa is planning on promoting its carpool and vanpool incentive as a commute alternative if the strike does happen.

2009 Employer Transportation Survey

Staff is working on establishing how many Southwest Contra Costa employers are interested in participating in the 2009 Employer Transportation Survey. The deadline for interested employers is June 30, 2009. The survey will take place during the week of October 26th – 30th, 2009. The purpose of the survey is to assess current commute patterns.

Spare the Air Season

Sponsored by the Bay Area Air Quality Management District (BAAQMD), Spare the Air is a voluntary air pollution program that runs June through October--when smog levels are usually at their highest. Through employers and local media, Bay Area residents and commuters are encouraged to reduce air-polluting activities on days when ozone levels are predicted to exceed state and federal health standards.

On Spare the Air Days, Bay Area residents are asked to reduce pollution by making clean air choices every day. These simple actions include driving less, taking public transportation, trip-linking, walking, biking, choosing non-gasoline-powered lawn and garden equipment, and avoiding polluting household products. Residents and commuters can receive advance notice through Air Alert e-mails. Go to <http://airalert.sparetheair.org> for details.

Student Transit Ticket Program Survey FY08/09

For the 08/09 school year, approximately 1,627 students received (2) 12 – ride transit passes. A follow up survey was distributed which consisted of seven questions to all students who had received transit passes. A total of 698 completed surveys were received.

Preliminary results of the survey indicated:

- 52% of students were driven to school by a parent before they received the free transit passes
- 40% were driven by a parent when returning home from school before they received the free transit pass
- 27% replied they were already taking public transit to return home from school
- 29% of students replied they live 5 miles or more from their school
- 21% stated that they live within 3 miles from their school
- 75% of students used all the transit passes they received
- 13% used most of the transit passes
- 22% replied they were taking transit 5 days per week before receiving the (2) 12-ride transit passes
- 43% replied they are taking transit 5 days per week after receiving the (2) 12-ride transit passes

Student Transit Ticket Program FY09/10

The Southwest Contra Costa Student Transit Ticket program provides (2) 12-ride transit passes to students. To inform parents and families of the program, a two-sided panel card will be inserted in the 2009/2010 Back to School registration packets. The panel cards were delivered to approximately 34 schools throughout the Southwest Contra Costa County.

This year staff was instructed by several schools to send the PDF of the panel card to be posted on their schools website. The reason for this new request is because schools are moving towards on line registration for the parents.

TDM staff will be compiling the dates of Back-to-School registrations and will schedule attendance to promote the Student Transit Ticket Program, along with the Carpool to School online Ridematching Program (www.pooltoschool.org).

Farmers Market and/or other Community Events

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



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May 26, 2009

VIA EMAIL

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

Andy Dillard, SWAT Administrative Staff
Southwest Area Transportation Committee
510 La Gonda Way
Danville, CA 94526

Dear Mr. Dillard:

Thank you for your letter dated April 8, 2009 commenting on the Draft 2009 Countywide Transportation Plan. Your letter pointed out some typographical errors and minor edits to the body of the Draft Plan, all of which have been incorporated into the Final Plan. Specific text changes in response to your comments are shown in the attached list of changes requested by the SWAT committee.

As you know, the project at Danville Boulevard and Stone Valley Road was deleted from the CTP by action of the Authority at its meeting on March 18, 2009. Following that meeting a list of corrections to the Draft CTP was issued.

Comments 7 through 12 in your letter reference updates to the CTPL, with the specific suggestion that all jurisdictions should thoroughly update the project list prior to adoption of the Final CTP. In response to this suggestion, we note that the CTPL is a living document that is updated periodically. The next comprehensive update will take place as part of the 2009 Congestion Management Program. Significant changes to the snapshot of the CTPL contained in the CTP (and analyzed in the draft EIR) could call into question the adequacy of the environmental analysis. Consequently, changes to the CTPL were based upon specific comments received on the Draft CTP and DEIR, and they include the changes requested by SWAT.

*Robert K. McCleary
Executive Director*

*3478 Buskirk Ave.
Suite 100*

*Pleasant Hill
CA 94523*

Again, thank you for your letter. We appreciate SWAT's involvement in the development of the 2009 CTP, and we look forward to working with you on its implementation.

*PHONE:
925/ 256-4700*

*FAX:
925/ 256-4701*

http://www.ccta.net

Sincerely,

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

File: 13.14.12.05

Attachment

15	SWAT	Add forecast demand and planned capacity increases for Pleasant Hill Road in Lafayette to graphic	The figure has been updated to add data for Pleasant Hill Road
97	SWAT	Add missing actions from the Lamorinda Action Plan	SR 24: Planned activity includes Caldecott Tunnel Fourth Bore, expansion of BART seat capacity, improvements on I-80 to reduce diversion of traffic, HOV and transit improvements in the I-680 corridor to <u>reduce single occupancy vehicles on SR 24, park and ride lots, and associated BART shuttles, gateway constraints and alternative modes to school, and student safety improvements</u> Pleasant Hill Road: Planned activity includes transit service and connections on Pleasant Hill Road, alternate school start times, park and ride lots and associated BART shuttles, actions that encourage safe speeds, discouragement of the use of Pleasant Hill Road as a substitute for freeway travel, <u>gateway constraints, baseline monitoring, pedestrian and bicycle safety im-</u>

			provements, and promotion of ridesharing and transit use for school travel
99	SWAT	Spell out "AVR"	<p>PROPOSED TEXT EDIT</p> <p>Increase average vehicle ridership (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</p>
123 et seq.	SWAT	All jurisdictions should update the CTPL before adoption of the CTP	<p>The CTPL is a living document that is updated periodically. The next comprehensive update will take place as part of the 2009 Congestion Management Program. Significant changes to the snapshot of the CTPL contained in the CTP (and analyzed in the draft EIR) could call into question the adequacy of the environmental analysis. Consequently, we propose changing Appendix B to reflect comments received on the Draft CTP and DEIR — including SWAT's proposed updates and corrections — but not under-taking a complete update of the CTPL.</p>



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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*

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

FROM: Robert K. McCleary, Executive Director

DATE: May 21, 2009

SUBJECT: **Items approved by the Authority on May 20, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **May 20, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation.** Information on the following legislation is enclosed:
 - AB 744 (Torricco)—authorizing Bay Area HOT lane network
 - SB 406 (DeSaulnier)—authorizes MTC to impose a vehicle registration fee for development and implementation of regional blueprints
 - AB 1135 (Skinner)—would require vehicle owners to report odometer readings annually
 - AB 1175 (Torkelson)—Incorporates the Antioch and Dumbarton Bridges into the region's seismic retrofit program; authorizes MTC/BATA to put bridge toll increases on the ballot to fund improvements in all the region's bridge corridors; allows variance in toll structure among bridges, including 'discounts' for carpools.

2. **Caldecott Tunnel Improvement Project – Approval to execute Consulting Services Agreement No. 262 with PB Americas. (Project 1698).** Last month the Authority authorized staff to begin negotiations with PB Americas for construction management services for the project. Negotiations for the initial set up and other pre-construction tasks are complete. *The Authority approved the initial contract with PB Americas for \$1,093,079.*

3. **Approval to execute Consulting Services Agreement No. 261 with Parsons for on-call design support services for the Caldecott Fourth Bore Project.** Parsons provided final design services for the project. Negotiations for the pre-construction design support services are complete. *The Authority approved Agreement No. 261 with Parsons for \$ 418,000.*

4. **Investment Banking Pool for Authority Sales Tax Revenue Financings.** The Authority has completed a Request for Qualifications process for investment banking firms. *The Authority approved a pool of investment banking firms to assist with its financial structure, credit rating approach, marketing and issuance of bonds as needed over the next three years. A special Authority meeting on the proposed bond issue is scheduled for June 3rd at 6:00 p.m.*

5. **Release of Draft Countywide Bicycle and Pedestrian Plan.** Working with the Countywide Bicycle and Pedestrian Advisory Committee, the consultant team of Fehr & Peers and

Eisen/Letunić has prepared a draft update of the Countywide Bicycle and Pedestrian Plan (CBPP). The draft document updates the information and policies outlined in the 2003 CBPP and provides additional detail to make it easier for local jurisdictions to use the document in seeking funds for the Bicycle Transportation Account (BTA). *The Authority approved the release of the Draft 2009 CBPP for review.*

- 6. 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.** 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. Within that allocation, the Lamorinda School Bus Program receives 1.32% of annual revenues and the newly formed San Ramon Valley school bus program (dba TRAFFIX) receives 2.00% of annual revenues. Proposed program allocations are based on those percentages applied to projected Measure J sales tax revenues for FY 2008-09 and FY 2009-10. *The Authority approved Resolution No. 09-12-G and Resolution No. 09-16-G.*
- 7. Responses to Comments Received on the Draft 2009 Countywide Comprehensive Transportation Plan.** On February 18, 2009, the Authority released the Draft 2009 Countywide Comprehensive Transportation Plan (CTP) and Draft Environmental Impact Report for public review. In response, the Authority received comments on both the plan and the draft EIR, primarily from the RTPCs and local jurisdictions and agencies. The comments ranged from factual corrections and typos to significant policy issues. Staff has summarized the more significant issues as well as identifying changes to draft plan to respond to these comments and respond to direction from the Planning Committee. *The Authority authorized staff to proceed with revisions to the Draft CTP, to incorporate the following: 1) emerging requirements of SB 375 and AB 32, 2) a description of how the Authority is already implementing many of the actions that will be necessary to achieve the SB 375 goals through Measure J; and 3) a proposed implementation task that looks at the broader issue of sustainability, smart growth, and other issues. The Authority approved the proposed schedule leading to certification of the FEIR and adoption of the Final 2009 CTP on June 17, 2009.*
- 8. Measure J Expenditure Plan Amendment of Programs 19 and 20 for Central and West County.** In February 2009 the Authority agreed to consider an amendment to the Measure J Expenditure Plan for sub-regional programs 19 and 20 if so requested by the respective RTPCs. The amendment would add flexibility to the programs by allowing the RTPCs to program funds to support existing services under certain situations of financial need. Both TRANSPAC and WCCTAC have made such a request of the Authority. *The Authority approved for circulation proposed Ordinance 09-01 amending the Measure J Expenditure Plan, and scheduled a Public Hearing for the June 17th Authority meeting.*



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

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

FROM: Robert K. McCleary, Executive Director *R. K. McCleary*

DATE: June 19, 2009

SUBJECT: **Items approved by the Authority on June 17, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **June 17, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **e-BART: Completion of Environmental Impact Report (EIR) and filing of a Notice of Determination by Authority. (Project 2001).** The Environmental Impact Report (EIR) for this project has been completed. *The Authority approved the EIR and filing of the related Notice of Determination. Resolution 09-31-P.*

2. **Authority Approval of Resolution 09-34-G Regarding Early Payment of FY 2008-09 Local Street Maintenance and Improvement "Off-Year" Funds to Local Jurisdictions Found to be in Compliance with Measure C Growth Management Program (GMP).** At its April 15, 2009 meeting, the Authority approved an exception to existing policy, allowing early payment of FY 2008-09 Local Street Maintenance & Improvement (LSM) funds to local jurisdictions that have submitted a Calendar Year 2006 & 2007 Checklist and been found by the Authority to be in compliance with the Growth Management Program (GMP). *The Authority approved the advanced pay-out schedule for FY 2008-09 LSM funds. Resolution 09-34-G.*

3. **Approval of Cooperative Agreement with BART to Receive Measure J Program Funding.** The Measure J Expenditure Plan names several bus operators, paratransit operators and other agencies that are eligible to receive Measure J funding from one or more of the measure's program categories. BART is a partner with AC Transit in the operation of the East Bay Paratransit Consortium. *The Authority approved the Cooperative Agreement with BART for their share of Measure J funds for operating the EBPC. Cooperative Agreement No. 60.00.01*

4. **The First Allocations of Measure J Transit Funds for Operating Programs were made:**
 - Approval of FY 2009-10 Measure J Allocation for the Countywide Bus Services Program (Program 14);
 - Approval of FY 2009-10 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a);
 - Approval of FY 2009-10 Measure J Allocation for Countywide Transportation For Seniors and People with Disabilities (Program 15).

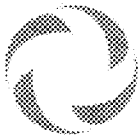
Additional Measure J Allocations:

- Approval of FY 2009-10 Measure J Allocation for the Express Bus Program (Program 16).
- Approval of FY 2009-10 Measure J Commute Alternatives Program Allocation (Program 17).

5. Legislation.

- **AB 1175 (Torlakson) Bay Area Toll Bridges.** *The Authority took a "support if amended" position, seeking a strategic planning process involving the CMAs, and assurances that the plan would provide funds to each county's projects and programs based on the tolls paid by its residents (approximately 14% for Contra Costa).*
- **AB 744 (Torrico) Bay Area HOT Lane Network.** *The Authority took a "support if amended as specified; otherwise oppose" position on this bill. The amendments include a provision requested by West Contra Costa to provide assurances that "net benefits" will accrue to residents along a corridor from a HOT lane. (Attachment)*

- 6. Certification of the Final Environmental Impact Report (FEIR) for the 2009 Countywide Comprehensive Transportation Plan by Adoption of Resolution 09-29-G, Including Approval of Responses to Comments on the Draft Environmental Impact Report for the Countywide Comprehensive Transportation Plan.** Staff has prepared responses to comments received on the Draft EIR that was released on February 18, 2009 for a 45-day review period. The comment period closed on April 6, 2009. CEQA requires that responses to comments be transmitted to commentors on the Draft EIR ten days prior to EIR certification. In adopting Resolution 09-29-G, the Authority certifies that: 1) the Final EIR has been completed in compliance with CEQA; 2) that the Authority reviewed and considered the information provided; and 3) that the FEIR reflects the independent judgment and analysis of the Authority. *The Authority approved Resolution 09-29-G certifying the FEIR. Resolution 09-29-G*



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19 June 2009

COMMISSIONERS:

*Maria Yramontes,
 Chair*

*Robert Taylor,
 Vice Chair*

Janet Abelson

Newsell Arnerich

Ed Balco

Susan Banilla

David Durant

Federal Glover

Michael Kee

Mike Metcalf

Julie Pierce

*Robert K. McCleary
 Executive Director*

Hon. Alan Lowenthal, Chairman
 Transportation Committee
 California State Senate
 10th and L Streets
 Sacramento, CA 95814

RE: AB 744 (Torrico): Support if Amended as Specified; Otherwise Oppose

Dear Senator Lowenthal:

At its meeting of June 17th, 2009, the Contra Costa Transportation Authority reviewed its position on AB 744, and determined that it does not support the bill in its current form. The Authority remains concerned that the process in the bill is not sufficient to assure the proposed HOT Lane network (or various potential segments of it) will meet the tests of efficacy, safety, operational feasibility, financial soundness, and benefits claimed for it.

Nonetheless, in the interests of trying to work cooperatively with other parties in the region, the Authority is prepared to offer its support if the attached amendments are incorporated into the bill in advance of the Transportation Committee hearing and approved therein, and if no other substantive changes are made that would contravene or conflict with the provisions previously agreed-upon between the Authority and MTC staff in May 2009. Unfortunately, those changes were abrogated in the June 1 version of the bill. We are not opposed to HOT Lanes, but do strongly believe that our recommended changes are needed to ensure both the viability of the transportation network as a whole and that HOT Lanes are not imposed on areas where there is simply no reasonable basis to believe that they would be effective, safe, feasible, or otherwise beneficial. Absent the positive steps requested in the attached amendment, the Authority is opposed to this legislation and would urge your committee to not advance the bill.

Our proposed amendments are to Streets & Highways Code Section 30914.7 (d), and are shown on the attachment.

Thank you in advance for your consideration of our views.

Sincerely,

Robert Taylor
 Vice-Chairman

c.c. Senator Mark DeSaulnier
 Senator Loni Hancock
 Assemblyman Tom Torlakson
 Assemblyman Albert Torrico

Assemblywoman Nancy Skinner
 Assemblywoman Joan Buchanan
 Hon. Scott Haggerty, Chairman, MTC
 Steve Heminger, Rebecca Long, MTC

3478 Buskirk Ave
 Suite 100

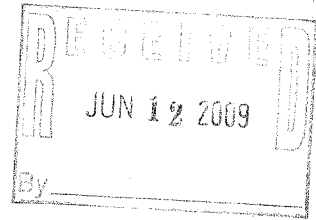
Pleasant Hill
 CA 94523

PHONE
 925/256-4700

FAX
 925/256-4701

<http://www.ccta.net>

(d) The authority shall ~~develop and~~ implement in a collaborative manner with the department, the Department of the California Highway Patrol, and Bay Area congestion management agencies the express lane development plan accepted by it pursuant to subdivision (b) of Section 30914.6, except any elements or features of the plan that the authority determines are impracticable or infeasible or ~~do not~~ provide a significant net benefit to the travelers residing along a corridor or that will unduly delay commencement of operation of the ~~existing~~ residing network or that may ~~or will~~ materially ~~or~~ and adversely affect the financial condition of the network or the authority or ~~its credit rating~~. ~~In addition, the authority may change or add elements or features of the plan that it determines, in its sole discretion, to be necessary or advisable to protect or improve the financial condition of the network or its results of operation or to protect the credit rating of the authority.~~



CITY OF LAFAYETTE

NOTICE OF PREPARATION

To: Contra Costa Transportation Authority
3478 Buskirk Avenue, #100
Pleasant Hill, CA 94523

From: City of Lafayette
3675 Mount Diablo Boulevard, Suite 210
Lafayette, CA 94549

amerideth@ci.lafayette.ca.us

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Lafayette will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval of for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ann Merideth at the address shown above. We will need the name for a contact person in your agency.

Project Title: Downtown Lafayette Specific Plan

Project Applicant: City of Lafayette / Lafayette Redevelopment Agency

Date: June 9, 2009

Signature: 

Title: Community Development Director

Telephone: 925.299.3218

DOWNTOWN LAFAYETTE SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

Summary: The City of Lafayette is preparing a Program Environmental Impact Report (EIR) for the Downtown Lafayette Specific Plan Project (Project). The Specific Plan describes the land use, urban design and circulation framework to guide public investment and private development over the next 20 years in Lafayette's downtown. The Project also includes amendments to the Lafayette General Plan, incorporation of three existing specific plans into the Specific Plan, and amendments to the City's Zoning Ordinance to implement the Specific Plan. Preparation of the EIR is being funded by a Metropolitan Transportation Commission Station Area Planning grant and the Lafayette Redevelopment Agency. Additional information about the Project may be found at <http://www.ci.lafayette.ca.us/>.

Project Location: The planning area encompasses all of the downtown, approximately 323 acres, including the 292 acres within the Lafayette Redevelopment Project Area (see attached map). The northern boundary is State Route 24 and BART, the eastern boundary is mainly Pleasant Hill Road, the southern boundary extends down Moraga Road to St. Mary's Road, and the western boundary is Risa Road. The main circulation arterials in the planning area are Mount Diablo Boulevard and Moraga Road. Major public facilities within the planning area include: Lafayette City Office and Police Services Office, Contra Costa Consolidated Fire Protection District Station 15, Lafayette Elementary School, Lafayette Library and Learning Center, and Veterans Memorial Building. Natural resources in the planning area include segments of Happy Valley Creek, Lafayette Creek, and Las Trampas Creek.

Project Description: The Project has four components: adoption of the Specific Plan, incorporation of existing three downtown specific plans into the Specific Plan, amendment of the General Plan, and amendment of the Zoning Ordinance.

Specific Plan: The Specific Plan meets the requirements of Government Code § 65450 through 65457. It implements the City's General Plan through the development of policies, programs and regulations that provide an intermediate level of detail between the General Plan and individual development and redevelopment projects. The Specific Plan:

- *Establishes districts* – The Specific Plan establishes eight districts as a tool to describe the existing character and to enhance the qualities of each district that should be preserved through land use and design standards.
- *Revises land use and design standards* – The Specific Plan revises land use and design standards, including revisions to height and housing density limits.
- *Identifies streetscape improvements* – The Specific Plan identifies streetscape improvements, including medians, bicycle lanes, enhanced pedestrian facilities, and maximized on-street parking along the major streets within the planning area, including Mount Diablo Blvd., Moraga Road and First Street.
- *Creates parks and enhances creeks* – The Specific Plan identifies public park sites and creek enhancement areas.
- *Establishes priorities for public investment* – The Specific Plan establishes priorities for public investment, including off-street parking, streetscape improvements, parks, and creek enhancements.

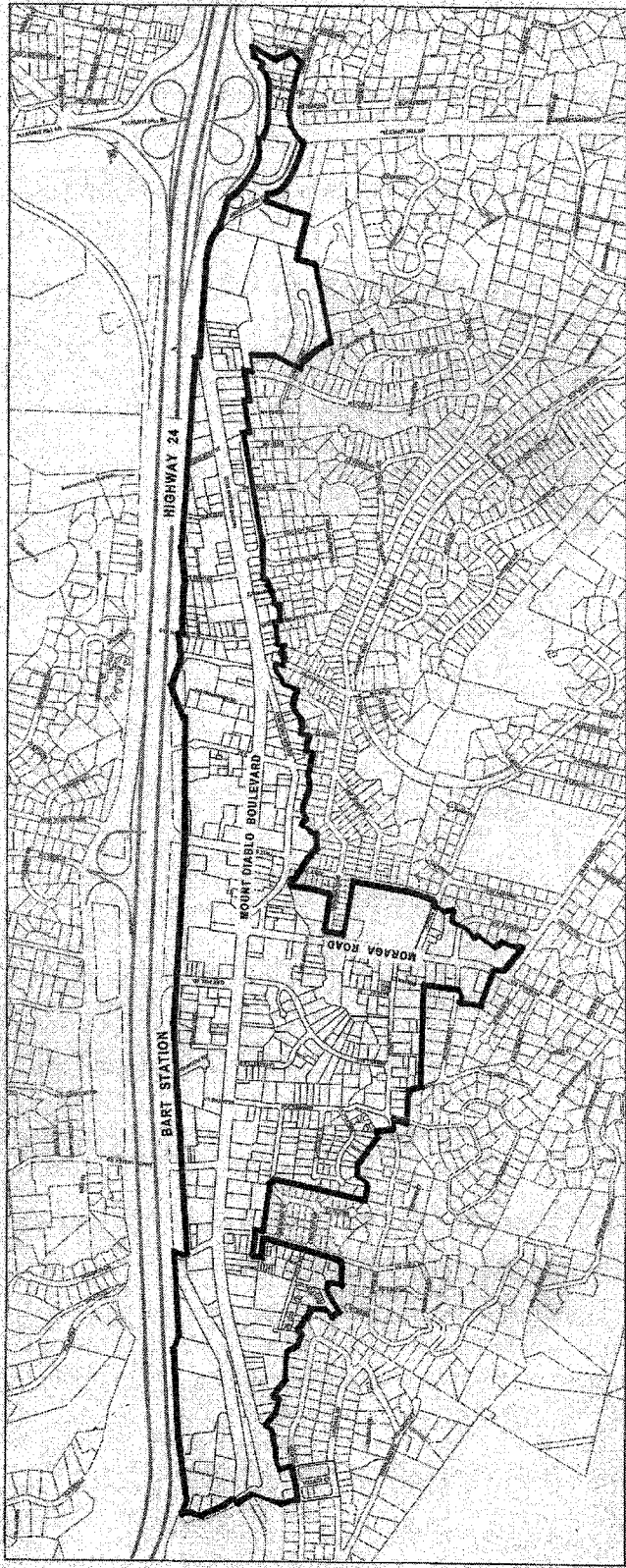
Amendment of the General Plan: Before the Specific Plan can be adopted, the General Plan will be amended. The primary purpose of the amendment is to revise the height and density standards. The amendment will also include updating those sections pertaining to the elements of the Specific Plan to ensure consistency between the two documents.

Incorporation of existing specific plans: There are three existing specific plans for the downtown adopted in the 1980s. The General Plan includes a program to update these plans.

Amendment of the Zoning Ordinance: The Specific Plan includes actions for implementation. These actions include the amendment of the Zoning Ordinance in terms of land uses and design standards.

Environmental Effects to be Addressed in the EIR: The following is the preliminary list of effects to be addressed. Effects may be changed and/or added as a result of the scoping process.

- *Land Use Consistency and Compatibility:* The EIR will evaluate the Project's consistency with the General Plan, Redevelopment Plan, and other adopted City plans and policies.
- *Population and Housing:* The EIR will analyze the Project's effect on population and housing, including meeting the City's RHNA and Redevelopment affordable housing requirements.
- *Transportation and Circulation:* The EIR will analyze traffic and circulation issues resulting from the Project, impacts on existing and proposed pedestrian and bicycle facilities and bus and BART service, and impacts on pedestrian and bicycle safety. The EIR will use the CCTA and HCM methodologies.
- *Aesthetics:* The EIR will analyze the Project's effect on aesthetic resources, including views of Lafayette's hillsides and Mount Diablo.
- *Air Quality and Climate Change:* The EIR will analyze the Project's effect on air pollutants and greenhouse gas emissions. The analysis will include short-term and long-term impacts and mitigations.
- *Biological Resources:* The EIR will address the Project's impact on biological resources within the downtown's creek corridors.
- *Cultural and Historical Resources:* The EIR will analyze the Project's effect on cultural resources, including those that are considered characteristic of the downtown, and on historic resources
- *Hydrology and Water Quality:* The EIR will analyze the Project's construction and operational impacts to hydrology, drainage, and water quality within and downstream of the downtown's creek corridors.
- *Public Services:* The EIR will evaluate the Project's potential impacts to public services, including schools, recreation, solid waste, police, fire and utilities.
- *Economics and Fiscal:* The EIR will evaluate the Project's economic effects and impacts on public funds.
- *Noise:* The EIR will analyze the potential impacts on ambient noise levels from Project construction as well as from Project buildout.
- *Discussion of Growth Inducing and Cumulative Impacts:* The EIR will address growth inducing and cumulative impacts of the Project.
- *Discussion of Alternatives:* The EIR will describe a range of reasonable alternatives for the Project, and evaluate the comparative merits of the alternatives. These will include: No Project Alternative that is the current General Plan; Less Intense Alternative that reduces maximum height limits throughout the planning area; and Higher Intensity Alternative that increases maximum height limits and housing densities.
- *Mitigation Monitoring Plan:* A Mitigation Monitoring Plan will be prepared for the Project buildout.



DOWNTOWN LAFAYETTE SPECIFIC PLANNING AREA



CITY OF SAN RAMON
PLANNING SERVICES DEPARTMENT
 2226 CAMINO RAMON; SAN RAMON, CA 94583
 (925) 973-2560 FAX: (925) 806-0118

REQUEST FOR COMMENTS

DRC Meeting Date: June 24, 2009
Project Name: Budget Rental
File Numbers: DP 09-300-001, AR 09-200-031, IS 09-250-002, MSP 09-700-002
Project Planner: Ryan Driscoll, Assistant Planner

This application is subject to Time and Material (T&M) Charges

- | | | |
|---|---|---|
| TO: <input checked="" type="checkbox"/> BUILDING
<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" type="checkbox"/> PARKS & COMMUN. SER
<input checked="" type="checkbox"/> ENGINEERING*
<input checked="" type="checkbox"/> ENGINEERING - TRAFFIC *
<input checked="" type="checkbox"/> TRANSPORTATION (Lisa)*
<input checked="" type="checkbox"/> ECONOMIC DEVELOPMENT*
<input checked="" type="checkbox"/> POLICE SERVICES
<input checked="" type="checkbox"/> AT&T/TCI CABLE
<input checked="" type="checkbox"/> PG&E | <input checked="" type="checkbox"/> EBMUD*
<input checked="" type="checkbox"/> ENVIRON. HEALTH
<input checked="" type="checkbox"/> CCCSD*
<input type="checkbox"/> DSRSD
<input checked="" type="checkbox"/> SRVFPD*
<input checked="" type="checkbox"/> SRVUSD
<input checked="" type="checkbox"/> FISH & GAME
<input checked="" type="checkbox"/> CALTRANS
<input checked="" type="checkbox"/> VALLEY WASTE MGMT
<input type="checkbox"/> CONTRA COSTA C&D | <input type="checkbox"/> ALAMEDA CO PLNG
<input checked="" type="checkbox"/> TOWN OF DANVILLE*
<input type="checkbox"/> CITY OF DUBLIN
<input checked="" type="checkbox"/> TRI VALY TRAN COUNL
<input checked="" type="checkbox"/> CCTA
<input checked="" type="checkbox"/> WCCTAC
<input checked="" type="checkbox"/> SWAT
<input checked="" type="checkbox"/> TRANSPAC
<input checked="" type="checkbox"/> TRANSPAN |
|---|---|---|

Note: Agencies marked with an "*" receive hard copies of plans-.

<u>Applicant</u>	<u>Owner</u>	<u>Date Application Filed</u>
Adnan Al-Adeeb 1415 Oakland Blvd. #201 Walnut Creek, CA 94596	John McHugh 2272-D Arnold Industrial Way Concord, CA 94520	June 10, 2009
<u>Project Address</u>	<u>Project Name</u>	<u>Assessor's Parcel Number</u>
2017 San Ramon Valley Blvd.	Budget Rental	208-250-082

Completeness/Incompleteness of Application/CEQA Comments

COMMENTS DUE: July 1, 2009

Project Conditions of Approval

COMMENTS DUE: July 1, 2009

Tentative Public Hearing Date

ZONING ADMINISTRATOR: N/A

PLANNING COMMISSION: To Be Determined Upon Application Completeness

CITY COUNCIL: N/A

This referral is being forwarded to all responsible agencies for review and written comments. As required by state law (Govt. Code 65943), the responsible agencies must provide written comments in a timely manner. Please return this form with your comments prior to the designated due date.

The Development Review Committee (DRC) meeting is held alternate Wednesday's beginning at 2:00 P.M. in the Planning Services Department Conference Room, 2226 Camino Ramon. The scheduled DRC meeting date is noted on page 1. All interested agencies are invited to attend; it is recommended that you contact the project planner prior to attending the DRC meeting to confirm that it is still on the agenda.

Please direct all correspondence to the project planner: Ryan Driscoll, Assistant Planner (925) 973-2568

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: June 24, 2009
Project Name: Budget Rental
File Numbers: DP 09-300-001, AR 09-200-031, IS 09-250-002,
MSP 09-700-002

Project Description

The applicant is requesting a Development Plan application (DP 09-300-001) along with associated Architectural Review (AR 09-200-031), Environmental (IS 09-250-002), and Master Sign Program (MSP 09-700-002) applications to develop an existing 1.74 acre parcel at 2017 San Ramon Valley Boulevard. The property is zoned CMU – Commercial Mixed Use and is within the Crow Canyon Specific Plan.

The proposal would consist of two phases; the first phase would relocate the existing Budget Rental business to the rear of the property with a 504 square foot office and 28 parking spaces while the second phase would construct a new 15,000 square foot retail building at the corner of Hooper Drive and San Ramon Valley Blvd. Upon completion of both phases, the proposal would provide a total of 92 parking spaces, exceeding the required number of parking spaces in the Crow Canyon Specific Plan (62 spaces).

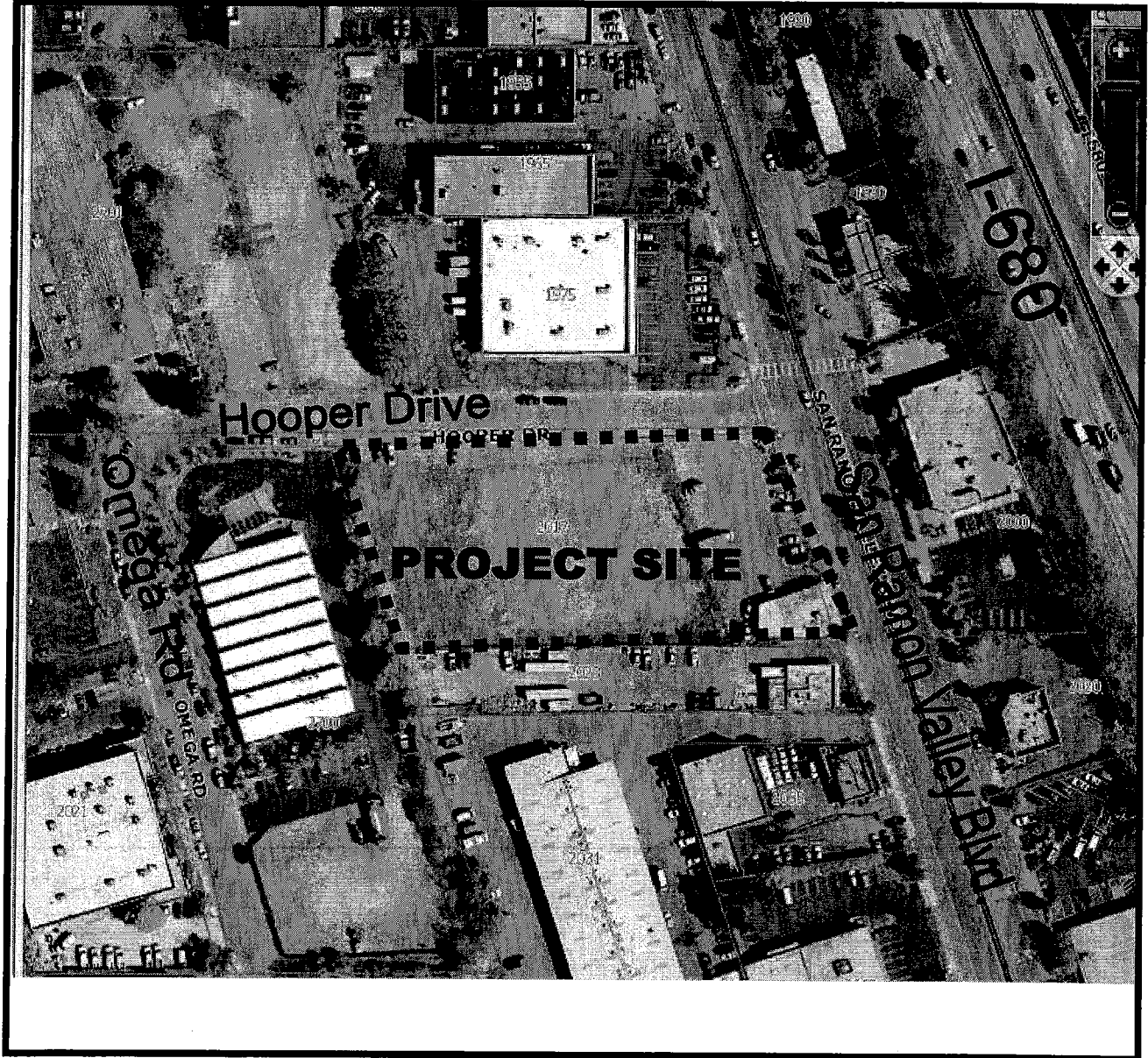
Hooper Drive (along the north property line) is a private roadway with shared ownership with a property owner to the north. The proposal would include right-of-way improvements along Hooper Drive and dedicate 22-feet to the City to convert Hooper Drive to a public right-of-way.

A Development Review Committee (DRC) meeting is schedule for **Wednesday, June 24 2009** at 2:00 p.m. in the Planning Conference Room at 2226 Camino Ramon, San Ramon, CA 94583.

Please provide all application completeness comments by **Wednesday, July 1 2009**.

Attachments:

1. Vicinity map
2. Project Plans, date received June 10, 2009



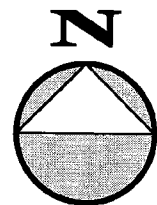
CITY OF SAN RAMON PLANNING SERVICES
Vicinity Map



**DP 09-300-001, AR 09-200-031,
IS 09-250-002, and MSP 09-700-002**

**Budget Rental
2017 San Ramon Valley Boulevard**

(APN: 208-250-082)



(Not to Scale)



CITY OF SAN RAMON
PLANNING SERVICES DEPARTMENT
 2226 CAMINO RAMON; SAN RAMON, CA 94583
 (925) 973-2560 FAX: (925) 806-0118

REQUEST FOR COMMENTS

DRC Meeting Date: June 24, 2009
Project Name: El Nido Property GPA
File Numbers: GPA 09-400-002
Project Planner: Cindy M. Yee, Associate Planner

This application is subject to Time and Material (T&M) Charges

- | | | | |
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| TO: | <input checked="" type="checkbox"/> BUILDING | <input checked="" type="checkbox"/> EBMUD | <input type="checkbox"/> ALAMEDA CO PLNG |
| | <input checked="" type="checkbox"/> PUBLIC SERVICES | <input checked="" type="checkbox"/> ENVIRON. HEALTH | <input type="checkbox"/> TOWN OF DANVILLE |
| | <input checked="" type="checkbox"/> PARKS & COMMUN. SER | <input checked="" type="checkbox"/> CCCSD | <input type="checkbox"/> CITY OF DUBLIN |
| | <input checked="" type="checkbox"/> ENGINEERING | <input checked="" type="checkbox"/> DSRSD | <input checked="" type="checkbox"/> TRI VALY TRAN COUNL |
| | <input checked="" type="checkbox"/> ENGINEERING - TRAFFIC | <input checked="" type="checkbox"/> SRVFPD | <input checked="" type="checkbox"/> CCTA |
| | <input checked="" type="checkbox"/> TRANSPORTATION (Lisa) | <input checked="" type="checkbox"/> SRVUSD | <input checked="" type="checkbox"/> WCCTAC |
| | <input checked="" type="checkbox"/> ECONOMIC DEVELOPMENT | <input type="checkbox"/> FISH & GAME | <input checked="" type="checkbox"/> SWAT |
| | <input checked="" type="checkbox"/> POLICE SERVICES | <input checked="" type="checkbox"/> CALTRANS | <input checked="" type="checkbox"/> TRANSPAC |
| | <input checked="" type="checkbox"/> AT&T/TCI CABLE | <input checked="" type="checkbox"/> VALLEY WASTE MGMT | <input checked="" type="checkbox"/> TRANSPLAN |
| | <input checked="" type="checkbox"/> PG&E | <input type="checkbox"/> CONTRA COSTA C&D | |

Note: Agencies marked with an "*" receive hard copies of plans-.

<u>Applicant</u> Greg Randall 1475 North Broadway, Suite 290 Walnut Creek, CA 94596 925-934-8002	<u>Owner</u> El Nido Trust 135 Town & Country Dr. Danville, CA 94526	<u>Date Application Filed</u> June 16, 2009
<u>Project Address</u> 19251 San Ramon Valley Blvd.	<u>Project Name</u> El Nido Property GPA	<u>Assessor's Parcel Number</u> 211-100-057

Completeness/Incompleteness of Application/CEQA Comments
COMMENTS DUE: July 1, 2009

Project Conditions of Approval
COMMENTS DUE: July 1, 2009

Tentative Public Hearing Date
ZONING ADMINISTRATOR: N/A
PLANNING COMMISSION: To Be Determined Upon Application Completeness
CITY COUNCIL: To Be Determined Upon Application Completeness

This referral is being forwarded to all responsible agencies for review and written comments. As required by state law (Govt. Code 65943), the responsible agencies must provide written comments in a timely manner. Please return this form with your comments prior to the designated due date.

The Development Review Committee (DRC) meeting is held alternate Wednesday's beginning at 2:00 P.M. in the Planning Services Department Conference Room, 2226 Camino Ramon. The scheduled DRC meeting date is noted on page 1. All interested agencies are invited to attend; it is recommended that you contact the project planner prior to attending the DRC meeting to confirm that it is still on the agenda.

Please direct all correspondence to the project planner: Cindy M. Yee, Associate Planner (925) 973-2562

CITY OF SAN RAMON
REQUEST FOR COMMENTS

DRC Meeting Date: June 24, 2009
Project Name: El Nido Property GPA
File Numbers: GPA 09-400-002

Project Description

The applicant is requesting approval of a General Plan Amendment to change the land use designation on an existing 0.72 acre parcel located at 19251 San Ramon Valley Boulevard from “Park” (P) to “Multi-Family—High Density” (MF-HD). The property is located within the Westside Specific Plan with a Specific Plan designation of “Park” (P).

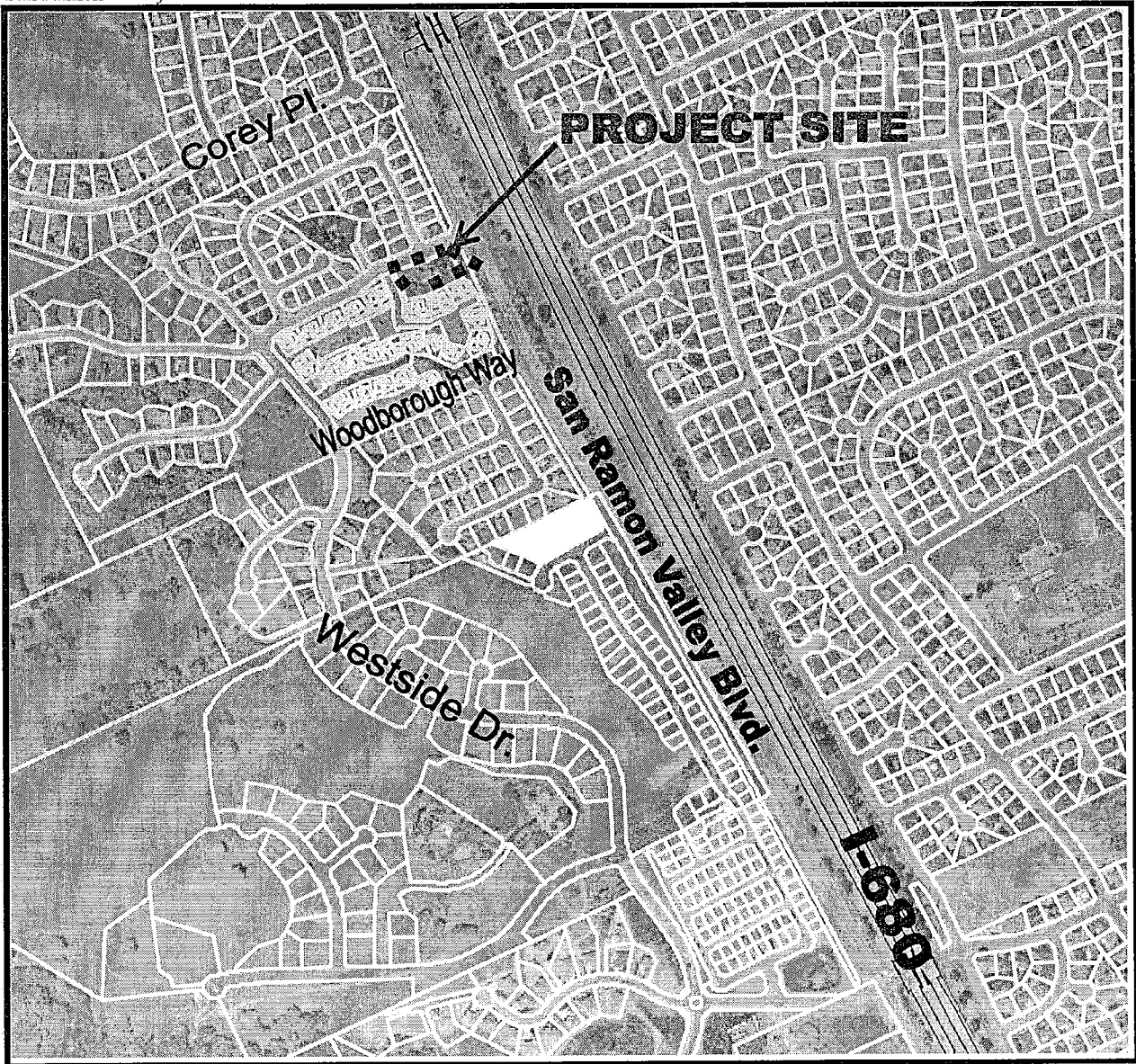
Based on the applicant’s written statement, the proposal at this time is limited to the land use change to the General Plan. The applicant has also indicated that in the near future, they intend to file jointly with various property owners within the Westside Plan area to amend the Westside Specific Plan. At such time that the General Plan and Specific Plan are amended, the property owner anticipates that an application would be filed to develop the site for 10 to 15 residential units.

A Development Review Committee (DRC) meeting is schedule for **Wednesday, June 24 2009** at 2:00 p.m. in the Planning Conference Room at 2226 Camino Ramon, San Ramon, CA 94583.

Please provide all application completeness comments **by Wednesday, July 1 2009**.

Attachments:

1. Vicinity map
2. Project Plans, date received June 16, 2009



CITY OF SAN RAMON PLANNING SERVICES
Vicinity Map

	<p>GPA 09-400-002</p> <p>El Nido Property GPA 19251 San Ramon Valley Blvd.</p> <p>(APN: 211-100-057)</p>	<p>N</p> <p>(Not to Scale)</p>
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NOTICE OF A PUBLIC HEARING

You are hereby notified that on **TUESDAY, JUNE 23, 2009** at 7:00 p.m. in Room 107, McBrien Administration Building, 651 Pine Street, Martinez, California, the County Planning Commission will consider following matter:

**2009 Housing Element Update, Contra Costa County General Plan,
2005-2020 (County File: GP#08-0005)**

Pursuant to Assembly Bill 2158 (Statutes of 2004, Chapter 696) Contra Costa County has prepared a draft update to the Housing Element, Chapter 6, Contra Costa County General Plan, 2005-2020, for the reporting period from 2007 to 2014. The current Housing Element was adopted by the Board of Supervisors on December 18, 2001. The 2009 Housing Element Update identifies and analyzes the existing and projected housing needs for population groups within the unincorporated area of Contra Costa County. It provides a statement of goals, policies and quantified objectives for the 5-year period covered by the update, and it documents programs for the preservation, improvement, and development of housing within the unincorporated area. The Housing Element is mandated under California Government Code Section 65580 and it is subject to the review and certification by the California Department of Housing and Community Development.

The County Planning Commission will consider the draft 2009 Housing Element Update, as revised according to comments received from the California Department of Housing and Community Development. At this meeting, the County Planning Commission will be asked to make a recommendation to the Board of Supervisors on the draft Housing Element Update.

For purposes of compliance with the provisions of the California Environmental Quality Act (CEQA), a Negative Declaration of Environmental Significance (no Environmental Impact Report required) has been issued for this project.

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

For further details, contact the Contra Costa County Department of Conservation and Development, Community Development Division, 651 Pine Street, Martinez, California, or the following members of staff: Patrick Roche, Principal Planner, at 925-335-1242, or Kara Douglas, Affordable Housing Manager, at 925-335-7223.

Catherine Kutsuris, Director
Department of Conservation & Development