



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, September 8, 2014
3:00 p.m.

District II Supervisor's Office
3338 Mt. Diablo Boulevard, Lafayette, CA

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of July 7, 2014 *(Attachment - Action)*

5.B Appoint SWAT Alternate Staff Representative to the CCTA's Technical Coordinating Committee (TCC) *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Consider Approval of the 511 Contra Costa FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget: The FY 14-15 budget was presented at the SWAT meeting of July 7, 2014. As requested at the meeting, staff is prepared to provide additional follow-up information. *(Attachments – Action)*

6.B Presentation of the Draft 2014 Contra Costa Countywide Comprehensive Transportation Plan (CTP) Update:

CCTA has authorized the release of the Draft 2014 CTP. CCTA staff will present and discuss the next steps for the CTP, including community outreach efforts. Comments on the Draft 2014 CTP are due by September 30, 2014.

The Executive Summary of the Draft 2014 CTP is provided as an attachment. The document in its entirety is available at http://www.ccta.net/funding/our_future.
(Attachments - Determine Action as appropriate)

7. WRITTEN COMMUNICATIONS (Attachments – Action as determined necessary)

- CCTA summary of actions from Board meeting of 7/16/14.
- TRANSPAC summary of actions from Committee meeting of 7/10/14.
- TRANSPLAN summary of actions from Committee meetings of 8/14/14.
- Notification of Olympic Corridor Community Workshop.
- Town of Moraga – Via Moraga Project Public Hearing.

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, October 6th, 2014, 3:00 p.m., District II Supervisor's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette, CA.

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@danville.ca.gov.

Staff Contact: Andy Dillard, Town of Danville

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

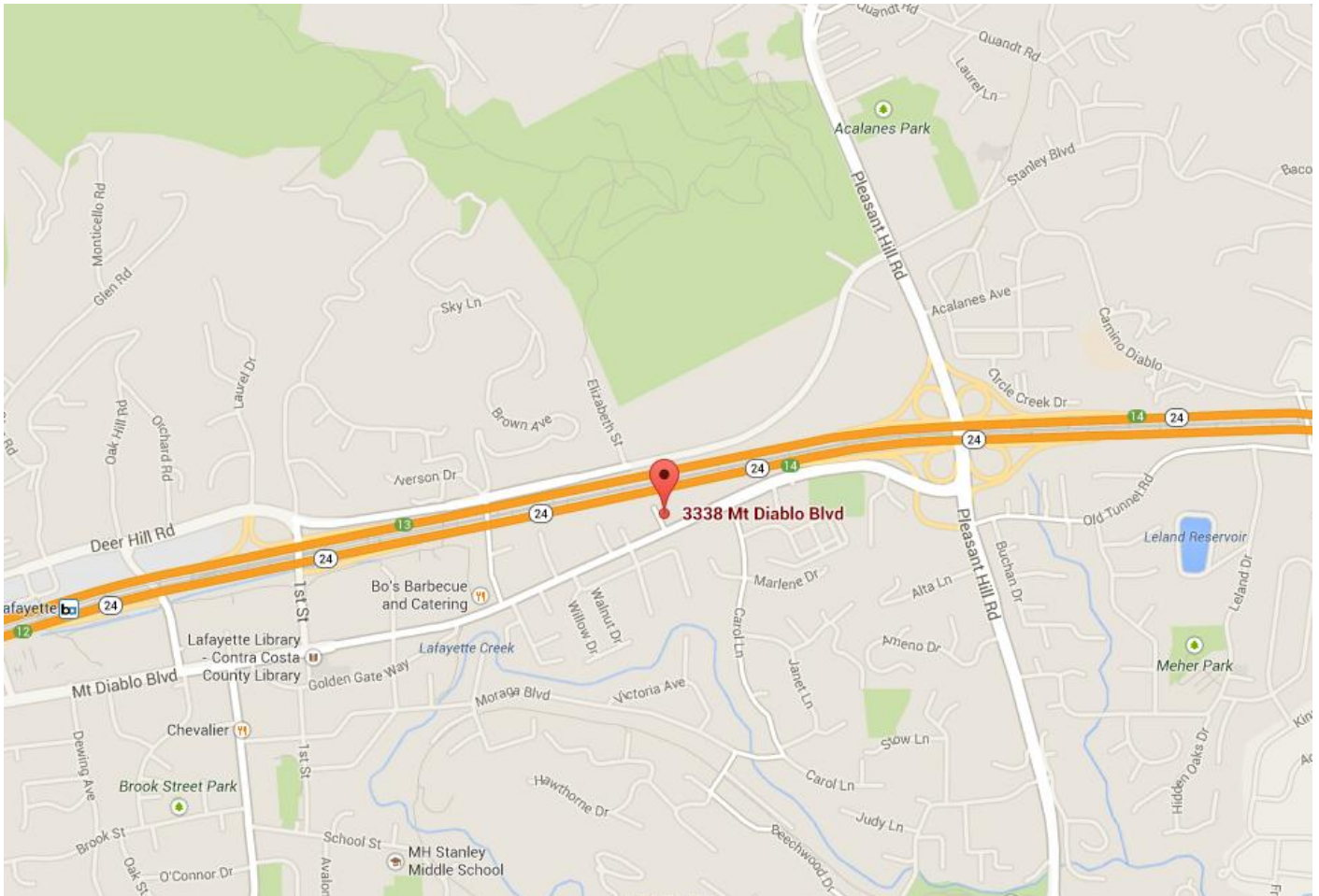
Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

CONTRA COSTA COUNTY, DISTRICT 2 SUPERVISOR'S OFFICE
3338 MT. DIABLO BOULEVARD, LAFAYETTE, CA

NOTES ON PARKING:

- A limited number of on-site parking spaces are located behind the building. Proceed up the driveway to the left of the building to parking lot.
- On-street parking on Mt. Diablo Boulevard is time-limited, 2-hour parking.



Agenda Item 5A



SWAT

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SUMMARY MINUTES
July 7, 2014 – 3:00 p.m.
District II Supervisor's Office
3338 Mt. Diablo Blvd.
Lafayette, California

Committee members present: Candace Andersen (Chair), Contra Costa County; Don Tatzin, City of Lafayette (Vice Chair); Amy Worth, City of Orinda; Michael Metcalf, Town of Moraga; Karen Stepper, Town of Danville; David Hudson, City of San Ramon.

Staff members present: Leah Greenblat, City of Lafayette; Shawna Brekke-Read, Town of Moraga; Chuck Swanson, City of Orinda; Robert Sarmiento, Contra Costa County; Andy Dillard, Town of Danville.

Others present: Martin Engelmann, CCTA.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Andersen at 3:00 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of May 5, 2014.

ACTION: Stepper/Tatzin/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A Review and Approve 511 Contra Costa FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget:

Staff presented the SWAT TDM Budget for FY 14-15 on behalf of SWAT TDM staff. New allocations for FY14-15 from FY13-14 that were highlighted included

allocations for EV charging stations for SWAT jurisdictions, Bike to Work Day supplies and incentives, High School Carpool Incentive Program (also including infrastructure and site planning incentives), and College Incentives.

Committee Member Tatzin inquired about allocations of several line items/programs contained in the budget, including:

- Overall increase in personnel and administrative costs
- Within the Southwest Employer Program, reasoning for an increase in the High School Carpool Incentive Program while a reduction in the Student Transit Ticket Program.

Chair Andersen inquired about the effectiveness and performance of the Vanpool Drive Incentive Program. At the County (employer level), Chair Andersen explained that their vanpool program has been underutilized. It was asked if there could be any statistics provided on the performance of the program for the SWAT sub-region. Committee Member Hudson commented that the Vanpool Program has been very successful in South County area.

A motion was made by Committee Member Tatzin to move the 511 Contra Costa FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget item to the next meeting, and to give TDM staff time to respond to questions.

ACTION: Tatzin/Hudson/unanimous

6.B Presentation of *Draft* SWAT Website:

Andy Dillard provided the presentation. It was reported that SWAT staff has been working on designing a new, standalone website for SWAT over the last several months. Contra Costa County has been hosting SWAT webpages on its website for several years. The SWAT Committee provided lots of constructive and positive feedback on the design and function of the new website, and that will be incorporated into the final design. It is expected that the site will “go live” in September.

ACTION: None

6.C Status Update on I-680 Auxiliary Lanes, Segment 2 Project:

Andy Dillard provided a brief update on the recently completed construction phase of the project. It was reported that both northbound and southbound auxiliary lanes had been opened to traffic. It is expected that the landscape phase of the project will begin in late fall or early 2015.

ACTION: None

6.D Review and Comment on Proposed Route of Regional Significance (RORS) Designation Policy in advance of the pending release of the Draft 2014 Countywide Transportation Plan (CTP) Update for Public Review:

Martin Engelmann provided a brief overview of the 2014 CTP Update schedule. The Draft CTP is scheduled for release for public review toward the end of July. The primary purpose of the discussion was to review and discuss how to incorporate policy into the Draft CTP for including BART and trails as Routes of

Regional Significance in Action Plans. In their respective Action Plan updates, the Lamorinda Action Plan has included BART as a designated RORS and the Tri-Valley Action Plan chose to designate the Iron Horse Trail as a RORS. The purpose of wanting to broaden RORS designations was in the interest of increasing interest in and incorporating multimodal approaches.

Mr. Engelmann explained that, currently, the Authority's adopted policy for Regional Route designation can only be applied only to roads. It was also reported that the other RTPCs (TRANSPAC, TRANSPLAN, and WCCTAC), and CCTA's Technical Coordinating Committee (TCC) and CTP Task Force, discussed the new proposed RORS concept from the SWAT sub-region. These groups, for several reasons, did not want to designate non-motorized facilities as RORS at this time, and because it was felt that the existing RORS definition, policies and metrics (MTSOs) are not currently intended for non-motorized routes. All groups recognized that BART and the regional trail system are indeed key components of the transportation system, but that a corridor-wide approach to achieving the MTSOs is important and should be supported countywide.

With this feedback, Mr. Engelmann drafted and proposed the following policy points to consider in order to accommodate non-motorized facilities as RORS, but would not be formally incorporation into the 2014 CTP:

- Allow RTPCs the option to include BART and/or regional trails in their Action Plans as regional routes, but do not formally adopt them into the CTP
- Any MTSOs, actions, review policies, etc. adopted by an RTPC as a result of having designated non-roadway facilities as a RORS would be: a) advisory in nature; b) limited to consideration within the RTPC; and c) decoupled from the Authority's GMP compliance requirements.

Committee Member Stepper asked if there would be any effects on possible funding for projects by identifying non-motorized routes as RORS. Mr. Engelmann responded that there would not be any adverse effects. In the event that the policy was implemented, Leah Greenblat inquired how designating BART or trails as RORS would affect the Growth Management Compliance requirements. Mr. Engelmann responded that projects would be evaluated per the identified MTSO requirements as dictated through the respective action plans. However, non-motorized MTSOs would not be considered advisory in nature. It was suggested that these policies might be flushed out further.

Committee Member Worth commented that, as it is important to recognize and highlight significance of trails and non-motorized routes, and that perhaps find a way to further elevate importance through trails, but not necessarily through the designation and/or policies of RORS. Mr. Engelmann suggested that maybe a "non-auto RORS" type of designation be developed in the future. Chair Andersen concurred, but also added that it is important that any new designations and policies be implemented comprehensively and countywide. The Committee concurred that, in the future, that a new designation and policy be developed for non-motorized or non-auto routes that would be mutually agreeable to all other sub-areas of the County.

Mr. Engelmann also shared that CCTA is planning to host public workshops on the 2014 CTP in the four RTPC sub-areas of the County. SWAT suggested that a workshop be held in Lafayette for the SWAT sub-region, and that it should be held in sometime in early September. As such, it was decided to set a tentative date of Wednesday, September 10th for the sub-regional workshop. It was also explained that CCTA staff will be conducting public outreach efforts via an online engagement tool to receive public opinion and input on transportation issues, projects and programs, and will also advertise and solicit input through mailers, newspapers, etc.

ACTION: None

7. WRITTEN COMMUNICATIONS: The following written communication items were made available:

- CCTA summary of actions from Board meetings of 5/21/14 and 6/18/14.
- TRANSPAC summary of actions from Committee meetings of 5/8/14 and 6/12/14.
- TRANSPLAN summary of actions from Committee meetings of 5/8/14 and 6/12/14.
- WCCTAC summary of actions from Committee meeting of 5/30/14.
- City of Lafayette – Notice of Preparation of Supplemental Draft EIR for Homes at Deer Hill Project.
- Town of Moraga – Notice of Intent to Adopt Initial Study/Mitigated Neg. Dec. for Via Moraga Tentative Subdivision Map, General Plan and Rezoning.
- Contra Costa County – Revised Notice of Preparation & Scoping Meeting for Draft EIR for Tassajara Parks Project.

ACTION: None

8. DISCUSSION: Next/Future Agenda Items:

ACTION: None

9. ADJOURNMENT: The next meeting is scheduled for Monday, September 8th, 2014 (or other meeting date as determined) at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by acting Chair Andersen at 4:40 p.m.

Staff Contact:

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adillard@danville.ca.gov

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Agenda Item 5B



SWAT

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

DATE: September 8, 2014

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: Appointment of Alternate to CCTA's Technical Coordinating Committee (TCC) for remainder of 2013-2015 Term

At its meeting of March 4th, 2013, SWAT approved appointments to the Authority's Technical Coordinating Committee (TCC) for a two-year term, beginning April 1, 2013 through March 31, 2015.

As SWAT's Alternate TCC Planning representative will be vacating her position with the Town of Moraga, it is required that a new alternate representative be appointed. As such, SWAT TAC recommends that a new Moraga staff representative be appointed as A Comments on the Plan are due by September 30, 2014. Alternate for the remainder of the two-year term ending March 31, 2015. All other TCC SWAT representative appointments will remain unchanged.

	Primary Representative	Alternate Representative
Planning:	Lisa Bobadilla, San Ramon	Ellen Clark, Moraga
Engineering:	Leah Greenblat, Lafayette	Tony Coe, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

Staff Contact:

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

Agenda Item 6A



SWAT

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

DATE: July 7, 2014

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee
By: Darlene Amaral, SWAT Transportation Analyst

SUBJECT: 511 Contra Costa - FY 2014-15 SWAT Transportation Demand Management (TDM) Program and Budget

RECOMMENDED ACTION

The SWAT TAC recommends SWAT approve the following:

1. Approve FY 2014-15 SWAT TDM programs and budget; and
2. Authorize staff to submit applications to the Contra Costa Transportation Authority for Measure J, Transportation Fund for Clean Air (TFCA), and Congestion Mitigation Air Quality (CMAQ) funds.

BACKGROUND AND ANALYSIS

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). Through its countywide and sub-regional TDM programs, 511 Contra Costa provides essential support to Contra Costa jurisdictions in the following areas:

1. Compliance with the TDM ordinance requirements of the Measure J Growth Management Program;
2. Implementation of TDM measures in the sub-regional Action Plans;
3. Fulfillment of the TDM priorities of each of the Regional Transportation Planning Committee's (RTPC), including Countywide and local TDM ordinances;
4. Implementation of cost effective Bay Area Air Quality Management District (BAAQMD) TFCA programs to reduce Greenhouse Gas (GHG) emissions;
5. Implementation of the MTC-delegated Employer Outreach Program;
6. Support and implementation of the TDM elements of the Sustainable Community Strategies of SB 375; and

-
7. Support SWAT employers, with 50 or more employees, to comply with the Bay Area Commuter Benefit Program (SB 1339), by offering commute incentives through the 511 Contra Costa Programs.

FISCAL ANALYSIS

Primary funding for the 511 Contra Costa TDM program is derived from Transportation Fund for Clean Air (TFCA) which is provided by the Bay Area Air Quality Management District (BAAQMD) and administered locally by the Contra Costa Transportation Authority. The employer outreach program funded with TFCA dollars is also supported by federal Congestion Mitigation Air Quality (CMAQ) funds from MTC to the Transportation Authority. In addition to these sources Measure J Commute Alternative funding is available to 511 Contra Costa to cover indirect costs associated with programs funded with TFCA grant money, as well as local TDM projects, approved by the RTPCs.

The CCTA and BAAQMD allocate funding for purposes of implementing TDM related projects/programs that meet the goals and objectives to reduce traffic congestion and improve air quality. Current BAAQMD TFCA policy allows the use of TFCA funds for program and project direct costs but are limited in use for program indirect costs.

Funding for the 511 Contra Costa programs is allocated sub-regionally based on a formula which includes 50% population and 50% jobs within each sub-region. The current allocation distribution is:

West County (WCCTAC)	22.70%
Central/East County (TRANSPAC/TRANSPLAN)	57.10%
Southwest County (SWAT)	20.20%

The BAAQMD allows the Congestion Management Agency's to use 5% of the county allocation for program administration. Therefore, the Authority takes funding "off the top" to cover Authority administration of the program. Once each RTPC is made aware of how much funding it is to receive, the 511 Contra Costa Program Managers take recommended programs/projects which meet BAAQMD criteria, to each RTPC for approval. Projects that can be funded with TFCA funds and meet the strict criteria and cost effectiveness requirements are then presented to the Transportation Authority for final approval in accordance with BAAQMD policies. Measure J Commute Alternative Program and CMAQ funds (per MTC requirements for Employer Outreach implementation), are allocated annually to the 511 Contra Costa programs within each sub-region based on RTPC recommendations. The proposed SWAT TDM program expenditure plans and budget for FY 2014-15 is attached.

A summary of TDM program funding for FY 2014-15 is as follows:

TFCA	\$271,542.00
Measure J	\$152,482.00
CMAQ	\$15,971.94
TOTAL:	\$439,995.94

STEPS FOLLOWING APPROVAL

1. Forward FY 2014-15 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority. Authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District;
2. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority; and
3. Subsequently, the CCTA will enter into an agreement with the City of San Ramon for the implementation and oversight of the SWAT TDM programs for FY 2014-15.

ATTACHMENT

1. FY 2014-2015 SWAT TDM program expenditure plans and budget

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION SUMMARY OF PROGRAMS & PROJECTS	FY 2012-13		FY 2013-14		FY 2014-15	
	Adopted	Projected YE	Adopted	Projected YE	Proposed	\$ Change
PRIOR YEAR CARRY-OVER	-	-	-	-	-	-
REVENUES						
TFCA Funds	239,656	239,656	266,738	266,738	271,542	4,804
Measure J Funds	113,309	113,309	134,486	134,486	152,482	17,996
CMAQ Funds	14,786	14,786	15,972	15,972	15,972	-
Total Program Revenues:	\$ 367,751	\$ 367,751	\$ 417,196	\$ 417,196	\$ 439,996	\$ 22,800
EXPENDITURES						
Countywide Vanpool Incentive Program						
Personnel	15,875	15,875	15,875	15,875	23,175	7,300
Postage	800	800	800	800	800	-
Marketing & Promotions	1,160	1,160	-	-	3,000	3,000
Passenger Incentives	15,000	15,000	33,000	33,000	33,000	-
Vanpool Drive Incentives (Bonus Program)	5,000	5,000	5,000	5,000	5,000	-
Survey Incentives	1,500	1,500	1,500	1,500	1,500	-
Program Subtotal:	\$ 39,335	\$ 39,335	\$ 56,175	\$ 56,175	\$ 66,475	\$ 10,300
Southwest Employer Program						
Personnel	36,436	36,436	37,622	37,622	47,524	9,902
Postage	1,000	1,000	1,000	1,000	1,000	-
Marketing & Promotions	5,000	5,000	3,051	3,051	5,000	1,949
San Ramon Valley Employer Survey	-	-	10,000	10,000	-	(10,000)
Commuter Fairs/Events	500	500	500	500	500	-
Bike Racks and/or Lockers	15,545	15,545	17,082	17,082	30,000	12,918
Lamorinda Transit Access and Connectivity Study	-	-	20,000	20,000	-	(20,000)
ACE Train Passes	5,000	5,000	-	-	-	-
SWAT Cities EV Charging Stations (Station Only)	-	-	-	-	12,000	12,000
Bike to Work Day Supplies & Incentives	-	-	-	-	2,000	2,000
SWAT Employer Incentive - ACT SF Conference	-	-	-	-	1,000	1,000
Program Subtotal:	\$ 63,481	\$ 63,481	\$ 89,255	\$ 89,255	\$ 99,024	\$ 9,769
Southwest Student Program						
Personnel	18,314	18,314	18,314	18,314	29,389	11,075
Postage	1,000	1,000	1,000	1,000	1,000	-
Marketing & Promotions	5,000	5,000	5,000	5,000	5,000	-
High School Carpool Incentive Program	6,346	6,346	-	-	13,200	13,200
Student Transit Ticket Program	60,000	60,000	52,000	52,000	32,760	(19,240)
Survey Incentives	700	700	700	700	1,400	700
TRAFFIX Program (San Ramon Valley)	67,500	67,500	67,500	67,500	67,500	-
Program Subtotal:	\$ 158,860	\$ 158,860	\$ 144,514	\$ 144,514	\$ 150,249	\$ 5,735
Measure J Projects						
Lamorinda School Bus Program	67,500	67,500	67,500	67,500	67,500	-
TDM Administrative Oversight	1,500	1,500	1,500	1,500	1,500	-
SWAT 511CC - TDM Supplies	1,000	1,000	1,000	1,000	1,000	-
SWAT In-House Commuter Program	500	500	1,000	1,000	1,000	-
Demo - SRTS Program - Lamorinda Area	10,575	10,575	-	-	-	-
Orinda Bike Class & SR Art & Wind Festival	-	-	638	638	-	(638)
High School Infrastructure & Site Planning Incentive	-	-	-	-	21,000	21,000
College Incentive Program	-	-	-	-	6,000	6,000
ACT SF Conference Registration	-	-	-	-	1,000	1,000
SWAT Cities EV Charging Stations (Station Only)	-	-	-	-	18,000	18,000
Bike East Bay (BEB) - Bike classes & Services	-	-	-	-	7,248	7,248
Transit Operational Subsidy Projects						
DV Transit Service RT35 - County Connection	25,000	25,000	-	-	-	-
Lamorinda Transit Access and Connectivity Study	-	-	55,614	55,614	-	(55,614)
Program Subtotal:	\$ 106,075	\$ 106,075	\$ 127,252	\$ 127,252	\$ 124,248	\$ (3,004)
Total Program Expenditures:	\$ 367,751	\$ 367,751	\$ 417,196	\$ 417,196	\$ 439,996	\$ 22,800
REVENUES OVER (UNDER) EXPENDITURES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION Countywide Vanpool Incentive Program		FY 2012-13		FY 2013-14		FY 2014-15	
		Adopted	Projected YE	Adopted	Projected YE	Proposed	\$ Change
PRIOR YEAR CARRY-OVER		-	-	-	-	-	-
¹ REVENUES							
TFCA Funds		39,335	39,335	56,175	56,175	66,475	10,300
Measure J Funds		-	-	-	-	-	-
CMAQ Funds		-	-	-	-	-	-
Total Program Revenues:		\$ 39,335	\$ 39,335	\$ 56,175	\$ 56,175	\$ 66,475	\$ 10,300
EXPENDITURES							
² Personnel		15,875	15,875	15,875	15,875	23,175	7,300
³ Postage		800	800	800	800	800	-
Marketing & Promotions		1,160	1,160	-	-	3,000	3,000
⁴ Passenger Incentives		15,000	15,000	33,000	33,000	33,000	-
⁵ Vanpool Drive Incentives (Bonus Program)		5,000	5,000	5,000	5,000	5,000	-
⁶ Survey Incentives		1,500	1,500	1,500	1,500	1,500	-
Total Program Expenditures:		\$ 39,335	\$ 39,335	\$ 56,175	\$ 56,175	\$ 66,475	\$ 10,300
REVENUES OVER (UNDER) EXPENDITURES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- ¹ Revenues are received on a reimbursement basis. Staff invoices CCTA bi-monthly.
- ² Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to the program).
- ³ Postage is for vanpool mailings throughout the fiscal year (vanpool survey, vanpool reimb coupons, vanpool letters to drivers & passengers).
- ⁴ Passenger incentive to target 135 "new" vanpool passengers (average vanpool passengers cost per FY12/13 \$230.51).
- ⁵ Goal is to start 5 "new" vanpools - \$1,000 driver bonus for each "new" vanpool that stays on the road for 12 consecutive months.
- ⁶ End of the fiscal year survey is sent out to all passengers who participated in the program. An incentive is given to help increase the response rate.

* Currently there are 125 vanpools participating in the 511 Regional database with an origin or destination of Contra Costa County.

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION Southwest Employer Program		FY 2012-13		FY 2013-14		FY 2014-15	
		Adopted	Projected YE	Adopted	Projected YE	Proposed	\$ Change
PRIOR YEAR CARRY-OVER		-	-	-	-	-	-
1	REVENUES						
	TFCA Funds	48,695	48,695	73,283	73,283	83,052	9,769
	Measure J Funds	-	-	-	-	-	-
	CMAQ Funds	14,786	14,786	15,972	15,972	15,972	-
	Total Program Revenues:	\$ 63,481	\$ 63,481	\$ 89,255	\$ 89,255	\$ 99,024	\$ 9,769
EXPENDITURES							
2	Personnel	36,436	36,436	37,622	37,622	47,524	9,902
3	Postage	1,000	1,000	1,000	1,000	1,000	-
4	Marketing & Promotions	5,000	5,000	3,051	3,051	5,000	1,949
	San Ramon Valley Employer Survey	-	-	10,000	10,000	-	(10,000)
5	Commuter Fairs/Events	500	500	500	500	500	-
6	Bike Racks and/or Lockers	15,545	15,545	17,082	17,082	30,000	12,918
	Lamorinda Transit Access and Connectivity Study	-	-	20,000	20,000	-	(20,000)
	ACE Train Passes	5,000	5,000	-	-	-	-
7	SWAT Cities EV Charging Stations (Station Only)	-	-	-	-	12,000	12,000
8	Bike to Work Day Supplies & Incentives	-	-	-	-	2,000	2,000
9	SWAT Employer Incentive - ACT Conference SF	-	-	-	-	1,000	1,000
	Total Program Expenditures:	\$ 63,481	\$ 63,481	\$ 89,255	\$ 89,255	\$ 99,024	\$ 9,769
REVENUES OVER (UNDER) EXPENDITURES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- Revenues are received on a reimbursement basis. Staff invoices CCTA bi-monthly.
- Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to the program).
- Postage is for employer mailings throughout the fiscal year (New Year Mailing, Program Updates, Bike Work Day, Spare the Air Program, etc....)
- Marketing & Promotions are giveaways at employer sites, community fairs, vanpool workshops, chamber events, regional events, etc....
- Incentive to increase the participation of commuters attending a commuter fair and/or transportation event (snacks, raffle prizes, decorations, etc....)
- Incentive offered to employers/property managers within SWAT to help encourage employees to bike to work.
- Each SWAT City/Town (Lafayette, Moraga, Orinda, Danville, Unincorporated CCC & San Ramon) will receive up to \$5,000 towards an EV Charging Station. The funding TFCA & Measure J will help subsidize the charging station only. The City/Town are responsible for the installation and any other cost.
- SWAT energizer station supplies, t-shirts for volunteers, \$50 gift card for each energizer station, and giveaways.
- 511 Contra Costa will pay for registration for one employer within SWAT to attend the ACT Conference. Will be held in SF August 2-6, 2014.

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION Southwest Student Program		FY 2012-13		FY 2013-14		FY 2014-15	
		Adopted	Projected YE	Adopted	Projected YE	Proposed	\$ Change
PRIOR YEAR CARRY-OVER		-	-	-	-	-	-
1	REVENUES						
	TFCA Funds	151,626	151,626	137,280	137,280	122,015	(15,265)
	Measure J Funds	7,234	7,234	7,234	7,234	28,234	21,000
	CMAQ Funds	-	-	-	-	-	-
	Total Program Revenues:	\$ 158,860	\$ 158,860	\$ 144,514	\$ 144,514	\$ 150,249	\$ 5,735
EXPENDITURES							
2	Personnel	18,314	18,314	18,314	18,314	29,389	11,075
3	Postage	1,000	1,000	1,000	1,000	1,000	-
4	Marketing & Promotions	5,000	5,000	5,000	5,000	5,000	-
5	High School Carpool Incentive Program	6,346	6,346	-	-	13,200	13,200
6	Student Transit Ticket Program	60,000	60,000	52,000	52,000	32,760	(19,240)
7	Survey Incentives	700	700	700	700	1,400	700
8	TRAFFIX Program (San Ramon Valley)	67,500	67,500	67,500	67,500	67,500	-
	Total Program Expenditures:	\$ 158,860	\$ 158,860	\$ 144,514	\$ 144,514	\$ 150,249	\$ 5,735
REVENUES OVER (UNDER) EXPENDITURES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- 1 Revenues are received on a reimbursement basis. Staff invoices CCTA bi-monthly.
- 2 Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to program).
- 3 Postage is for parent/student/school mailings throughout the fiscal year (Surveys, Transit Tickets, Gift Cards, etc...).
- 4 Marketing & Promotions are giveaways at school sites, back to school registrations, community events, etc...
- 5 High School Carpool Incentive Program provides incentives to students from 7 high schools for carpooling to school (\$10 gas card & \$5 gift cards)
- 6 Student Transit Ticket funding for 819 students @ \$20.00 X 2 tickets each. Decreased funding for FY14/15 due to remaining funding from previous year.
- 7 At the end of the school year all participants are surveyed. An incentive is given to help increase the response rate.
- 8 TRAFFIX Program is to reduce traffic congestion in the most congested corridors of the San Ramon Valley.

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION Measure J Projects		FY 2012-13		FY 2013-14		FY 2014-15	
		Adopted	Projected YE	Adopted	Projected YE	Proposed	\$ Change
PRIOR YEAR CARRY-OVER		-	-	-	-	-	-
¹	REVENUES						
	TFCA Funds	-	-	-	-	-	-
	Measure J Funds	106,075	106,075	127,252	127,252	124,248	(3,004)
	CMAQ Funds	-	-	-	-	-	-
	Total Program Revenues:	\$ 106,075	\$ 106,075	\$ 127,252	\$ 127,252	\$ 124,248	\$ (3,004)
EXPENDITURES							
²	TDM Administrative Oversight	1,500	1,500	1,500	1,500	1,500	-
³	SWAT 511 CC - TDM Supplies	1,000	1,000	1,000	1,000	1,000	-
⁴	Lamorinda School Bus Program	67,500	67,500	67,500	67,500	67,500	-
	DV Transit Service RT35 - County Connection	25,000	25,000	-	-	-	-
⁵	SWAT In-House Comm. Prog	500	500	1,000	1,000	1,000	-
	Demo - SRTS Program - Lamorinda Area	10,575	10,575	-	-	-	-
	Lamorinda Transit Access and Connectivity Study	-	-	55,614	55,614	-	(55,614)
	Orinda Bike Class & SR Art & Wind Festival	-	-	638	638	-	(638)
⁶	High School Infrastructure & Site Planning Incentive	-	-	-	-	21,000	21,000
⁷	College Incentive Program	-	-	-	-	6,000	6,000
⁸	ACT SF Conference Registration	-	-	-	-	1,000	1,000
⁹	SWAT Cities EV Charging Stations (Station Only)	-	-	-	-	18,000	18,000
¹⁰	Bike East Bay (BEB) - Bike classes & Services	-	-	-	-	7,248	7,248
	Total Program Expenditures:	\$ 106,075	\$ 106,075	\$ 127,252	\$ 127,252	\$ 124,248	\$ (3,004)
REVENUES OVER (UNDER) EXPENDITURES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes:

- ¹ Revenues are received on a reimbursement basis. Staff invoices CCTA bi-monthly.
- ² Admin Oversight - Chamber Dues, Business Reply Permit and the Contra Costa County Green Business Membership.
- ³ Office supplies, bike maps, brochures from other agencies, etc...
- ⁴ Lamorinda School Bus Program - Bus service to students in the Lafayette, Orinda, and Moraga School Districts.
- ⁵ SWAT In-House Comm. Prog - Each jurisdiction receives \$200 to encourage City/Town staff to use a commute alternative.
- ⁶ High School Infrastructure & Site Planning incentives will provide each school with \$3,000 (7 High Schools) subsidize the cost to increase carpooling to school (stenciling parking places, carpool signage, and carpool parking permits).
- ⁷ College incentive program will provide students with an incentive for taking transit or carpooling to college. Staff will work with Saint Mary's College & DVC San Ramon. Each college would receive up to \$3,000 each.
- ⁸ 511 Contra Costa will present at the ACT International Conference in SF. This is for staff to attend the conference (registration only).
- ⁹ Each SWAT City/Town (Lafayette, Moraga, Orinda, Danville, Unincorporated CCC & San Ramon) will receive up to \$5,000 towards an EV Charging Station. The funding (TFCA & Measure J) will help subsidize the charging station only. The City/Town are responsible for the installation and any other cost.
- ¹⁰ Each SWAT City/Town (Lafayette, Moraga, Orinda, Danville, Unincorporated CCC & San Ramon) will receive up to \$1,208 towards bike classes or community event valet bike parking,

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

511 CONTRA COSTA - SWAT SUBREGION			FY 2014-15											
SUMMARY OF FUNDING FOR EACH PROGRAM & PROJECT														
	Vanpool	Employer	Student	SWAT In House Program	Lamorinda School Bus Program	College Incentive Program	SWAT 511CC TDM Supplies	TDM Admin. Oversight	HS Infrastructure & Site Planning Incentive	Bike East Bay (BEB) Bike Classes & Services	SWAT Cities EV Charging Stations	ACT SF Conference Registration	Total FY2014-2015	
REVENUES														
Transportation Fund for Clean Air (TFCA) Funds	66,475	83,052	122,015										271,542	
Measure J Funds	-	-	28,234	1,000	67,500	6,000	1,000	1,500	21,000	7,248	18,000	1,000	152,482	
Congestion Mitigation Air Quality (CMAQ) Funds	-	15,972	-										15,972	
Total Program Revenues:	\$ 66,475	\$ 99,024	\$ 150,249	\$ 1,000	\$ 67,500	\$ 6,000	\$ 1,000	\$ 1,500	\$ 21,000	\$ 7,248	\$ 18,000	\$ 1,000	439,996	

**511 CONTRA COSTA PROGRAM
FY 2014-15 Budget Proposed**

**511 CONTRA COSTA - SWAT SUBREGION
SUMMARY OF FUNDING FOR EACH PROGRAM &
PROJECT**

FY 2014-15

REVENUES

Transportation Fund for Clean Air (TFCA) Funds	271,542
Measure J Funds	152,482
Congestion Mitigation Air Quality (CMAQ) Funds	15,972
Total Program Revenues:	\$ 439,996

EXPENDITURES

Personnel	\$ 100,088
Postage	\$ 2,800
Vanpool Passenger Incentives	\$ 33,000
Vanpool Drive Incentives - Bonus Program	\$ 5,000
Marketing & Promotions	\$ 13,000
Survey Incentives	\$ 2,900
SWAT Employer Incentive - ACT Conference SF	\$ 1,000
Commuter Fairs/Events	\$ 500
Bike Racks and/or Lockers	\$ 30,000
Bike to Work Day	\$ 2,000
Printing - Brochures	\$ -
High School Carpool Incentive Program	\$ 13,200
High School Infrastructure & Site Planning Incentive	\$ 21,000
Student Transit Ticket Program	\$ 32,760
TRAFFIX Program (San Ramon Valley)	\$ 67,500
SWAT In-house Commuter Program	\$ 1,000
Lamorinda School Bus Program	\$ 67,500
SWAT 511CC TDM Supplies	\$ 1,000
TDM Administration Oversight	\$ 1,500
College Incentive Program	\$ 6,000
ACT SF Conference Registration	\$ 1,000
SWAT Cities EV Charging Stations (Station Only)	\$ 30,000
Bike East Bay (BEB) - Bike classes & Services	\$ 7,248

Total Program Expenditures: **\$ 439,996**

REVENUES OVER (UNDER) EXPENDITURES \$ -

Agenda Item 6B



CONTRA COSTA
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Executive Director

August 7, 2014

DRAFT 2014 COUNTYWIDE TRANSPORTATION PLAN AVAILABLE FOR PUBLIC REVIEW

Dear Transportation Partners,

As our agency embarks on its 25th year, we are eager to build on the success and legacy of Measures C and J, the half-cent transportation sales tax approved by Contra Costa voters in 1988 and renewed in 2004. These measures have helped fund important improvements in Contra Costa including the Caldecott Tunnel's fourth bore, improvements on I-680 and State Route 4, the I-80 Integrated Corridor Management project, expanded transit service, new bikeways and trails, and maintenance of local streets and roads. As we plan for the future, we hope you will continue to share your opinions and stay involved in shaping Contra Costa's transportation future.

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates its *Countywide Comprehensive Transportation Plan*, or CTP, our 25-year blueprint for the county's transportation future. As part of the CTP process, CCTA wants to know what transportation issues you think are important so we can prioritize where to spend valuable time and resources. With feedback from stakeholders throughout the county, updating the CTP helps ensure that we accurately plan, fund, and implement your transportation vision for Contra Costa.

The Draft 2014 CTP Update is now available for public review and comment on CCTA's website at: http://www.ccta.net/funding/our_future. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

Your input is crucial for informing whether the path we're on is the right one, or whether we need to chart a new course in addressing the issues and challenges facing our current transportation network. There are several ways to become involved in the 2014 CTP update process:

- Our staff would be happy to make a presentation to your agency or organization. Please contact Martin Engelmann at mre@ccta.net if you are interested in scheduling a presentation.

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

- Attend a public workshop to hear more about the CTP process and give your feedback. (Dates and times to be announced on www.ccta.net soon!)
- Weigh in using CCTA's online public engagement tool at www.KeepContraCostaMoving.net to tell us your priorities, share your ideas, and see what other ideas have been submitted.
- Call 925.256.4720 to request that a paper copy of CCTA's public engagement survey be mailed to you. We are also able to provide multiple copies of the survey to you for distribution at community meetings.
- Submit your written comments on the Draft CTP to 2014ctp@ccta.net by September 30, 2014. Please include your name, affiliation, and contact information in the text of your e-mail.

I look forward to working with you to create this new vision for Contra Costa's transportation future.

Sincerely,


Randell H. Iwasaki
Executive Director

2014 Countywide Comprehensive Transportation Plan

Volume I Executive Summary

August 1, 2014

**PUBLIC
REVIEW
DRAFT**



CONTRA COSTA
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1989 – 2014

Keeping Contra Costa Moving



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Myrna De Vera, Public Transit Bus
Operators
Gail Murray, BART

Executive Director

Randell H. Iwasaki, P.E

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration. The content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Executive Summary

OVERVIEW

The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the next 25 years. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa.

By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

CHALLENGES AHEAD

Census data shows that the population of Contra Costa grew from 804,000 in 1990 to just over one million residents in 2010, an increase of 30 percent over twenty years. New forecasts for the region indicate that, while yearly population growth is slowing slightly, Contra Costa will still add another 289,000 residents by 2040, a 27 percent increase.

Unlike population, job growth is expected to speed up. Between 1990 and 2010, the number of jobs in Contra Costa grew by only 17 percent. We're expecting the growth in jobs to more than double to 35 percent, resulting in nearly half a million jobs by 2040.

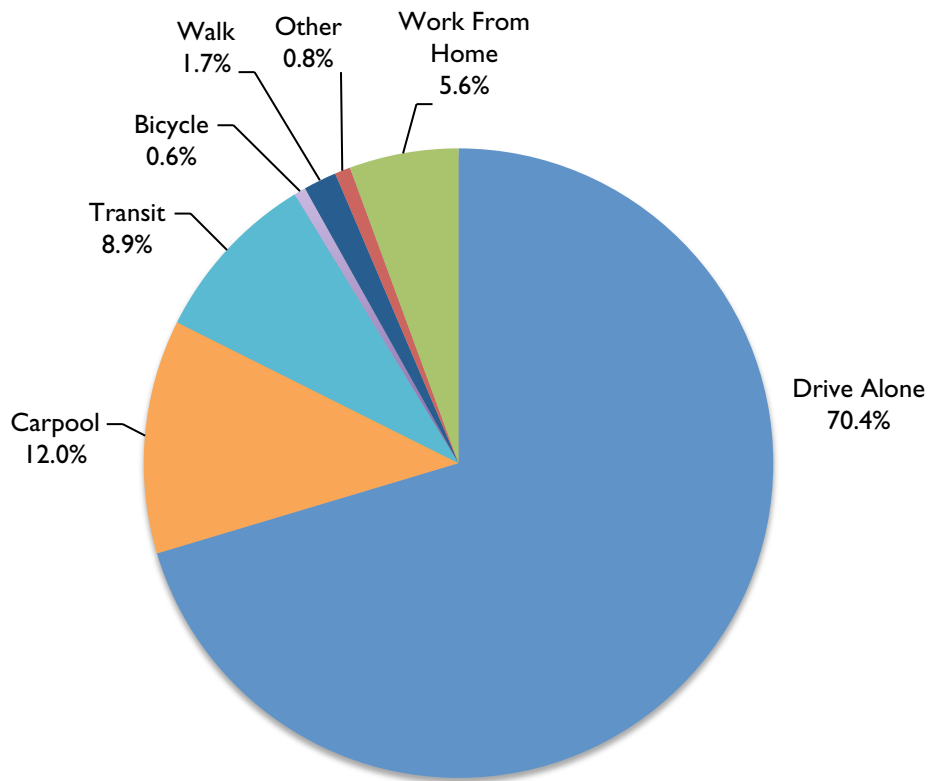
While both jobs and population will increase throughout Contra Costa, some areas of the county will grow faster than others. Population growth in West County, Central County and East County is expected to be the highest, at 29 percent each, followed by the Southwest subarea at 16 percent by 2040. Job growth in East County and Central County is expected to outpace other areas with increases of 40 percent and 37 percent, respectively, with the slowest rate of job growth found in Lamorinda, with an expected increase of 25 percent by 2040.

How We Get to Work

Commuters have a variety of options for getting to work: driving alone, carpooling, taking transit, walking, or biking. Alternatively, in recent years many companies have begun to allow employees to telecommute from home.

Since 1980, the percentage of commuters who drive alone has remained steady at about 70 percent. Similarly, transit ridership has also held steady, at approximately 9 percent. Figure E-1 below shows the percentages of use by different modes for work trips in Contra Costa.

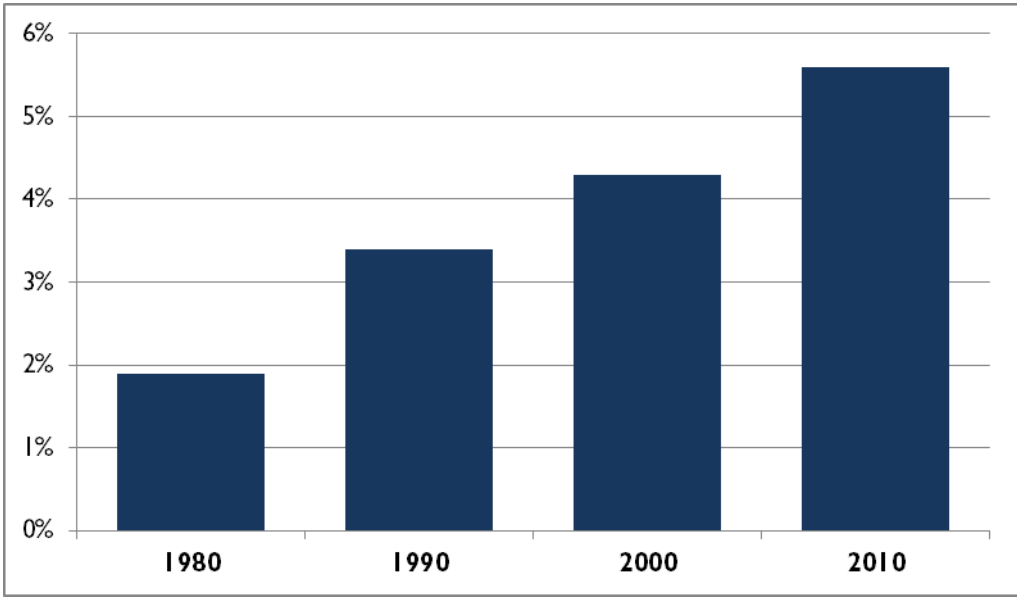
Figure E-1: Travel Modes, Share of Commute Trips, 2010



Source: CCTA, 2013.

What has changed most dramatically over the 30 years between 1980 and 2010 is the number of people who now indicate they work from home: the percentage of people who work from home has more than doubled, from 1.9 percent in 1980 to 5.6 percent in 2010, as shown in Figure E-2. Will that percentage continue to increase through 2040? And if so, could telecommuting reach levels of 10 to 20 percent? Higher participation rates for telecommuting will help alleviate future traffic congestion.

Figure E-2: Work From Home, Share of Commute Trips, 1980-2010

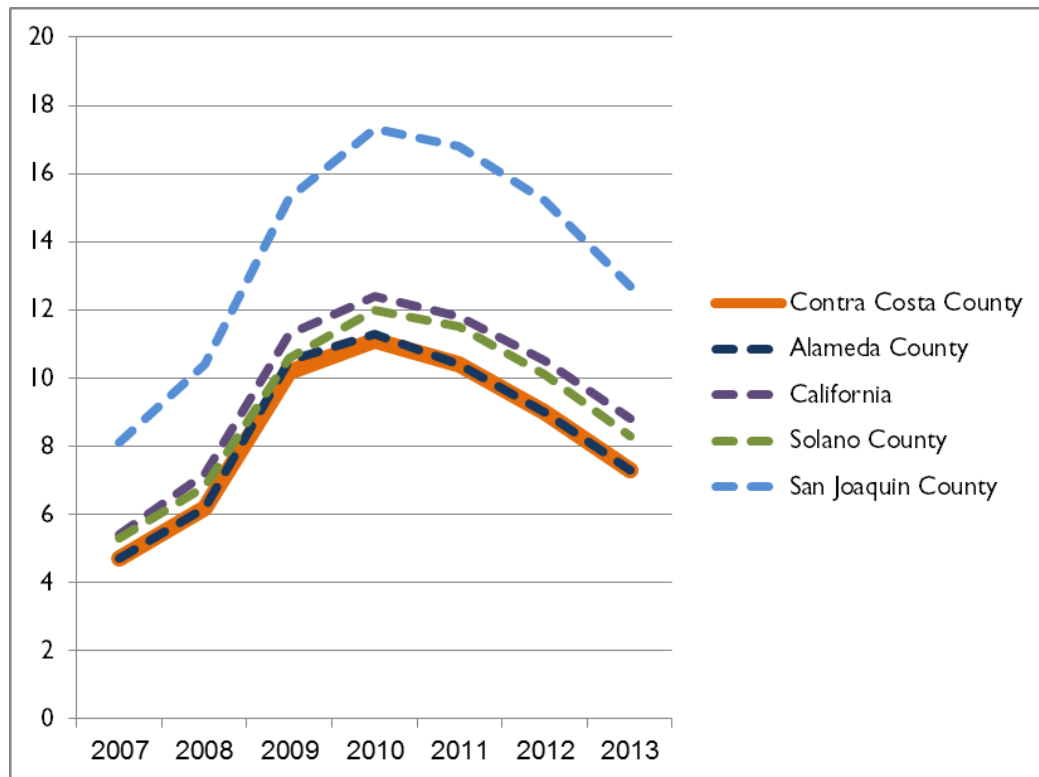


Source: CCTA, 2013.

The Economic Recovery

The so-called “Great Recession,” which began in 2007, resulted in higher unemployment rates, which in turn meant that fewer people were driving to work. Consequently, between 2007 and 2010, traffic growth in the Bay Region remained flat, and in Contra Costa even decreased somewhat. Measurements taken in 2010 indicated that traffic levels in many areas of Contra Costa had dropped to below the levels previously seen in 2000. At present, the economy is recovering from the recent recession. As shown in Figure E-3, since 2010, unemployment levels have been steadily dropping towards pre-recession levels.

Figure E-3: Unemployment Rate, 2007-2013

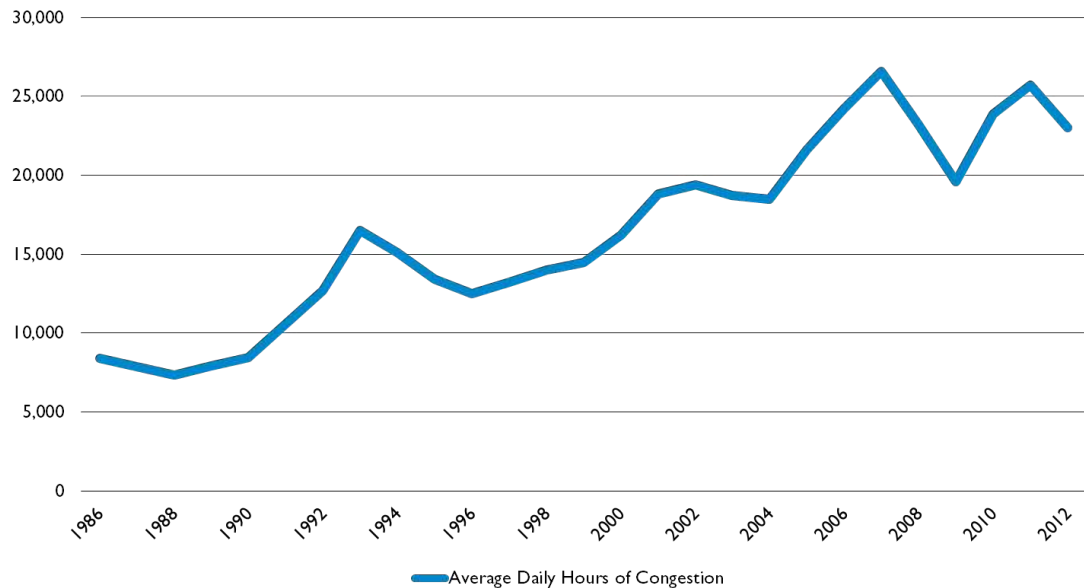


Source: CCTA, 2013.

What Does This Mean for traffic?

The end of the Great Recession comes as welcome news for the economy and residents of the Bay Area. This may mean, however, more people on the road and on BART and buses, making for heavier traffic and more crowded commutes. Although more residents may work from home, traffic congestion will remain a growing problem. People will continue to travel from home to work, school, and other destinations. As a result, we can expect past trends (shown in Figure E-4) to continue, with further increases in roadway traffic, and more hours spent on congested roadways.

Figure E-4: Average Daily Hours of Congestion, 1986-2012



Source: 1986-2008 Hi-Comp Report; 2009-2012 Mobility Performance Report.

According to our forecasts, by 2040, traffic between East County and Central County will increase by 70 percent. Other corridors will experience significant traffic growth as well.

The good news is that we also expect more people to take transit such as BART or a bus, or switch to walking or bicycling. The total number of miles driven has been dropping over the last decade, a trend that pre-dates the Great Recession. And there is more good news. California has always been a front-runner in low-emissions vehicle technology. As progress continues and more hybrid and electric cars join the fleet, harmful emissions from tomorrow's vehicles will be reduced to a small fraction of what they are today.

We also need to look no farther than our own backyard to see what further innovations lie ahead. In Mountain View, the autonomous Google® car is being perfected, and here in Contra Costa we have volunteered to have our streets and

roads serve as a test-bed for a federally-funded pilot program intended to accelerate the deployment of connected-autonomous vehicles (CAVs).

CCTA'S VISION, GOALS, AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Authority has also identified five goals and corresponding strategies for the 2014 CTP.

Goals

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

Issues & Opportunities

The purpose of the 2014 CTP is to identify and implement specific actions and strategies that support our shared goal of safe, strong, and efficient transportation networks that improve the quality of life of Contra Costa residents. As we work together to develop solutions for our county, we also need to be mindful of new challenges and opportunities that may affect the CTP's goals.

Funding

Funding is critical to meeting the stated goals of the CTP and helping Contra Costa remain one of the most desirable places to live and work in the Bay Area. In addition to examining how we can most responsibly and efficiently use existing funding sources — such as traditional State and federal funds, Cap and Trade funds, OneBayArea Grants, and voter-approved Measure J funds — we also need to consider new sources of revenue. Open road tolling, congestion pricing at gateways or in central business districts, and pricing based on parking demand are a few potential sources.

Changing Travel Choices

As noted earlier, the number of vehicle miles traveled (VMT) per capita has been decreasing over the last decade. This drop is driven primarily by the changing habits of the “millennials,” the generation born after 1982. Millennials are driving, and even getting a license to drive, less frequently. Partly, they are responding to the high cost of owning and operating a vehicle, especially with the significant student debt many millennials carry. And partly it results from changes in where millennials — and many retiring Baby Boomers — are choosing to live, namely in close-in, walkable neighborhoods. This change does not, however, seem related to unemployment. Both states with higher and lower unemployment rates have seen drops in VMT.

If this recent trend continues, it would mean that forecasts of increased congestion may be excessively dire. But even so, we expect that, in many locations, we will see more delays on our roads, especially where people must go farther to get to work.

Improving Mobility for the Next Generation

The Authority has long been concerned with how we can continue to maintain and improve our roads, freeways, transit, and pedestrian and bicycle facilities in ways that sustain our economy, our environment and our quality of life.

Making new improvements, while maintaining what we have, is a prominent issue for the 2014 CTP as the Authority addresses new State legislation such as SB 375. This legislation, and the Sustainable Communities Strategies required by it, supports the development of job centers and neighborhoods that are easier to get to by transit and safe and convenient to walk or bicycle in, changes that will reduce the need for long commutes to work, shopping and other destinations.

We also need to ensure that our roads and transit systems are resilient: can we continue to get around after an earthquake? Will increased frequency of storm surges harm our rail lines and roadways?

Using Technology

Over the last two centuries, technology has revolutionized how we move people and goods. From carriages to trains to bicycles and then cars and trucks, we have used technology to get where we want to go more quickly. That process is continuing. We are finding new technologies to help make travel safer, more efficient and more cost-effective while minimizing the impacts of travel on the environment.



As technology advances, it is shifting the ways that people access and use the transportation system; for example, real-time ridesharing is facilitated in Contra Costa by companies such as Carma, pictured above.

Source: Noah Berger, CCTA.

Improvements to automobiles, from shatterproof glass and anti-lock brakes to seat belts and air bags, have made them safer and safer over the years. Several new technologies are on the horizon that have the potential to significantly improve auto safety. Collision warning and automatic braking, for example, which are already being incorporated into new cars, warn drivers if they approach oth-

er cars too closely and automatically slow the vehicle if the driver doesn't respond.

Another potential new improvement that could have a significant impact, not just on safety but also the efficiency of our roadways, is vehicle automation and communication. If we can get cars to talk to each other and eliminate the driver, we can improve fuel efficiency and reduce congestion and collisions. Connected automated vehicles can also have environmental benefits by making travel more efficient. Many issues remain to be overcome, from setting up the protocols for communicating among cars to ensuring that their use doesn't worsen the environment for bicyclists, pedestrians, and transit users.

Technology has been used to reduce the negative effects of our modern transportation network. Catalytic converters, more efficient engines, and other improvements have helped reduce emissions of air pollutants and the increased use of electric or hybrid-electric vehicles promise to reduce greenhouse gas emissions in our urban areas even further. (This may be offset by the need to increase electricity generation and the increased use of electric vehicles will increase the need for charging infrastructure.)

Other technologies focusing on the roadway will also play a role. Intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and efficiency, benefiting the environment by limiting the waste of fuel and reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems. The I-80 Integrated Corridor Mobility (ICM) project, which incorporates these and other improvements, is expected to lead to significant increases in capacity on the freeway.

The 2014 CTP considers how this evolving transportation technology should be incorporated into our transportation system.



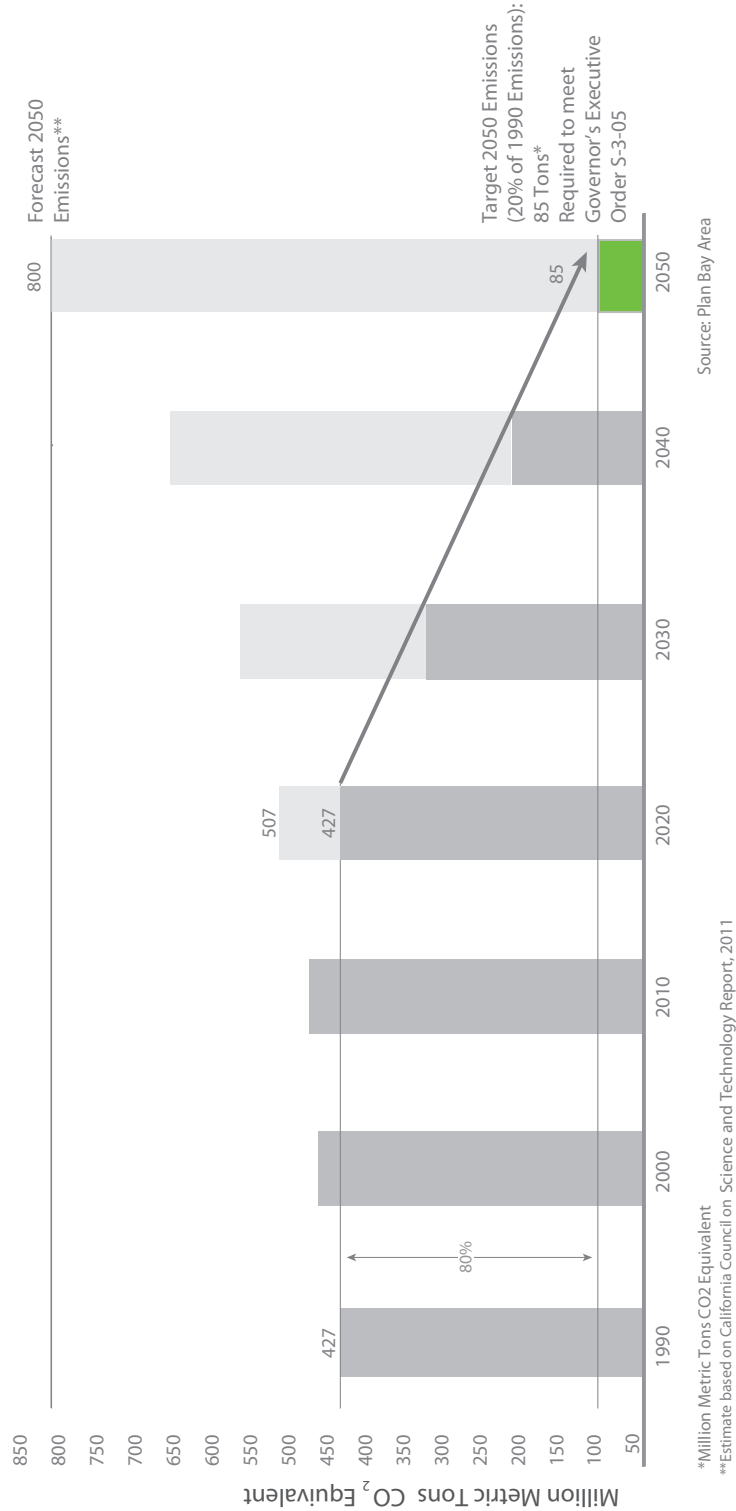
Technology advancements sometimes require changes to our infrastructure; for example, as electric vehicles are increasingly used across Contra Costa, more electric vehicle charging stations are needed to support them.

Source: Noah Berger, CCTA.

Managing the Effects of Greenhouse Gases

Climate change will have to be considered in our growth management plan due to the California Governor's order mandating an 80 percent reduction of greenhouse gases below 1990 levels by 2050, as shown in Figure E-5. Any efforts to increase the resiliency of our transportation system in light of future sea level rise will also need to take into account future vulnerabilities, such as bay-lands and access points near San Francisco Bay and the implications for infrastructure and land use.

Figure E-5: Reaching Statewide AB 32 GHG Reduction Targets



SENATE BILL 375

Senate Bill (SB) 375, approved in 2008 as part of California's efforts to reduce greenhouse gas (GHG) emissions from motor vehicle trips, made three significant changes to State law:

1. It required the Metropolitan Transportation Commission (MTC) and other regional planning agencies to adopt a Sustainable Communities Strategy, or SCS, as part of its Regional Transportation Plan.
2. It linked the regional housing needs allocation, or RHNA, process to the regional transportation process while maintaining local authority over land use decisions.
3. It exempted transit priority projects and other residential or mixed-use projects from some of CEQA's requirements.

The Sustainable Communities Strategy (SCS)

The SCS must identify an integrated land use and transportation system that together will meet the greenhouse gas emission reduction targets approved by the California Air Resources Board (CARB). This pattern of land uses and transportation facilities must also include enough development to accommodate the expected future population over both the next eight and the next 20 years as well as serve the transportation needs of the region. If the SCS falls short of these greenhouse gas targets, regional agencies must develop an "alternative planning strategy" (APS) that meets the targets. The APS can include bolder ideas that may require additional funds or changes in law. MTC and the Association of Bay Area Governments (ABAG) adopted their first SCS in 2013 as part of Plan Bay Area, the 2013 Bay Area Regional Transportation Plan (RTP). The SCS was able to meet the greenhouse gas reduction targets without requiring the preparation of an APS.

Neither the SCS nor the APS will supersede a city's or county's general plan or other planning policies or authorities. Nor must a local agency's planning policies be consistent with either strategy.

Housing Needs

SB 375 requires that the allocations of regional housing needs that ABAG prepares must be consistent with the development pattern adopted in the SCS and

the schedule of the RTP process. Local governments will now need to update their housing elements within three years of the adoption of the SCS to be consistent with ABAG housing needs allocations.

California Environmental Quality Act (CEQA) Exemptions

SB 375 streamlines CEQA review for two types of projects: residential or mixed-use projects, and “transit priority projects.” If a residential or mixed-use project conforms to the SCS, its CEQA review does not have to cover growth-inducing impacts or cover either project-specific or cumulative impacts dealing with climate change. Transit priority projects that meet certain criteria can qualify for either a full CEQA exemption or a streamlined environmental assessment.

COOPERATIVE PLANNING

The 2014 CTP relies on collaboration with and between our partners, both at the countywide and regional levels. As a critical component of the countywide transportation planning process, each of the county’s five Regional Transportation Planning Committees (RTPCs) creates an Action Plan, which identifies a complete list of actions to be completed as a result of the Action Plan. The 2014 Action Plans are unique in the sense that they focus on additional consideration of multimodal transit options including pedestrian and bicycling facility improvements and changes.

The 2014 updates of the Action Plans also demonstrate an increased concern for intra-regional routes and the impact of traffic diverting from inter-regional routes, increased support for freeway management strategies, and recognition of BART and freeway management as important inter-regional strategies. The Growth Management Program (GMP), which is Contra Costa’s program to enforce collaborative transportation and land use planning, began a new stage when Measure J passed in 2009. With the implementation of Measure J, the GMP remains in effect through 2034.

Role of Action Plans in Identifying and Evaluating New Projects

As part of the Action Plan planning process, each RTPC identified projects and programs in the form of actions to be included in the Action Plan for the Routes of Regional Significance. The 2014 Action Plans used the 2009 Action Plans as a base, with new actions and Regional Routes of Significance identified through discussion, collaboration, and review by each committee. Each Action Plan states

its vision, goals, and policies; designates Routes of Regional Significance; sets objectives for these routes; and presents specific actions to achieve these objectives. The actions are listed on both a route-by-route and a regional scale, and aim to support the transportation objectives as specified by each RTPC. Figure E-7 shows the Action Plan approval process.

The Growth Management Program (GMP)

The GMP will continue to provide cooperative planning on a countywide basis, as mandated by Measure J. So far, the GMP has vastly improved interjurisdictional communications regarding transportation and land use issues. By working with the cities and towns to manage growth, the Authority has facilitated creation of a regional mitigation program that has generated more than \$250 million in new revenues for regional transportation projects. The GMP will continue to be implemented in accordance with the requirements of Measure J through 2034. As shown in Figure E-6, the Measure J GMP has seven components that local jurisdictions must implement to maintain compliance with the GMP, and receive funding for local streets and roads in return.

Figure E-6: The Measure J Growth Management Program



Implementing Plan Bay Area

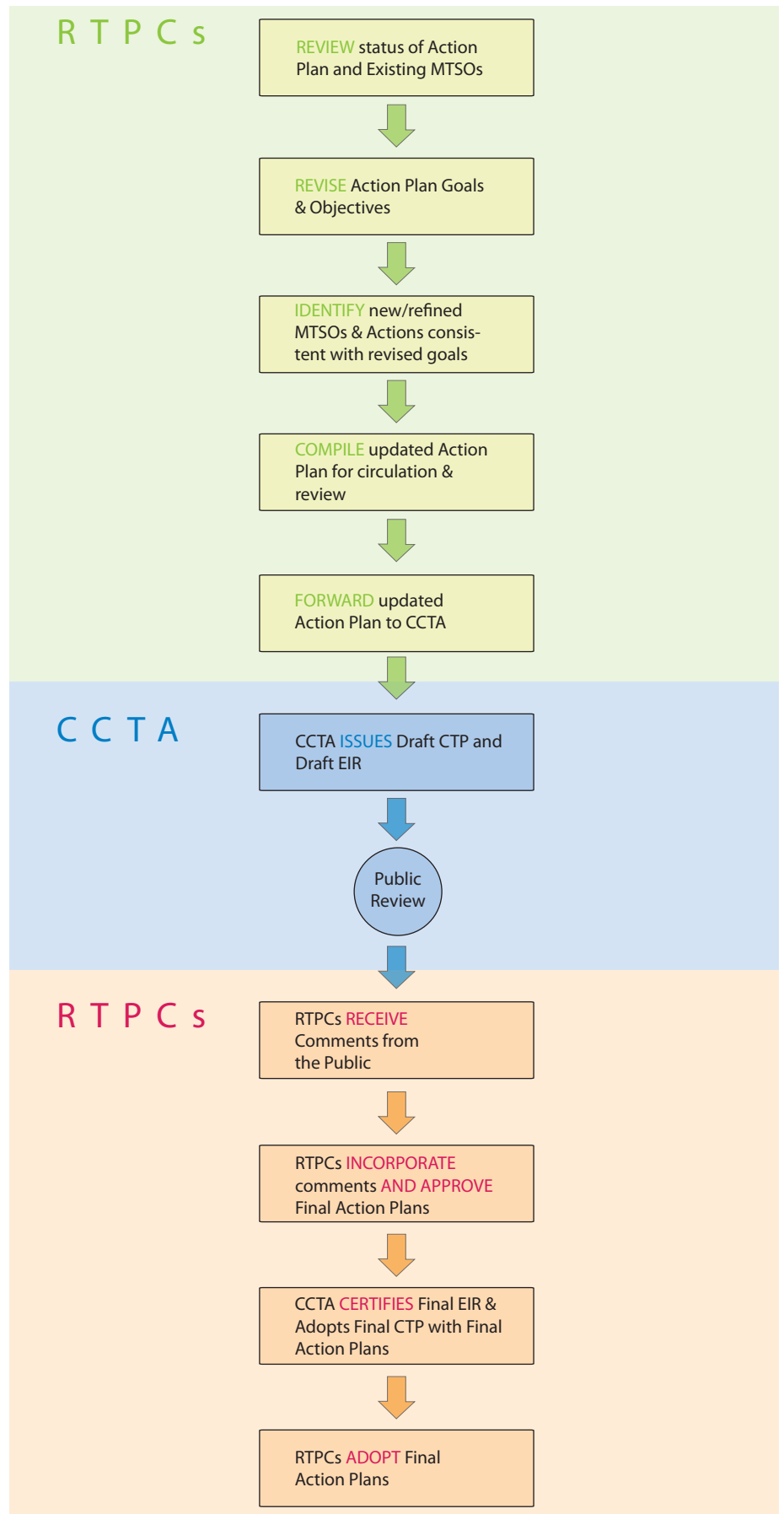
As discussed earlier, Plan Bay Area is the Bay Area's long-term transportation, land use, and housing strategy through the year 2040. Adopted in 2013, it includes the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy. Plan Bay Area was created by MTC and ABAG in response to SB 375. Plan Bay Area envisioned that implementation details would be taken up in partnership with transportation planning agencies and local jurisdictions. As such, the 2014 CTP addresses how elements included in Plan Bay Area fit into our vision for Contra Costa.

Elements of Plan Bay Area that are reflected in this CTP include:

- Priority Development Areas (PDAs);
- Use of California Cap and Trade funds;
- Other initiatives, including those for freeway performance, carpooling and vanpooling, smart driving strategies, streamlining the environmental review process, goods movement, and industrial lands inventories;
- The draft framework for MTC's Economic Prosperity Plan (publication forthcoming), which removes barriers for the disadvantaged and discusses the unresolved regional issues of mobility and equity;
- Complete Streets, which serve all modes, and reasonable accommodations for all modes; and
- Incorporation of Plan Bay Area's land use forecasts (*Projections 2013*) for the Authority's travel demand forecasting model.

Figure E-7: Action Plan Development and Approval Process

Action Plan Process Update



IMPLEMENTING THE PLAN

The 2014 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The Authority will need to work with many agencies to fund and prioritize the programs and projects that will work towards achieving its goals. The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality, building on lessons learned since the first CTP was prepared in 1995.

Detailed implementation tasks fall under the following seven broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Support growth management
- Develop transportation improvements
- Improve systems management
- Build and maintain partnerships
- Fund transportation improvements

The 2014 CTP represents the Authority's long-term plan for achieving a healthy environment and a strong economy that benefits all people and areas of Contra Costa through investment in our transportation system, cooperative planning and growth management. Working with its partner agencies, the Authority will apply these strategies outlined in the 2014 CTP to achieve the vision for Contra Costa's future.

FUNDING OVERVIEW

Over the life of Measure J, the Authority anticipates total revenues of \$2.7 billion (escalated dollars) from the one-half percent sales tax. Of these, about 58 percent, or \$1.56 billion, is dedicated to programs such as local streets and roads, bus operations, and Transportation for Livable Communities. The remaining 42 percent, or \$1.14 billion, goes to specific transportation projects.

Measure C (1988-2004) had a different project/program split. Of the \$1.1 billion generated by Measure C, specific transportation projects received 60 percent of total revenues, while programs received 40 percent.

Measures C and J have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. As shown in the table below, total past and future project expenditures, including State and federal funds leveraged by Measures C and J, total \$6.5 billion.

TABLE E-1: MEASURES C AND J PAST AND FUTURE PROJECT EXPENDITURES

MEASURE C AND MEASURE J (X \$1,000)	PAST	FUTURE	TOTAL
Roadway (highways, arterials and maintenance)	\$754,989	\$1,030,733	\$1,785,722
Transit (bus, ferry, express bus, paratransit, commute alternatives)	\$433,548	\$737,643	\$1,171,192
Pedestrian & Bicycle (TLC, trails, safe transport for children, subregional needs)	\$11,152	\$322,812	\$333,964
Other	\$143,915	\$372,998	\$516,913
Subtotal	\$1,343,605	\$2,464,187	\$3,807,792
Leveraged funds on Measure C & J projects	\$1,721,000	\$970,000	\$2,691,000
TOTAL FUNDS	\$2,064,605	\$3,434,187	\$6,498,792

Volume 3 of the CTP contains a detailed listing of projects covering all modes of transport. Some of the major projects recently completed, under construction or planned for the future, are shown in Figure E-8. As shown in the table below, the total cost of proposed future projects is estimated at \$11.6 billion, of which only \$4.8 billion is funded through local, regional, State, and federal sources.

In addition to the projects, there are a number of transportation programs that are needed to preserve, protect, and operate our investments and to serve our travelers. The CTP estimates that approximately \$14.6 billion would be required to carry these programs through to 2040. This estimate may change depending upon the way that regional program needs are allocated to each county. Furthermore, the shortfall amount for programs is more difficult to estimate, given that in many cases, the program cost is already dictated by the availability of

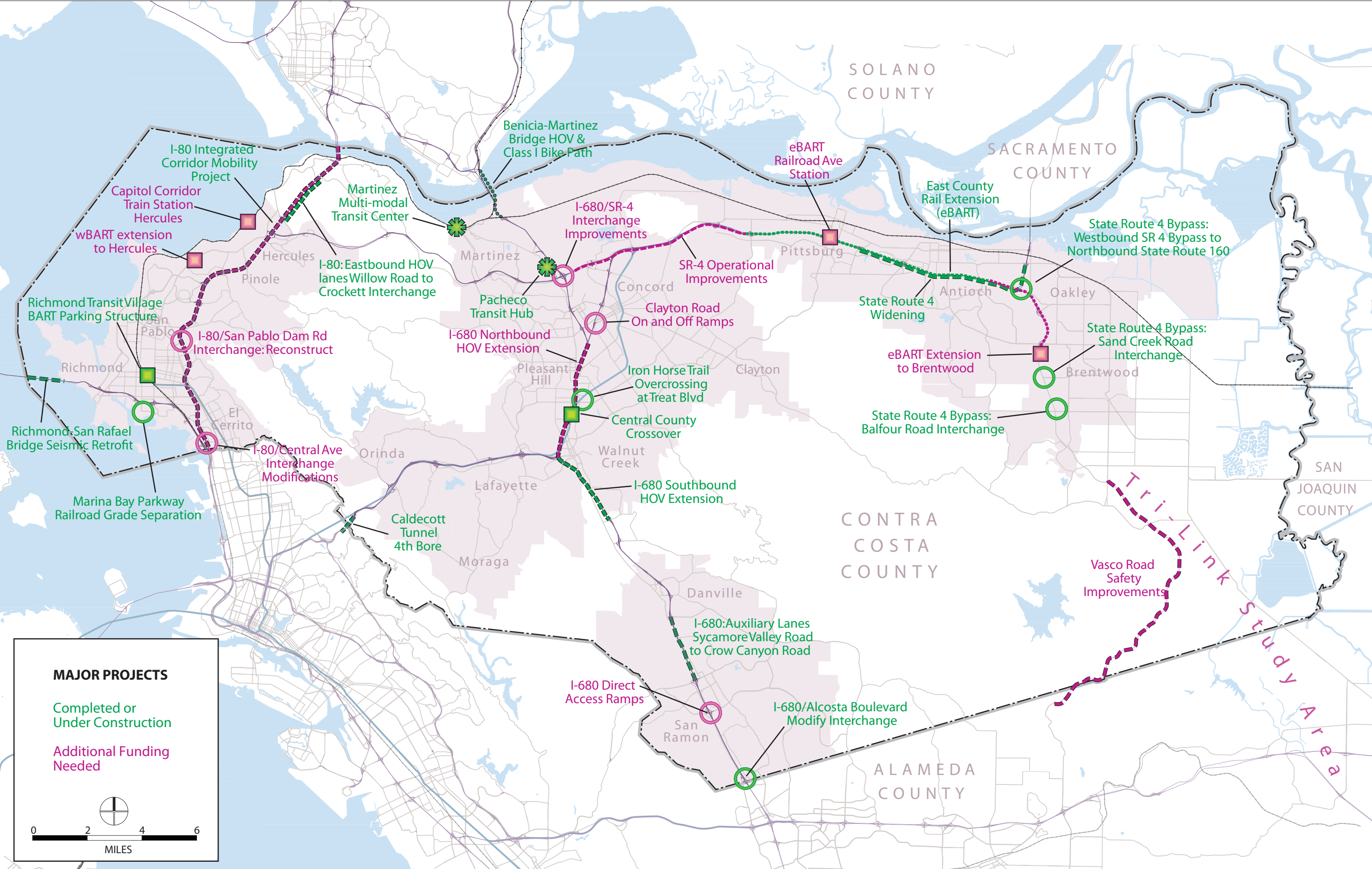
funding for each program. The following table summarizes the cost by program type.

TABLE E-2: TOTAL COSTS OF PROPOSED FUTURE PROJECTS		
PROJECT TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.7%
Freeway/Expressway/Interchanges	\$3,875,997	33.4%
Intermodal/Park-and-Ride	\$131,854	1.1%
TOTAL COST	\$11,613,174	100.0%

A major challenge facing the Authority is to prioritize this \$26 billion in projects and programs and determine which should receive highest priority over the next 30 years. In addition, the Authority must seek new sources of funding to bridge an approximate \$6.8 billion funding gap for projects, and a potentially similar gap for programs. Through renewal of the sales tax measure, and by keeping a close eye on other funding opportunities that may present themselves, the Authority will continue working diligently to achieve Contra Costa's transportation vision for 2040.

TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS		
PROGRAM TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,978,000	41.1%
Bicycle/Pedestrian	\$232,000	1.6%
Bus	\$1,419,000	9.7%
Freeway/Expressway/Interchanges	\$935,000	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$114,000	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,000	0.2%
TDM	\$27,000	0.2%
TOTAL COST	\$14,557,000	100.0%

Figure E-8: Major Projects Funded Through Measure C and Measure J



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What do **YOU** want in Contra Costa?



BART? Buses? Bikes?
Roads? Ferries?

The Contra Costa Transportation Authority (CCTA) improves our local transportation systems by planning and funding key projects, like the Caldecott Tunnel Fourth Bore, Highway 4 widening, and BART system extensions. We also help maintain local streets, reduce traffic congestion, and make Contra Costa safe for bicyclists and pedestrians. Our work gets you where you need to go!

CCTA is updating our Countywide Transportation Plan and we need your help! Tell us your vision for Contra Costa's Transportation Future and be part of the next Countywide Transportation Plan.

For more information on the Countywide Transportation Plan and CCTA, visit www.CCTA.net

There are four convenient ways you can participate:

1. Attend one of our upcoming public workshops:

- ▶ **Central County:** Wednesday, August 27, 2014, 7pm, Assembly Hall, Civic Park Community Center, 1375 Civic Drive, Walnut Creek
- ▶ **East County:** Thursday, August 28, 2014, 7pm, City Council Chambers, Pittsburg Civic Center, 65 Civic Avenue, Pittsburg
- ▶ **South County:** Wednesday, September 10, 2014, 7pm, Veteran's Memorial Building, 3780 Mt. Diablo Blvd, Lafayette
- ▶ **West County:** Saturday, September 20, 2014, 1:30pm, Richmond Convention Center, Bermuda Room (enter from Nevin St.) 403 Civic Center Plaza, Richmond
- ▶ **West County:** Monday, September 22, 2014, 7pm, Hercules Community Center (Gym), 2001 Refugio Valley Road, Hercules

- 2. **Telephone Town Hall:** Tuesday, September 23, 2014 at 6pm, Dial 877-229-8493 and pin# 1126642 when prompted.
- 3. Share your bright ideas for Contra Costa with us and see what other ideas have been submitted at KeepContraCostaMoving.net
- 4. Call 925-256-4720 or email 2014CTP@ccta.net to have a copy of the survey mailed to you.



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Keeping Contra Costa Moving



¿Qué le gustaría TENER en Contra Costa?



¿BART? ¿Autobuses?
¿Bicicletas? ¿Carreteras?
¿Ferries?

Contra Costa Transportation Authority (CCTA) mejora nuestro sistema de transporte local al planificar y suministrar fondos para proyectos como el Caldecott Tunnel, Highway 4 y las extensiones del sistema BART. También ayudamos a mantener las calles de la localidad, a reducir la congestión de tránsito y hacer que Contra Costa sea seguro para los ciclistas y peatones. ¡Nuestro trabajo llega hasta donde necesite ir!

CCTA está actualizando nuestro plan de transporte del condado y necesitamos de su ayuda. Denos su visión para el futuro de la transporte en Contra Costa y sea parte del próximo Countywide Transportation Plan.

Para más información sobre el Countywide Transportation Plan y CCTA, visite www.CCTA.net

Hay cuatro maneras muy convenientes de participar:

1. Asista a uno de nuestros próximos talleres públicos:
 - ▶ **Centro del condado:** miércoles, 27 de agosto de 2014, 7pm, Assembly Hall en el Centro Comunitario Cívico, 1375 Civic Drive, Walnut Creek
 - ▶ **Este del condado:** jueves, 28 de agosto de 2014, 7pm, City Council Chambers, Pittsburg Civic Center, 65 Civic Avenue, Pittsburg
 - ▶ **Sur3 del condado:** miércoles, 10 de septiembre de 2014, 7pm, Veteran's Memorial Building, 3780 Mt. Diablo Blvd, Lafayette
 - ▶ **Oeste del condado:** sábado, 20 de septiembre de 2014, 1:30pm, Richmond Convention Center, Bermuda Room (entrada desde Nevin St.) 403 Civic Center Plaza, Richmond
 - ▶ **Oeste del condado:** lunes, 22 de septiembre de 2014, 7pm, Hercules Community Center (Gym), 2001 Refugio Valley Road, Hercules
2. **Taller público por vía telefónica:** Teléfono del ayuntamiento: martes, 23 de septiembre de 2014, 6pm, Marque 877-229-8493 y presione el código #1126642 cuando le indiquen.
3. Comparta sus buenas ideas para Contra Costa con nosotros y vea las otras ideas que nos han presentado a KeepContraCostaMoving.net
4. Llame al 925-256-4720 o envíe un correo electrónico a 2014CTP@ccta.net para poderle enviar la encuesta a su cuenta.



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Keeping Contra Costa Moving



What do **YOU** want in Contra Costa?

BART? Buses? Bikes? Roads? Ferries?



The Contra Costa Transportation Authority (CCTA) improves our local transportation systems by planning and funding key projects, like the Caldecott Tunnel Fourth Bore, Highway 4 widening, and BART system extensions. We also help maintain local streets, reduce traffic congestion, and make Contra Costa safe for bicyclists and pedestrians. Our work gets you where you need to go!

CCTA is updating our Countywide Transportation Plan and we need your help! Tell us your vision for Contra Costa's transportation future below and be part of the next Countywide Transportation Plan.

**For more information, call 925-256-4720,
email 2014CTP@ccta.net, or visit www.CCTA.net**



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Keeping Contra Costa Moving

What are Your Transportation Priorities and Ideas?

Name _____ Email _____
Address _____

☐ Keep me informed of CCTA news and updates



1. My Transportation Priorities

CCTA invests in key projects and programs that keep Contra Costa residents moving. What types of projects and programs do you think should be a priority as we plan for the next 25 years? Choose up to three.

- ☐ Buses ☐ Ferries ☐ BART ☐ Pedestrian Safety ☐ Highways ☐ Bicycle Routes
☐ Safe Routes to Schools ☐ Local Street Improvements ☐ Carpool/Rideshare Programs
☐ Programs for Seniors and People with Disabilities



2. My Bright Idea

Tell us about a specific transportation project or program that you'd like to see in Contra Costa.

What is the Contra Costa Transportation Authority?

The Contra Costa Transportation Authority (CCTA) is responsible for maintaining and improving Contra Costa’s transportation system. We get you where you need to go by providing critical funding for local street repair, highway improvements, BART, AC Transit, and major transportation projects like the Caldecott Tunnel Fourth Bore. As the county’s Congestion Management Agency, we fund innovative programs to reduce congestion and promote alternative transportation. CCTA manages the funds generated by a voter-approved transportation sales tax.

What is the Countywide Transportation Plan?

The Countywide Transportation Plan (CTP) is a key planning tool that provides the overall direction for our county’s transportation system. It outlines CCTA’s vision for Contra Costa and establishes goals, strategies, projects, and other actions that help achieve that vision. CCTA is working with the public and community stakeholders to update the CTP to meet our changing needs.

Are there more ways to participate?

Yes! After you send back your survey, please join us at one of these upcoming workshops:

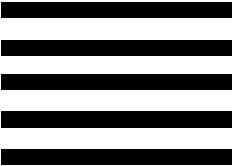
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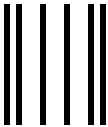


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Agenda Item 7



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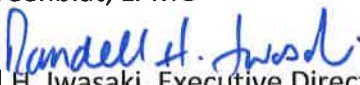
Mike Metcalf

Karen Mitchoff

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Leah Greenblat, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: July 17, 2014

Re: Item approved by the Authority on July 16, 2014 for circulation to the
Regional Transportation Planning Committees (RTPCs)

At its July 16, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Release the Draft 2014 CTP Update for Public Review.** Authority staff and consultants have prepared the draft 2014 Countywide Transportation Plan (CTP) Update for public review and comment. The 2014 CTP consists of three volumes: Volume 1 is the main body of the plan. It includes the outlook for transportation to the 2040 horizon year, the Authority's Vision, Goals, and Strategies, and an evaluation of the cost and available funding for transportation improvements expected to be implemented during the life of the Plan; Volume 2 contains the five subregional Action Plans for Routes of Regional Significance. As part of the update, the five Regional Transportation Planning Committees (RTPCs) have each completed draft Action Plans and forwarded them to the Authority for inclusion in the Draft CTP. Volume 3 contains the CTPL – the Authority's Comprehensive Transportation Project List – containing over 1,200 individual projects totaling over \$11 billion. Staff seeks Authority approval to release the Draft 2014 CTP for a 60-day public review period. Staff also requests approval to release the Draft Supplemental EIR on the Draft 2014 CTP for a 45-day review. *The Authority approved release of the Draft 2014 CTP Update to all interested parties, stakeholders, and the general public for review and comment by September 30, 2014. The Authority also*

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

reviewed and approved proposed language to address a policy issue related to the designation by SWAT of the Iron Horse Trail and BART as Routes of Regional Significance. The Authority will re-visit this issue following discussion by the Regional Transportation Planning Committees. (Attachment)

Planning Committee **STAFF REPORT**

Meeting Date: July 2, 2014

Subject	Approval to Release the Draft 2014 CTP Update for Public Review
Summary of Issues	<p>Authority staff and consultants have prepared the draft 2014 Countywide Transportation Plan (CTP) Update for public review and comment. The 2014 CTP consists of three volumes: Volume 1 is the main body of the plan. It includes the outlook for transportation to the 2040 horizon year, the Authority's Vision, Goals, and Strategies, and an evaluation of the cost and available funding for transportation improvements expected to be implemented during the life of the Plan; Volume 2 contains the five subregional Action Plans for Routes of Regional Significance. As part of the update, the five Regional Transportation Planning Committees (RTPCs) have each completed draft Action Plans and forwarded them to the Authority for inclusion in the Draft CTP. Volume 3 contains the CTPL – the Authority's Comprehensive Transportation Project List – containing over 1,200 individual projects totaling over \$11 billion. Staff seeks Authority approval to release the Draft 2014 CTP for a 60-day public review period. Staff also requests approval to release the Draft Supplemental EIR (SEIR) on the Draft 2014 CTP for a 45-day review.</p>
Recommendations	<p>Staff recommends that the Authority review the draft, approve desired changes, <u>authorize staff to incorporate other nonsubstantive edits,</u> and then release the Draft CTP to all interested parties, <u>stakeholders, and the general public</u> with comments due by September 30, 2014.</p>
Financial Implications	N/A
Options	<ol style="list-style-type: none"> 1. Provide further direction to staff prior to release of the draft Plan; 2. Postpone release of the draft Plan.
Attachments	<ol style="list-style-type: none"> A. Executive Summary, Preliminary Draft Countywide Transportation Plan (for Planning Committee Review, July 2, 2014) B. Preliminary Draft Countywide Plan Volumes 1, 2 & 3 available for download at www.ccta.net.

Changes from Committee

The Planning Committee (PC) recommended approval to release the Draft 2014 CTP and SEIR for public review during August and September, with comments due by September 30, 2014. The PC also reviewed the Draft CTP presentation materials and made a number of suggestions for improving the presentation slides. Also, following the PC meeting, SWAT met on July 7th to discuss the proposed policy on the designation of non-motorized facilities as regional routes. The revised text below reflects the policy direction from SWAT.

Background

Measure J requires the Authority to prepare and periodically update a Countywide Comprehensive Transportation Plan (CTP). The first CTP was adopted in 1995. Subsequent updates were adopted in 2000, 2004, and 2009. The 2014 CTP Update will constitute the fourth update to the Plan.

The CTP is the blueprint for Contra Costa's transportation system over the next 30 years. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue over the lifetime of the Plan. The CTP identifies goals for bringing together all modes of travel, networks, and operators to meet the diverse needs of Contra Costa.

Authority staff, working with the CTP Task Force and Ad-Hoc Committee, began work on the 2014 Update to the Plan in mid-2012. As a first step, the Authority released "*Issues and Opportunities for the 2014 Update to the CTP.*" Staff also prepared a detailed schedule for the Plan and EIR process and a detailed outline for the Plan document.

The CTP Task Force has been reviewing the schedule and outline, and reviewed an Administrative Draft of the Plan in May 2014. The Task Force includes RTPC staff, members of the TCC, and representatives from local jurisdictions and transit agencies.

Schedule

The schedule below summarizes key dates and activities for the preparation of both the 2014 Update and the EIR:

June 19	TCC reviews Administrative Draft 2014 CTP Update
July 2	Planning Committee reviews Preliminary Draft 2014 Update
July 16	CCTA authorizes release of Draft 2014 Update
July 30	Authority staff releases the Draft CTP

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Aug 1 – Sept 30	Implement CTP Public Education and Outreach Plan
Aug 15	Issue the Draft SEIR
Sept. 3	Planning Committee holds public meeting on Draft 2014 Update & SEIR
Sept. 30	Comments due on Draft 2014 CTP Update and Draft SEIR
Dec. 3	Planning Committee reviews & recommends adoption of 2014 CTP Update
Dec. 17	Authority certifies Final SEIR and adopts Final 2014 CTP Update

Outline of the Plan

- Volume 1 - The Draft 2014 Countywide Transportation Plan
- Volume 2 - Draft Action Plans from the five subregions
- Volume 3 - Draft Comprehensive Transportation Project and Programs Listing (CTPL)

CTP

Volume 1 of the 2014 CTP follows a similar format to the 2009 CTP, but it is condensed from eight to five chapters, with updates that reflect changes since the last Plan. The vision, goals and strategies, which were updated by the Authority Board in April, are described. Major changes in the planning environment since the 2009 Plan are documented and include the adoption of *Plan Bay Area*, new regional initiatives (OBAG, Complete Streets, goods movement, etc.), evolving transportation technologies, incorporation of SB 375 related efforts to reduce greenhouse gas emissions, and potential new funding opportunities (cap and trade, congestion/parking pricing, open road tolling, etc.).

Actions Plans for Routes of Regional Significance

Volume 2 is composed of the five subregional draft Action Plans (West, Central, East, Lamorinda, and Tri-Valley), as approved by the RTPCs in late 2013 and early 2014. Highlights from the Action Plan updates include the following:

- Addition of new Routes of Regional Significance (RRS), including Bailey Road in Central County, and elimination of other routes, such as Carlson Avenue in Richmond,
- More consideration of transit, biking, and walking,
- More concern for intra-regional routes and impact of traffic diversions from inter-regional routes, and
- Recognition of BART and freeway management as important inter-regional strategies.

In addition, the updates have generated several new topics for RTPC-to-RTPC discussions, including:

- The study of Vasco Road in East County,
- SR-239/Tri-Link issues between East County and Tri-Valley,
- Management of Pleasant Hill Road between Central County and Lamorinda,
- Designation of the Iron Horse Trail as an Regional Route in Tri-Valley, and
- Designation of BART as a Regional Route in Lamorinda.

Comprehensive Transportation Project Listing (CTPL)

Volume 3 includes a detailed listing of the approximately \$11.65 billion in projects from the CTPL, as provided by local project sponsors and updated during open calls in 2013. The CTPL is summarized by project type as follows:

TOTAL COSTS OF PROPOSED FUTURE PROJECTS		
PROJECT TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$1,954,075	16.8%
Bicycle/Pedestrian/SR2S/TLC	\$579,159	5.0%
Transit	\$5,072,089	43.5%
Freeway/Expressway/Interchanges	\$3,875,997	33.3%
Intermodal/Park-and-Ride	\$131,854	1.1%
Studies	\$38,035	0.3%
TOTAL COST	\$11,651,209	100.0%

In addition to the projects, there is another approximately \$14.56 billion in programs in the CTPL, summarized below by program type.

TABLE E-3: TOTAL COSTS OF PROPOSED PROGRAMS		
PROGRAM TYPE	TOTAL COST (X \$1,000)	SHARE OF TOTAL
Arterial/Roadway	\$5,977,720	41.1%
Bicycle/Pedestrian	\$231,599	1.6%
Bus	\$1,419,053	9.8%
Freeway/Expressway/Interchanges	\$935,440	6.4%
Green Programs	\$500,000	3.4%
Innovation	\$100,000	0.7%
Paratransit	\$113,500	0.8%
Rail/Rapid Transit	\$5,229,000	35.9%
Safe Routes to Schools	\$23,013	0.2%
TDM	\$26,600	0.2%
TOTAL COST	\$14,556,726	100.0%

The CTPL serves as a starting point for developing a financially constrained project list that could serve as an advocacy document for procuring new funding sources, including a possible sales tax measure in 2016.

Consideration of Outstanding Policy Issue: SWAT Proposal to Designate the Iron Horse Trail and BART as Routes of Regional Significance

In the course of developing the 2014 update to the Action Plans, the RTPCs took a fresh look at the designation of regional routes. Some RTPCs added routes, while others deleted them. Still others chose to add ~~non-auto facilities~~ trails and BART to the network.

The Lamorinda subarea of SWAT, for example, proposed adding BART, and the TVTC subarea proposed adding the Iron Horse Trail (IHT) as a Regional Route. According to the Authority's adopted policy, however, the Regional Route designation may be applied only to roads: "Does the road connect two or more regions of the County? Does the road cross county boundaries," or carry significant amounts of through traffic or provide access to a regional highway or transit facility?"¹

We commend SWAT's initiative to broaden the concept of Regional Routes and support innovative approaches that help implement SB 375. SWAT's proposed designation of BART and the Iron Horse Trail reflects the increasing interest in multimodal approaches to solving congestion and access issues and less on auto-oriented solutions.

Staff notes that the CTP and Growth Management Program have always emphasized multimodal approaches. The Authority's policies for establishing objectives for Regional Routes and the actions intended to achieve those objectives have included all modes of travel. While SWAT may be comfortable with the concept of establishing MTSOs for BART and the IHT, other RTPCs are not. During discussion of this issue at both the CTP Task Force, and the TCC, the RTPC managers from WCCTAC, TRANSPAC, and TRANSPLAN indicated that the matter had been fully discussed at the RTPC-TACs, and that local staff in those subareas was, for the following reasons, opposed to broadening the definition of RRS to facilities other than roadways.

¹ CCTA, *Implementation Guide*, (emphasis added) Adopted Jun 16, 2010, p. 23.

For trails:

- Establishing quantitative objectives for bicycle and pedestrian trails could prove difficult
- The concept of “through traffic” for trails is different, or non-existent when compared to highways; most trips are short, and might not cross jurisdictional boundaries.

For BART:

- System requirements for BART are likely to overshadow the specific, local goals that might be established through the cooperative planning process

For both trails and BART:

- Implementing the actions for trails and BART, which are neither owned nor operated by the involved cities, could prove challenging
- The Authority’s currently adopted Action Plan development policy fully recognizes that BART and the regional trail system are indeed key components of the transportation system, and a corridor approach to achieving the MTSOs is strongly encouraged. The corridor approach has proved to be a successful strategy – one that all of the RTPCs can support.

From the Authority’s perspective, a countywide policy that can be applied equally to all RTPCs is needed. Therefore, staff recommends the following approach, which was reviewed and approved by SWAT at its July 7 meeting:

- Allow RTPCs the option to include BART and/or regional trails in their Action Plans as regional routes, but do not formally adopt them into the CTP
- Any MTSOs, actions, review policies, etc. adopted by an RTPC as a result of having designated non-roadway facilities as a RRS would be: a) ~~advisory in nature~~; b) limited to consideration within the RTPC; and c) de-coupled from the Authority’s GMP compliance requirements

SWAT further discussed developing a new nomenclature for these routes. Staff suggests the following:

- For BART in the Lamorinda Action Plan – “Regional Transit Route”
- For the IHT in the Tri-Valley – “Non-motorized Regional Route”.

Update on CTP Public Outreach

Staff is beginning to implement the Authority's adopted public education and outreach plan for the CTP. This effort will include the following activities:

- On-line CTP engagement tool (late July, early August)
- Regional Community Workshops
- Telephone Town Hall
- Stakeholder tool kits
- Additional outreach using targeted mail to promote the workshops and encourage participation in the online engagement tool (subject to review and approval by the Authority's Ad Hoc CTP Committee)

The following schedule is proposed for presentations to the RTPCs and the public workshops:

RTPC	Presentation to RTPC	Public Workshop
PLEASE SEE REVISED SCHEDULE ATTACHED		

Approval to release the Draft CTP and Draft SEIR

Staff recommends that the Authority review the draft, approve desired changes, and then release the Draft CTP in late July 2014 for a 60-day review by the general public, stakeholders, local jurisdictions, RTPCs, adjacent CMAs, the CAC, and other interested parties.

Staff also recommends Authority approval to release the Draft Supplemental EIR on the 2014 CTP in mid August for the required 45-day review.



CONTRA COSTA
transportation
authority

RTPC	CTP Presentation to RTPC (by CCTA staff)	Public Workshop for CTP
SWAT	Monday, September 8, 2014 3:00pm	Wednesday, September 10, 2014 7:00 p.m. Lafayette Veterans Hall
TRANSPAC	Thursday, September 11, 2014 9:00am	Wednesday, August 27, 2014 7:00pm (Location TBD) *most likely CCTA
TRANSPLAN	Thursday, August 14, 2014 6:00pm	Thursday, August 28, 2014 7:00pm (Location TBD) *most likely Pittsburg City Hall
WCCTAC	Friday, July 25, 2014 7:30am	TBD
TVTC	Wednesday, September 17, 2014 3:00pm	(See SWAT)

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

July 11, 2014

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – July 10, 2014

Dear Mr. Iwasaki:

At its meeting on July 10, 2014, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. By a unanimous vote, TRANSPAC added three urgency items to the agenda to address the budget for next year, to discuss a recruitment process for the TRANSPAC Manager position, and to address the day-to-day requirements of TRANSPAC in the interim of a replacement TRANSPAC Manager. The Board then took unanimous action to extend the budget through the September meeting scheduled for September 11, 2014; to hire the current TRANSPAC Manager on an hourly basis pending the selection of a replacement; and created an ad hoc subcommittee comprised of Directors Durant and Pierce to meet before the end of the month to consider a recruitment process.
2. Received a presentation from Peter Engel, CCTA Program Manager, on the Financial Feasibility of Contra Costa County Ferry Service 2015-2024 prepared for CCTA by Economic & Planning Systems.
3. Accepted, by unanimous vote, a proposal by Ray Kuzbari to establish a Cooperative Agreement to distribute Central County Measure J Line 28a Funds.
4. Received update from Lynn Overcashier, 511 Contra Costa Program Manager.
5. Received update from Barbara Neustadter, TRANSPAC Manager, on the status of establishing a Joint Powers Authority (JPA) for TRANSPAC.
6. Set a date of Wednesday, August 27, 2014 as the Central County Public Workshop on the Update to the Countywide Transportation Plan (CTP).

TRANSPAC hopes that this information is useful to you.

Mr. Randall H. Iwasaki
July 11, 2014
Page 2

Sincerely,

A handwritten signature in blue ink that reads "Barbara Neustadter" with a stylized "als" written below it.

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Candace Andersen, Chair – SWAT
Sal Evola, Chair – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

August 21, 2014

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on August 14, 2014.

RECEIVE Draft 2014 Countywide Transportation Plan (CTP) Update. CCTA Executive Director Randell Iwasaki and Deputy Executive Director of Planning Martin Engelmann delivered a presentation to the Committee on the CTP Update and provided information about the Authority's public outreach efforts, which includes workshops in each of the sub-regional transportation committee areas. The Committee will provide comments on the Draft CTP by the deadline, September 30, 2014.

DISCUSS potentially aligning chair and vice-chair appointments of the primary East County transportation committees (TRANSPLAN, East Contra Costa Regional Fee and Financing Authority and State Route 4 Bypass Authority). The Committee unanimously adopted staff's recommended new TRANSPLAN Chair and Vice Chair rotation policy, which would take effect in January 2015. Rotation of the aforementioned positions among the member jurisdictions will occur as follows: Antioch, Brentwood, Oakley, Contra Costa County, and Pittsburg.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, September 11, 2014 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps
TRANSPLAN Staff

Enclosure

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
B. Neustadter, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	



Connecting the Olympic Corridor

Join us for a Community Workshop!

The Olympic Corridor Trail Connector Study is a planning effort to study possible connections to link the Lafayette-Moraga Trail and the Iron Horse Trail.

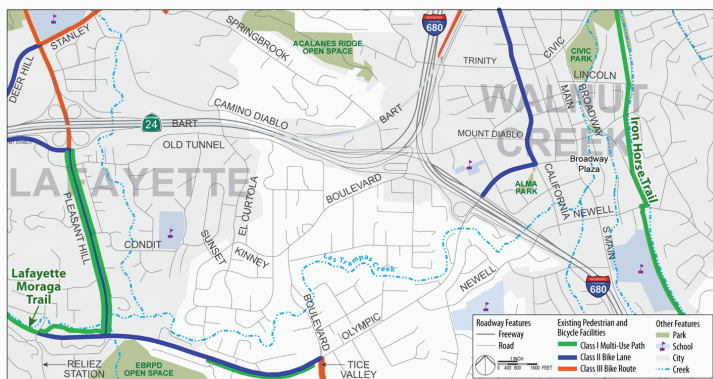
Join us for a community workshop to review draft recommendations and share your thoughts!

Tuesday

September 16, 2014

6:30-8:30pm

Parkmead Elementary
Multi-Purpose Room
1920 Magnolia Way



Driving from Lafayette or west of Parkmead Elementary?
Please access Newell Ave from California Blvd. (see map above)
Biking? Please bring your bike in!

Questions?

Contact John Cunningham

john.cunningham@dcd.cccounty.us

www.co.contra-costa.ca.us/trailconnectorstudy



This project is funded through a grant from the Contra Costa Transportation Authority



TOWN OF MORAGA PUBLIC HEARING
TOWN COUNCIL

Consideration of Appeal of the Planning Commission Approval of the Conceptual Development Plan for the Via Moraga project, an 18-lot Single Family Subdivision, and Consideration of the Planning Commission's Recommendation to Amend Town of Moraga General Plan Policy LU3.3 Regarding Residential Density Permitted in the Rheem Valley Specific Plan Area and Amend Moraga Municipal Code Chapter 8.48 to add 10-DUA PD Land Use Classification and Modify Planned Development Standards, and Amend the Zoning for the Via Moraga Property from Limited Commercial to 10-DUA-Planned Development (10-DUA PD).

DAY/DATE/ TIME/PLACE	Town Council Wednesday, September 10, 2014 at 7:00 p.m. Joaquin Moraga Intermediate School, 1010 Camino Pablo,
APPLICANT	Signature Homes, Inc.; 4670 Willow Road, Pleasanton, CA 94588-2710
OWNER	First Mgmt. Co., Inc.; 4670 Willow Road, Pleasanton, CA 94588-2710
LOCATION	489 Moraga Road, East side of Moraga Road, opposite the Rheem Valley Shopping Center, just north of Rheem Valley Driveway (former bowling alley site).
PROJECT DESCRIPTION	Eighteen (18) two-story single family residential subdivision on 1.95 acres, accessed off Moraga Road. There will be three residences adjacent to Moraga Road. All the residences will feature Spanish style architecture and range in size from 2,066 to 2,568 square feet. A new internal road will provide access to the residences.
ZONING	Rheem Park Specific Plan Area, LC – Limited Commercial (Requires General Plan Amendment and Rezoning)
CEQA STATUS	An Initial Study / Mitigated Negative Declaration has been prepared, pursuant to Article 7 of the CEQA Guidelines
STAFF CONTACT	Ellen Clark, Senior Planner eclark@moraga.ca.us