



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of November 02, 2009

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

AGENDA

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of September 14, 2009 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Consider City of Lafayette's Request to Redirect Measure C Strategic Plan Funds:** The City of Lafayette is requesting a recommendation of support on behalf of SWAT to the CCTA to shift \$327,000 (in \$2008) from the Lafayette Carpool Project (#1613) to the Lamorinda School Bus Program Project (#1603). (*Attachment - Action*)
- 6.B Status Update on Tri-Valley Transportation Plan/Action Plan and Lamorinda Action Plan approvals**
- 6.C Release of the Draft 2009 Congestion Management Program:** At its regular October 21st Board meeting, the Authority approved the release of the *Draft 2009 CMP*. The preliminary draft is available for download on the Authority's website via the following link: (http://www.ccta.net/assets/documents/PC/100709~PC~Agenda/Draft%202009%20CMP_PC.pdf). Comments will be accepted by the Authority through November. (*Attachments*)

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

- 511 Southwest Contra Costa TDM Program Update
- CCTA Board summary of actions from meetings of 09/16/09 and 10/23/09
- TRANSPLAN summary of actions from meeting of 09/16/09
- TRANSPAC summary of actions from meetings of 09/22/09 and 10/06/09
- City of San Ramon – Notice of Public Hearing regarding Amendments to the Sunset-Bishop Ranch Development Agreement and a portion of the Chevron Park Development Agreement relating to the San Ramon City Center Mixed Use Project

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, December 7, 2009, or other meeting as deemed appropriate.

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

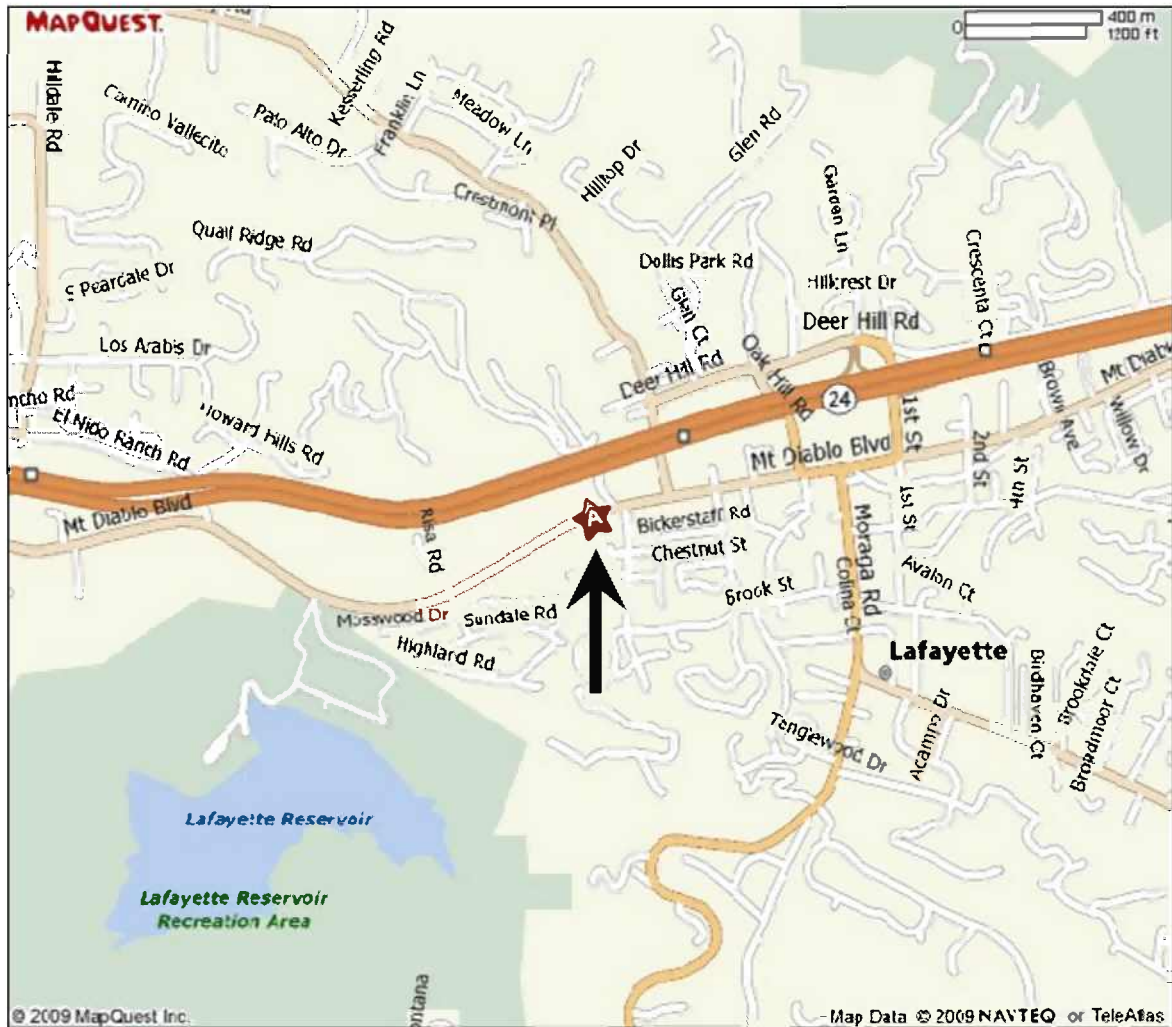
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Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

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



ATTACHMENT 5.A



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SUMMARY MINUTES
September 14, 2009 – 3:00 p.m.
Lafayette City Offices, Room 240
3675 Mt. Diablo Boulevard
Lafayette, CA

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

Staff members present: Lisa Bobadilla, Lori Salamack, Richard Yee, Tai Williams, Kelly Suronen, Leah Greenblat

Others present: Hisham Noeimi, CCTA; Martin Engelmann, CCTA; Juliet Hansen, LSBTA; Jamar Stamps, Contra Costa County; Anne Muzzini, CCCTA; Charles Hogle, CCTA-CAC; Grace Schmidt

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting was officially called to order at 3:06 p.m. with the arrival of Committee Chair Tatzin.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Tai Williams recorded the minutes.
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT minutes of July 6, 2009, with the following changes and comments from Committee Member Mike Metcalf: correction of spelling of "Metcalf" and notation of arrival times.

ACTION: Metcalf/Uilkema/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A **Measure J Strategic Plan Update:**

The Committee received a presentation from Authority staff on the *Measure J Strategic Plan Update*. In summary, sales tax revenues for the next 25 years are estimated to be 23% less than originally estimated, resulting in a projected \$1.55 B vs \$1.98 B measure by 2034 (in 2004\$). This situation is exacerbated by the fact that higher debt service on proposed bonds, with a requirement for bond insurance, will result in less proceeds for projects in the short term.

For the long term, the net effect is that overall funding for “project categories” (with the exception of Caldecott 4th Bore and SR4 East, which have that do not have existing legal financial commitments) will be capped at 66% to account for reduction in revenues and higher debt service.

Committee members had a number of questions and concerns, and expressed a desire for frequent and timely updates on the status of sales tax revenues and upcoming bond issuances.

ACTION: None

6.B **TRAFFIX Update:**

The Committee received a presentation from Tai Williams on the launch of the TRAFFIX Program (formerly referred to as the San Ramon Valley School Bus Program). Despite a late start due to an unanticipated delay in bell schedule adjustments, the program is off to a strong start.

ACTION: None

7. **WRITTEN COMMUNICATIONS:**

The following written communication items were made available:

- SWAT 511 Contra Costa Countywide TDM Program Review 2006-2008 (*Hard copies will also be provided at the SWAT meeting*)
- Summary of 2009 Transportation Financing Actions, as approved by the Authority on 08/26/09
- Summary of actions from the 07/15/09 Authority Board Meeting
- TRANSPAC summary of actions from meeting of 07/09/09
- TRANSPLAN summary of actions from meeting of 08/14/09
- City of San Ramon – Request for Comments for a proposed project located at 4700 Norris Canyon Road
- City of San Ramon – Notice of Public Hearing with intent to Adopt a Negative Declaration for an update to the Housing Element of the General Plan

In reference to the SWAT 511 Contra Costa Countywide TDM Program Review 2006-2008 report, Committee Member Mike Metcalf inquired about why Campolindo Carpool Program was not listed. Lisa Bobadilla explained that the relatively new program was not in operation during the reporting years between 2006 through 2008.

ACTION: None

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

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for **Monday, October 5, 2009** at the Lafayette City Offices, Room 240, 3675 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by Chair Tatzin.

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

ATTACHMENT 6.A



SWAT

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DATE: November 2, 2009
TO: SWAT
FROM: Leah Greenblat, City of Lafayette and LPMC Staff
SUBJECT: Consideration of City of Lafayette's request to redirect Measure C Strategic Plan Funds

BACKGROUND / DISCUSSION

Within the Measure C, Gateway Lamorinda Traffic Program category, funds were programmed for the Lafayette Carpool Lot Project (#1613). The project proposed to construct two carpool lots. One of the lots, on St. Mary's Road near the Lafayette Community Center, has been constructed. The remaining funds were to construct a second park and ride lot in Downtown Lafayette. Approximately \$327,300 (Escalated \$) remains in this project category. At this time, the City of Lafayette is unable to utilize these funds to purchase and develop a lot in its downtown. The City brought this matter to LPMC at its May 4, 2009 meeting and proposed that the funds be transferred to the Lamorinda School Bus Program Project (#1603). The Lamorinda School Bus Program's funds have been reduced throughout the life of Measure C and J. The transferred funds would be used to decrease the impact of those lost revenues. LPMC unanimously agreed to support the transfer of funds to the Lamorinda School Bus Program.

RECOMMENDED ACTION

Forward a recommendation to the Authority to redirect the remaining Measure C Strategic Plan Funds in the Lafayette Carpool Lots Project (#1613) to the Lamorinda School Bus Program Project (#1603).

Staff Contact:

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

ATTACHMENT 6.C

Subject	Release of the Draft 2009 Congestion Management Program (CMP)
Summary of Issues	As the designated Congestion Management Agency for Contra Costa, the Authority is responsible for preparing a Congestion Management Program and updating it every other year. The Authority adopted its first CMP in 1991 and the 2009 CMP would be the Authority's ninth. The CMP contains, among other things, traffic level of service standards that apply to all freeways and designated arterials, performance measures developed through the Action Plans for Routes of Regional Significance, and a seven-year capital improvement program. In addition to updating the CMP document, the Authority is also required to maintain and update a computerized travel demand forecasting model and land use database that is consistent with the regional agency's model and database. The final 2009 CMP is due to MTC in January, 2010 although staff intends to submit it earlier.
Recommendations	Recommend release of the draft 2009 CMP in September, modified as appropriate, for public and agency review and comment and submittal to MTC for its review
Financial Implications	Inclusion of a project in the CMP's seven-year capital improvement program is a prerequisite for several sources of funding
Options	
Attachments (See PC Packet, dated October 7, 2009)	<p>A. Preliminary Draft 2009 CMP [available for download on the Authority's website, www.ccta.net]</p> <p>B. MTC's required findings of consistency with T-2035 for CMPs</p>
Changes from Committee	<i>Approved</i>

Background

As with previous CMPs, the 2009 CMP focuses on bringing the projects in the required seven-year capital improvement program (CIP) up to date and responding to legislative and other changes that have occurred over the preceding two years. The key changes that are being addressed include:

- Changes to the projects included in the CIP, including deletions, additions, and other updates to project information based initially on the projects outlined in the proposed Countywide Transportation Plan (CTP);
- Updates to performance measures which are based on the adopted Multi-modal Transportation Service Objectives (MTSOs) in the updated Action Plans;
- Updating transit standards for routing and frequency; and
- An updated discussion of the CMP with regard to the goals found in MTC’s Regional Transportation Plan, T-2035 (see Attachment B for all required findings of consistency with T-2035).

Staff expects that the majority of local review will focus on the updating of the projects in the seven-year CIP. Other than the updated performance measures in the performance element and the discussion of the CMP to the goals and financial assumptions in MTC’s T-2035, few changes are proposed to be made to the CMP.

TRANSIT STANDARDS

The current economic downturn has had significant impacts on the ability of transit agencies to continue to provide the same levels of service that they had been providing. Nonetheless, most transit agencies have not modified their standards for the frequency and routing of service. County Connection, however, has changed their standard for service frequency, as follows:

	Previous Standard	New Standard
Peak commute periods	every 10 to 40 minutes	between 15 and 120 minutes
Other weekday times	every 40 to 80 minutes	every 30 to 120 minutes
Weekends	60 to 80 minutes	every 40 to 120 minutes

Whether the transit provider has changed its standards or not, all have cut service on average, including discontinuing routes, to respond to recent cuts in funding.

SCHEDULE

MTC has the responsibility for reviewing CMPs for their consistency with its regional transportation plan, the most recent of which is the T-2035 Plan. MTC’s schedule for reviewing CMPs, which has changed significantly over the last several months, has the CMAs submitting draft CMPs by December 1 and final CMPs by December 16. MTC will adopt its findings of consistency of the CMPs with the T-2035 Plan on January 27, 2010. Releasing the Draft 2009 CMP earlier gives the RTPCs and project sponsors more time to review the document and update the projects in the CTPL.

UPDATING THE CTPL

The primary focus of the update of the 2009 CMP is the revision of the Comprehensive Transportation Project List (CTPL). Since the Authority went through process of updating it as part of the preparation of the 2009 CTP, the CTPL is fairly up-to-date. Agencies are, however, updating their project lists. We expect to have a comprehensive listing of projects for inclusion in the draft 2009 CMP. We also expect to get some additional updates before the adoption of the final document.



CONTRA COSTA
**transportation
authority**

2009

Contra Costa Congestion Management Program

Proposed Draft – October 1, 2009

2009 Contra Costa Congestion Management Program

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

2009 Congestion Management Program

Executive Summary

As the designated Congestion Management Agency representing the jurisdictions of Contra Costa County, the Contra Costa Transportation Authority is responsible for preparing and adopting a Congestion Management Program (CMP) and updating it every other year. The Authority adopted the county's first CMP in October 1991. This document — the ~~2007-2009~~ Update to the Contra Costa CMP — represents the ~~eight~~^{ninth} biennial update.

This update, which was prepared with help from and consultation with representatives of local, regional and State agencies, transit operators and the public, responds to changes in regional transportation planning, projects, and programs made since ~~2005~~²⁰⁰⁷.

The State CMP legislation requires each CMP to contain the following components:

- Traffic level-of-service (LOS) standards that apply to a system of designated CMP routes that includes at least all State highways and principal arterials (Chapter 2);
- A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods (Chapter 3);
- A seven year capital improvement program (CIP) that maintains or improves the performance of the multi-modal system for the movement of people and goods or mitigates regional transportation impacts identified in the land use evaluation program (Chapter 4);

2009 Contra Costa Congestion Management Program

- A program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs associated with mitigating those impacts (Chapter 5); and
- A travel demand element that promotes transportation alternatives to the single-occupant vehicle, including provisions for infill opportunity zones. (Chapter 6).

The primary focus of the ~~2007-2009~~ *2009* CMP, *as in previous updates*, ~~Update~~ has been on updating the seven-year CIP outlined in Chapter 4 and Appendix E which contains the detailed list of projects in the CIP. *Changes in* ~~This update to the CMP~~ *also focus on updates* the relationship of the CMP to *Regional Transportation Plan — known as the T-2035 Plan — adopted by the Metropolitan Transportation Commission (MTC) and to the* adopted transportation control measures (see Appendix F), *and as well as* the consistency of the Authority's CMP model to the modeling guidelines of the Metropolitan Transportation Commission (MTC) (see Appendix H).

The Authority adopted detailed Deficiency Plan Procedures in 1996. These procedures, which are summarized in Chapter 8, are contained in a separate document.

The CMP legislation also requires each Congestion Management Agency to prepare and maintain a computerized travel demand model, including a land use database. To meet this requirement, the Authority has developed and maintains a countywide model that runs using TransCAD® software. In 2006, the Authority undertook a comprehensive update of its land use database, consistent with ABAG's Projections 2005. The status of the travel demand models is discussed further in Chapter 7 and Appendix H. Appendix H also describes the approach taken for the current CMP model update.

The CMP overlaps considerably with the Contra Costa Growth Management Program (*GMP*) established by county voters when they passed Measure C in 1988. (*The GMP was continued, with some changes, in Measure J which took effect on April 1, 2009.*) Both programs contain similar requirements and have similar structures. Under the Growth Management Program, jurisdictions that comply with the program are allocated 18 percent of total sales tax revenues to maintain or improve local streets and roads. Under the CMP, local jurisdictions that meet the CMP compliance requirements receive a portion of the gas tax revenues established in Proposition III. In both cases, the Authority evaluates local compliance. While State and regional agencies do not have a role in evaluating local compliance, MTC does play an important role in the establishment of regional conformance guidelines, with an emphasis on modeling and land use data consistency.

Further background on CMP legislative requirements is contained in Appendix A and background on the components of the Measure ~~C-J~~ Growth Management Program and Measure J is described in Appendix B.

Following its adoption, the Authority will submit the 2007 CMP Update to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan and with the CMPs of other counties in the Bay Area. If it finds that the Contra Costa CMP is consistent with the Regional Transportation Plan, MTC will incorporate the projects listed in the CMP's seven-year CIP into MTC's Regional Transportation Improvement Program.

Summary of CMP Components and Changes from the 2005/2007 CMP

LEVEL OF SERVICE STANDARDS

Chapter 2 describes the designated CMP network of State highways and principal arterials, and the level-of-service standards that apply to that network. Consistent with the CMP legislation, the CMP network includes all State highways within Contra Costa. Consequently, all freeways are included as well as non-freeway routes such as San Pablo Avenue (State Route 123) *south and east of I-80* and State Route 4 east of its junction with State Route 160. "Principal arterials" are also part of the CMP network. These are defined as arterials that are at least four lanes wide for a mile in length, carry at least 20,000 vehicles each day, and have been designated by the appropriate regional transportation planning committee (RTPC). Also consistent with the CMP legislation, the Authority has established a level-of-service standard of LOS E for all parts of the CMP network except those that were already operating at worse levels of service in 1991.

Changes from the 2005/2007 CMP The 2007 CMP Update has kept the previously established CMP network and LOS standards.

PERFORMANCE ELEMENT

Chapter 3 describes the required CMP performance element. This chapter outlines measures to evaluate the current and future performance of the multimodal system for the movement of people and goods. To build on and take advantage of the cooperative planning done through the Measure ~~C~~J Growth Management Program (GMP), continued under Measure J, the Authority has drawn the CMP performance measures *established in the CMP* from the ~~traffic~~ *Multimodal Transportation* Service Objectives (MTSOs) in the *2009 updates of the* Action Plans for Routes of Regional Significance. These measures will apply to the CMP network, all of which are also Regional Routes. Changes to standards for transit performance, routing and measures of frequency made since ~~2005/2007~~ have also been incorporated.

Changes from the 2005/2007 CMP ~~The re were no substantial changes from the 2005 2009 CMP Update. However, information of transit service has been updated~~ *the perfor-*

2009 Contra Costa Congestion Management Program

mance measures to incorporate revisions to the MTSOs made in the 2009 updates of the Action Plans.

CAPITAL IMPROVEMENT PROGRAM

To emphasize the programming objectives of the CMP legislation, the CMP CIP contains projects that the Authority proposes for programming through the State and federal funding cycles. The CIP includes projects already programmed; those proposed for programming through MTC's Regional Transportation Improvement Program and federal processes; Transportation Fund for Clean Air (TFCA) bicycle projects; and developer-funded projects where funding through fee programs is imminent.

Changes from the ~~2005~~2007 CMP The ~~2007~~ seven-year capital improvement program has been updated since the ~~2005~~2007 CMP. The Comprehensive Transportation Project List, or CTPL, is a repository of projects and programs that agencies in Contra Costa and the region are interested in pursuing. The ~~2007-2009~~ CMP CIP outlined in Chapter 4 and in Appendix E are derived from the projects included in the CTPL database. The CIP includes projects to be funded through several different sources. These sources include the Regional Transportation Improvement Program (RTIP), MTC's TEA-21-based programs, TFCA bicycle projects, and developer-funded projects where funding through fee programs is imminent, as well as the Authority's own Strategic Plan.

In total, the CMP CIP has a total estimated cost of ~~almost-over~~ \$78.5 billion. The true total is greater since ~~many-some~~ projects are in early stages of planning and design and sponsors have not yet identified a project cost.

Project Category	Total Cost (in \$M)	Share of Total
Freeway/HOV, Expressway & Interchange	\$ 3,843.8 \$3,495,980,000	45.2% 46.9%
Transit (rail, ferry and bus)	\$ 2,477.6 \$1,915,458,754	29.1% 25.7%
Arterial and Roadway	\$ 1,141.5 \$1,026,589,858	13.4% 13.8%
Maintenance and Operations	\$ 493.5 \$489,352,364	5.8% 6.6%
Intermodal & Park-and-Ride	\$ 384.0 \$367,571,722	4.5% 4.9%
Bike, Ped and TLC	\$ 160.1 \$154,504,088	2.1% 2.1%
<i>Studies</i>	\$ 2.1	0.0%
TOTAL	\$ 8,502.6 \$7,451,672,323	100.0%

LAND USE-TRANSPORTATION EVALUATION PROGRAM

For short-range analysis of land use impacts, the CMP relies on the traffic impact analysis required by the Measure ~~C-J~~ Growth Management Program, which will be continued under Measure J. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 vehicle trips in the peak hour (RTPCs may choose to specify a lower trip threshold). This analysis must evaluate the impacts of the proposed development on the regional transportation system and estimate the cost of mitigating those impacts. For long-range planning, the CMP includes two options: the first builds on the adopted Action Plans, including the process for reviewing General Plan amendments included in those Action Plans, while the second focuses on the impact of a land use change on CMP LOS standards and performance measures, including affected public transit operations.

Changes from the ~~2005~~2007 CMP The ~~2007-2009~~ CMP Update has made no substantial changes to this section.

TRAVEL DEMAND ELEMENT

The Travel Demand Element in Chapter 6 builds on the transportation demand management activities established through the Measure ~~C-J~~ Growth Management Program, continued under Measure J. The program requires local jurisdictions to adopt a TSM Ordinance that establishes a policy of participation with other jurisdictions and/or the RTPCs in efforts to achieve TSM goals, and to incorporate these TSM goals into the jurisdiction's land use review and planning process.

Changes from the ~~2005~~2007 CMP The ~~2007-2009~~ Update-CMP has updated this section to reflect changes under Measure J, as well as new components of the ~~Countywide Bicycle and Pedestrian Plan~~ and to add a discussion of legislation, particularly SB 375, that call for greater efforts to management travel demand.

TRANSPORTATION DEMAND MODELING

Chapter 7 describes the Authority's travel demand model and the updates undertaken to maintain consistency with the regional model and database.

Changes from the ~~2005~~2007 CMP The ~~CMP-m~~Countywide Model has been updated to maintain consistency with MTC's regional model, as required in the CMP legislation. Attachment B to MTC Resolution 3000 sets forth regional modeling consistency requirements (see revised Appendix H). By incorporating the *trip tables from the 2009 RTP Update, known as the T-2035 Plan* and use and population numbers in the ~~Association of Bay Area Governments' (ABAG) Projections 2005~~, the countywide model reflects the most

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current land use and trip making characteristics for the Bay Area. The Authority's countywide model meets the MTC consistency requirements as reported to MTC through the most recent modeling consistency report.

DEFICIENCY PLAN PROCEDURES

The Congestion Management Program legislation requires Deficiency Plans to be prepared when a LOS standard established on the CMP network is exceeded, after calculating required exclusions. Chapter 8 describes the three basic steps in the process of deficiency planning: (1) identification of the deficiency and which jurisdictions must be involved in the plan preparation, (2) preparation of the Deficiency Plan itself, and (3) review, adoption and implementation of the Deficiency Plan.

Changes from the ~~2005~~2009 CMP No changes to the Deficiency Planning chapter have been made.

LOCAL COMPLIANCE REQUIREMENTS

The Authority evaluates local conformance with the CMP through its biennial monitoring of the CMP network and through local responses to the GMP Compliance Checklist. This evaluation of local conformance looks at the achievement of CMP level of service standards; steps taken to implement the recommendations of any Deficiency Plan that were incorporated into the Action Plans; and applying the Land Use-Transportation Evaluation Program as an alternative to the GMP evaluation process.

Changes from the ~~2005~~2009 CMP *No changes to this chapters were made. The 2007 CMP modifies the local compliance requirements to discontinue the use of the checklist and to rely on monitoring of the system and local actions reported in the Growth Management Checklist.*

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Chapter 1

Introduction and Overview

Passage of Proposition 13 in 1990 put into effect a legislative package that included a statewide increase in the gasoline tax and a number of changes in transportation financing and planning. Among these changes was the new requirement that each of California's urban counties to prepare and update a Congestion Management Program (CMP) that includes all jurisdictions within the county. In the fall of 1990, the County and Contra Costa cities and towns designated the Contra Costa Transportation Authority (the Authority) as the Congestion Management Agency (CMA) for the County, with the responsibility for preparing and monitoring the preparation of the Contra Costa CMP.

Although a county can “opt out” of the CMP process, the Authority continues to function as the CMA. While its Growth Management Program provides many of the same functional benefits as the CMP, the Authority has found that serving as Contra Costa's CMA provides institutional roles that would not otherwise be given to the Authority. As CMA, the Authority's role in programming State and federal funds is protected by statute. The Authority also represents Contra Costa jurisdictions in regional transportation forums with Caltrans, the Metropolitan Transportation Commission (MTC) and other CMAs. Being a CMA gives the Authority a “seat at the table” when addressing issues such as MTC's Regional Transportation Plan (RTP), criteria for project prioritization, transportation modeling, implementation of regional projects, and air quality conformity.

The Authority adopted its first CMP in 1991, and has updated it seven times since then. This document is the eighth update. *The 2009 CMP responds primarily to* ~~Since the 2007 Update, three-four~~ *key changes that have happened since the 2007 CMP was adopted. First, the 2009 CMP has incorporated the Multimodal Transportation Service Objectives (MTSOs)*

2009 Contra Costa Congestion Management Program

into Chapter 3, the Performance Element. the Authority continues to prepare for the shift from Measure C to Measure J, by drafting the first Measure J Strategic Plan, updating the Growth Management Program Implementation Documents, and beginning updates to the Action Plans for Routes of Regional Significance and Countywide Transportation Plan. Second, the 2009 CMP responds to the goals and objectives established in Authority continues to work with MTC and its other partners to address issues affecting the region, including addressing the policies and recommendations adopted in MTC's Transportation 2030 2035 Plan, which made several significant changes. Third, the 2009 CMP addresses new State legislation and regional programs. These include especially SB 375, which establishes State and regional processes for reducing greenhouse gas emissions through transportation investments and land use changes, and new regional planning efforts such as the FOCUS effort. Finally, sponsors, including the Authority, have completed some projects, redefined others and identified new projects over the last two years. This update reflects those changes.

The CMP is one part of an aggressive overall strategy to reduce congestion and improve mobility in the county. Action Plans *for Routes of Regional Significance* and the Authority's Countywide Comprehensive Transportation Plan ~~have established~~ basic policies while updates to the Authority's Strategic Plan and involvement in corridor studies, such as the *I-80 Integrated Corridor Mobility Study and the State Route 4 East transit study*, which led to the current eBART project, have helped refine programming and policy decisions. The Authority has also participated in major projects in the county, including the BART extension to the Pittsburg-Bay Point station in East County and the Richmond Parkway. Other large projects such as improvements to State Route 4 and Interstate 680 also have been completed. Local governments *receive street maintenance and improvement funds, from both Measure J and Proposition III, that can be put to work in relieving local problems.*

1.1 Required Components of the CMP

This CMP fulfills the requirements of California Government Code section 65088 et seq. As described below, it has been prepared by the Authority in consultation with local jurisdictions, other public agencies and members of the public. Consistent with State law, the program contains five elements:

1. Traffic Level of Service (LOS) standards applied to a designated system of State highways and principal arterial streets (Chapter 2);
2. A performance element that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods (Chapter 3);
3. A seven-year capital improvement program (CIP) whose projects will maintain or improve the performance of the multimodal system for the movement of people and goods (Chapter 4);

4. A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems (Chapter 5); and
5. A travel demand element that promotes transportation alternatives to the single-occupant vehicle, including provision for infill opportunity zones (Chapter 6).

In addition to preparing, adopting and implementing a Congestion Management Program, each CMA is required to develop a countywide computerized travel demand model that uses a uniform database. Activities satisfying this requirement are discussed in Chapter 7 of this document. The CMA must also establish procedures for preparing Deficiency Plans when level-of-service standards are violated. The Deficiency Plan process is summarized in Chapter 8. (The detailed Deficiency Plan Procedures are contained in a separate document.)

1.2 Relationship of CMP to MTC’s Regional Transportation Plan

The CMP legislation requires MTC to review each CMP in the Bay Area for its conformance with MTC’s RTP. MTC will assess the conformance of a county’s CMP in six areas:

- Conformance with *the RTP goals and objectives established in the RTP,*
- Consistency of the CMP network with adjoining counties ~~and relationship to MTC’s Metropolitan Transportation System,~~
- Consistency with *federal and State* air quality plans,
- Consistency with *the database and methodologies in MTC’s travel demand modeling methodologies, and*
- Recognition of ~~RTP financial constraints~~ *assumptions in the RTP, and*
- ~~Consistency of CIP projects with the RTP.~~

MTC adopted its most recent RTP — called the Transportation ~~2030-2035~~ *Plan* — on ~~February 23, 2005~~ *April 22, 2009*. *The T-2035 Plan* ~~it~~ established *three principles and six-eight* goals that MTC hopes to achieve through its programs and policies.

Three E Principles and Goals

Principle	Goal
Economy	Maintenance & Safety
	Reliability
	Efficient Freight Travel
	Security & Emergency Management
Environment	Clean Air

Three E Principles and Goals

Principle	Goal
	Climate Protection
Equity	Equitable Access Livable Communities

- ~~▪ Safety — Improve safety for system users~~
- ~~▪ Reliability — A Reliable Commute~~
- ~~▪ Access to Mobility~~
- ~~▪ Livable Communities — A Region of Vibrant Neighborhoods~~
- ~~▪ Clean Air — Clearing the Skies~~
- ~~▪ Efficient Freight Travel — Moving Goods to Market~~

~~For each of these goals, MTC has also identified objectives and “key measures of progress”. For example, under the first goal, improve safety for system users, the T-2030 Plan lists four objectives — reducing injuries and fatalities, preparing for natural disasters, reducing long-term infrastructure costs, and saving users money through timely repairs — and four measures of progress: injuries and fatalities at hot spots, pavement conditions, age of transit fleet, and completing the seismic retrofit of the region’s bridges. The other five goals have similar sets of objectives and measures of progress.~~

~~These~~ *The goals of MTC’s T-2035 Plan* are consistent with the vision established by the Authority first established in the 2000 Update to its Countywide Comprehensive Transportation Plan and refined in the 2004 *and* 2009 *Update plans*:

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

The Authority’s vision for the future of Contra Costa addresses all three of the principles of the T-2035 Plan by promoting a healthy environment and a strong environment for all of the people and areas of Contra Costa. This vision underlies the Authority’s many activities, from support for paratransit and transit services to development of new roadways, and from involvement in growth management to management of the Transportation Funds for Clean Air (TFCA) program in Contra Costa. The four goals of the ~~2000-2009~~ CTP Update further define the Authority’s intent:

1. *Enhance the movement of people and goods* ~~Reduce future congestion on highways and arterial roads,~~
2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment,
3. Expand safe, convenient and affordable alternatives to the single-occupant automobile, and
4. Maintain the transportation system.

The T-2035 Plan also identifies several objectives to measure the achievement of these goals. For example, the T-2035 Plan sets an objective of reducing carbon dioxide emissions to 40 percent 1990 levels by 2035 as one of the measures of achieving the goal of protecting the climate. Similarly, one of objectives for measuring achievement of the maintenance goal is to maintain local road pavement condition index (PCI) of 75 or greater for local streets and roads. Altogether, the T-2035 Plan sets 13 objectives for the eight goals. Each objective sets a quantified measure against which achievement of the adopted goal would be assessed.

While the Authority's Countywide Comprehensive Transportation Plan doesn't set overall numeric objectives, it does incorporate the Multimodal Transportation Service Objectives (MTSOs) set in the Action Plans for Routes of Regional Significance which do. These plans, developed and adopted by the four Regional Transportation Planning Committees, set MTSOs, adopt actions to achieve them, and outline a process for sharing information on the impacts of larger projects and General Plan amendments. While the focus of the Action Plans is on the operation of the Regional Routes (which include all of the CMP network), some of the MTSOs apply more generally throughout the subarea. For example, among the many MTSOs it establishes, the West County Action Plan includes an MTSO for I-80 of "Maintain a Delay Index of 3.0 or less on I-80 during weekday morning and evening peak hour" and an MTSO for San Pablo Avenue of "Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue." It also includes several region-wide MTSOs including increasing bicycle and pedestrian mode splits to 3 percent for commute trips by 2012 and maintaining 2006 pavement quality levels. All of the Action Plans have a similar mix of regional and Regional Route-specific MTSOs.

The 2009 CMP, as did previous CMPs, uses MTSOs from the Action Plans to provide the performance measures in Chapter 3, the Performance Element.

~~As with the Transportation 2030 Plan,~~ *The Authority's CTP outlines strategies to achieve its goals. Many of those strategies correspond to and will help achieve the objectives in MTC's plan. For example, under the MTC goal policies encourage of creating livable communities,* ~~MTC has listed three objectives: encouraging transit-oriented development; creating safe ways for more people to walk and bicycle, especially to connect to transit; and partnering with local communities to support community vitality. In the CTP, under the goal of "manag[ing] the impacts of growth to sustain Contra Costa's economy and preserve its environment", the Authority has strategies to "participate in a regional coopera-~~

tive land use planning process with agencies both within and outside of Contra Costa” and “support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions”. Under the goal to “provide and expand safe, convenient and affordable alternatives to the single-occupant automobile”, the Authority has established strategies to “require local jurisdictions to incorporate policies and standards that support transit, bicycle and pedestrian access in new developments” and to “support transit-oriented and pedestrian-friendly developments”. These examples are only some of the correspondences that could be identified between MTC’s Transportation ~~2030-2035~~ Plan and the Contra Costa CTP and its supporting plans and programs.

The CMP is one of those supporting activities and, as such, helps achieve both the Authority’s *goals* and MTC’s *goals/objectives*. ~~More specifically, t~~The CMP includes projects that address many of the RTP goals, especially those that maintain streets and roadways, improve transit service, enhance safety on Contra Costa’s transportation system, increase the operational efficiency of the transportation system, and develop facilities that provide alternatives to the single-occupant vehicle, including bicycle and pedestrian projects. The CMP also outlines transportation demand management efforts and a land use evaluation program, both built on the Authority’s Growth Management Program established by Measure ~~CJ~~, that strive to enhance sensitivity to the environment, promote improved air quality, and promote livable communities.

If MTC finds a CMP consistent with the RTP, it will, as described in Chapter 4, incorporate the CIP of the CMP into the regional capital programming process for the Regional Transportation Improvement Program (RTIP), subject to specific programming and funding requirements. Under the CMP legislation, in counties that continue to prepare a CMP, all highway and transit projects seeking State funds — as well as any project that will increase the capacity of the multimodal system — must be included in the CMP. These funds include federal Surface Transportation Program (STP) and Congestion Management-Air Quality (CMAQ) program funds, funds programmed through the State Transportation Improvement Program, and bicycle projects funded through the TFCA.

The CMP will be submitted to MTC so that they can evaluate its consistency with MTC’s RTP and with the CMPs of other counties in the region. Following MTC’s evaluation of the CMP, implementation responsibilities rest with the Authority and local jurisdictions. Regional and State agencies do not have a role in evaluating local compliance with the program.

1.3 Local Jurisdiction Consistency with the CMP

Local governments must implement some portions of the CMP consistent with the countywide approach described here. The Authority, as Contra Costa County’s designated

CMA, will evaluate local conformity to the CMP biennially. The Authority will determine if jurisdictions are conforming to the CMP, including, at a minimum:

- Consistency with LOS standards (the legislation includes provisions for some exceptions);
- Adoption and implementation of a program to analyze the impacts of land use decisions on the regional transportation system and estimate the costs of mitigating those impacts; and
- Participation in the development and implementation of a Deficiency Plan when LOS standards are violated.

All of these requirements are discussed in detail in this volume.

Under State law, if a CMA finds that a jurisdiction is not conforming with the CMP, and that jurisdiction does not come into conformance with the program within 90 days after receiving a notice of non-conformance, the State Controller will withhold apportionments of gas tax funds to that city or county. The local jurisdiction has 12 months to bring its programs into conformance. If after those 12 months it remains out of compliance, the State Controller will allocate its gas tax allocation to the Authority. The Authority may use the allocation for projects of regional significance that are on the seven-year CIP. The process by which the Authority will evaluate local conformity is described in Chapter 9 and Appendix I.

1.4 Relationship between the CMP and the Authority’s Growth Management Program

In November 1988, Contra Costa voters passed the County’s Transportation Improvement and Growth Management Program (“Measure C”). This program instituted an increase in local sales tax to be spent on specified projects and programs, including a Growth Management Program. The Growth Management Program outlined a number of steps that each jurisdiction must comply with to receive *certain* funds through Measure C. (The Authority’s Growth Management Program Implementation Documents, adopted in December 1990, outline how the Growth Management Program would be carried out.) Measure J, adopted by the voters in 2004, continues the Growth Management Program with some changes.

An important component of the Growth Management Program is the Action Plans for Routes of Regional Significance. (Action Plans are further described in Chapter 5 and Appendix C.) The Action Plans assess existing and future travel conditions on regional routes and identify specific actions to be undertaken by each participating agency to achieve the objectives *set* for each Regional Route. Each Regional Transportation Planning Committee (RTPC) is responsible for developing an Action Plan for its region. The first Action Plans

were completed in 1995 and incorporated into the Authority's first Countywide Comprehensive Transportation Plan. The RTPCs updated their Action Plans in 2000 and ~~are in the process of updating~~ *updated* them again as part of the ~~2008-2009 Update to the Countywide Comprehensive Transportation Plan.~~

SIMILARITIES AND DIFFERENCES BETWEEN THE PROGRAMS

Many of the components of the Authority's Growth Management Program are similar to the State's CMP requirements. (Growth Management Program requirements are summarized in Appendix B.) Also similar is the structure of the two programs: allocation of funds for transportation improvements to local jurisdictions is contingent on local participation in each of the programs. In the Growth Management Program, sales tax revenues are allocated annually; in the CMP, compliance with this countywide program is required for a jurisdiction to continue to receive its annual portion of gas tax revenue.

Compliance with the Growth Management Program is to be evaluated by the Authority biennially using a Compliance Checklist. In preparing the Congestion Management Program, an effort has been made to emphasize the similarities in the two programs to create a unified set of Authority policies and to simplify implementation.

The CMP and the CTP required by the Measure ~~J~~ *J* GMP differ in their focus. The CMP focuses on the more short-term, programmatic aspects of operating, maintaining and improving the transportation system. The CTP focuses more on the Authority's longer-term policies and programs for the transportation system and growth management. For example, the CMP addresses operation of the transportation network through the monitoring of current levels of service, while the Action Plans and the CTP look at future achievement (or non-achievement) of the ~~Traffic~~ *Multimodal Transportation* Service Objectives (*MTSOs*) established for transportation system in Contra Costa. Where there is overlap, such as in the required evaluation of land use changes and their effect on the transportation system, the Authority has tried, to the extent possible, use the same process. The integration of the two cannot be total, however. The Joint Powers Agreement that established the Authority as the CMA for Contra Costa, provided a clear delineation between the two programs, and reflects the differences between the CMP and the GMP legislation.

UPDATING THE ACTION PLANS, COUNTYWIDE TRANSPORTATION PLAN AND CMP

~~As with~~ *Unlike* the State requirements for biennial *updates of a county's* CMP ~~updates,~~ Measure ~~C~~ *J* ~~does not set a specific schedule for updating~~ *requires that the Authority update the Countywide Plan at least every two years. We expect that major updates of the Countywide Plan will occur every four or five years following, roughly, the schedule of the RTP. This schedule will continue the pattern of major updates of the Countywide Plan. Following the adoption of the first* ~~As noted above, the Countywide Plan and Action Plans was adopted in~~

~~1995, the plan had major updates in reaffirmed in 1997, and comprehensively updated in 2000. The Authority monitored the achievement of Action Plan objectives as part of the comprehensive update of the Countywide Plan in 2004, and 2009 concurrent with work on the Measure C reauthorization. The Action Plans were also comprehensively updated in 2000 and 2009. In their approval of Measure J, voters in Contra Costa continued the use of the Action Plans, and the Authority and the RTPCs are working together to update the Action Plans as part of the 2008 CTP Update. We expect that the Action Plans will be reviewed and updated as part of one of the updates of the Countywide Transportation Plan.~~

1.5 CMP Preparation, Review and Adoption

The Authority has developed its CMPs with the participation of several groups, including:

Contra Costa Transportation Authority As the CMA, the Authority reviewed and approved circulation drafts of the CMP and adopted the final CMP at a noticed public hearing. The Authority's Planning Committee has reviewed all sections of the CMP.

Technical Coordinating Committee (TCC) The TCC and its various sub-committees provided the first level of review of the CMP. In addition to Authority and local government staff, the TCC includes members representing the State Department of Transportation (Caltrans), MTC, and the County's five transit operators (listed below).

Regional Transportation Planning Committees (RTPCs) Drafts of the CMP components were circulated to the County's four RTPC's as the principal means of involving local decision-makers in the process. The RTPCs have also appointed staff members to the TCC. Figure 2.2 in the following chapter shows the boundaries of the RTPCs and the Routes of Regional Significance.

Citizen's Advisory Committee (CAC) The CAC, which serves as the Authority's citizen's advisory committee ~~called for in Measure C~~, provides oversight on key CMP policies.

Transit Agencies Representatives of the five transit agencies serving Contra Costa County (AC Transit, County Connection, Tri Delta Transit, WestCAT and BART) have participated in preparation of the CMP in several ways. Agency staff members have been active in the Bus Transit Coordinating Council and the TCC, and agency board members participate as members of some of the RTPCs.

Other Public Agencies Consultation with the Bay Area Air Quality Management District (BAAQMD) and with Alameda, Solano and San Joaquin counties has occurred at the staff level. CMP Appendix F describes the relationship between the CMP and the BAAQMD's Transportation Control Measures. MTC staff has participated in the TCC, and has provided general assistance relating to the interpretation of CMP requirements.

2009 Contra Costa Congestion Management Program

Because, as noted above, the ~~2005~~2007 CMP Update has focused on updating only specific CMP components (primarily the CIP), a somewhat abbreviated review process was undertaken. Local jurisdictions, transit agencies and other potential project sponsors were asked to review the CTPL as a basis for updating the CMP CIP to ensure that all projects and programs that they hoped to pursue over the next seven years are included. The TCC has reviewed the draft components of the CMP update, including the CIP. The Authority then will adopt the final ~~2005~~2009 CMP Update at a noticed public hearing.

(The document in its entirety can be downloaded via the following link to the Authority's website:
http://www.ccta.net/assets/documents/PC/100709~PC~Agenda/Draft%202009%20CMP_PC.pdf)

ATTACHMENT 7

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: November 2, 2009
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa TDM Program Update

Major Activities

Employer Outreach

- AT&T in San Ramon – Staff was on-site to provide commuter information from 11:00 am to 1:00 pm. Our regular presence at AT&T generates added interest in commute alternative programs.
 - July 21, 2009
 - August 25, 2009
 - October 13, 2009
- Tuesday, July 14th and Thursday, July 16th – Staff teamed up with County Connection to promote Route 25 in Lafayette. Staff went to several businesses along Mt. Diablo Blvd, to promote Route 25. Staff also handed information about the 511CC Transit Incentive Program to Lafayette employers.
- Wednesday, September 23rd, Hines Healthy Planet Fair, Pleasanton – Staff attended the fair to promote the 511 Contra Costa commuter programs. There were approximately 40-50 attendees with a significant number of Contra Costa residents who work in Pleasanton and are eligible for the 511 Contra Costa programs.
- Wednesday, September 30th, Little Hills Ranch, San Ramon, East Bay Regional Parks – Staff attended the East Bay Regional Parks Employee Health and Safety Fair from 10:00 am to 2:00 pm. Staff had an opportunity to promote the 511 Contra Costa programs to approximately 500 park employees.
- Thursday, October 1st, Commuter Choice Transportation Fair, Pleasanton. This is an annual event sponsored by the City of Pleasanton and Hacienda Business Park. Staff attends the fair annually to promote the 511 Contra Costa commuter programs. There are a significant number of Contra Costa residents who work in the Hacienda Business Park and are eligible for the 511 Contra Costa programs. The event is typically held in the fall and is well attended.

Upcoming Events:

- Tuesday, November 3rd, AT&T in San Ramon – Staff will be on-site to provide commuter information from 11:00 am to 1:00 pm.

Other Projects/Programs

2009 Southwest Contra Costa County Employer Transportation Survey

JD Franz Research, Inc. has been hired to provide employer transportation survey consulting services for the 2009 Southwest Contra Costa County Employer Transportation Survey. The survey week is October 26th – November 1st. Staff is working with JD Franz to finalize the survey, and work in collaboration with Lafayette and Orinda to increase the number of employer participation.

There are 83 employers participating in the survey as of October 23, 2009:

- Danville – 9 employers
- Lafayette – 28 employers
- Orinda – 11 employers
- Moraga – 4 employers
- San Ramon – 31 employers

Vanpool Program

The vanpool survey for FY 08/09 was mailed in July 2009 and staff received 27% responses from vanpool participants. The responses and comments were positive and the incentive program is very well received. We did not see a significant increase in terms of vanpool participation but we were able to maintain the same number of participation as in the past year. Staff is being very proactive in making sure that we continue to make this program visible. To further enhance vanpool participation and take advantage of our current increase in gas prices, staff is embarking on an aggressive marketing campaign to promote the vanpool incentive program.

Student Transit Ticket Program & Online Ridematching Program FY09/10

The Southwest Contra Costa Student Transit Ticket program provides (2) 12-ride transit passes to students and the Online Ridematching Pool to School Program provides parents with a match list of nearby neighbors who are interested in carpooling to school.

To inform parents and families of these two programs, staff attended several Back to School registrations. The following is a list of the schools that were attended.

School	County Connection	Registration Dates	Staff Person Attending
Acalanes High - Lafayette	RT 625, RT 25	August 19th, 7:30am - 11am, 2pm - 4pm	Darlene
California High	RT 622, RT 636	August 18th, A-K 1pm - 7pm August 19th, L-Z 1pm - 7pm	Darlene Leslie
Campolindo High - Moraga	RT 603, RT 6	August 20th, 8am - 12pm, 1pm - 5pm	Darlene
Dougherty Valley High	RT 635	August 18th, A-K 8am - 11:30am August 18th, L-Z 1pm - 4:30pm August 18th, A-Z 6pm - 7:30pm	Darlene CCCTA-Correne Pedroza CCCTA-Phil Reed
Miramonte High School - Orinda	RT 606, RT 6	Online Registration	

Monte Vista High	RT 623	August 19th, 12pm - 7pm	CCCTA-Mary Burdick
		August 20th, 12pm - 7pm	Leslie
San Ramon Valley High	RT 21	August 17th, 1pm - 7pm	Darlene
Diablo Vista Middle	no bus	August 17th, 9am - 12pm	Leslie
Gale Ranch Middle	RT 635	August 17th, 4pm - 7pm	Leslie
		August 18th, 9am - 12pm	CCCTA-Marie Knutson
Iron Horse Middle	RT 636, RT 21	August 17th, A-K, 8am - 11am , 5pm - 7pm	Darlene
Joaquin Moraga Intermediate - Moraga	No bus, ? RT 6	Online Registration	
Orinda Intermediate School - Orinda	RT 606, RT 6	Online Registration	
Stanley Middle School - Lafayette	RT 626, RT 6	August 20th, 8am - 12pm , 2pm - 6pm	Leslie
Windemere Ranch Middle	RT 635	August 17th, 4pm - 8pm	Calling Phil Reed. Volunteer
		August 18th, 9am - 1pm	CCCTA-Correne Pedroza

To date, the Student Transit Ticket Program has exhausted the funding that was allocated for 2009/2010 with 1,490 students participating in the program.

Carpool Incentive Program for SWAT High Schools 09/10

Staff is currently working with California High School, Miramonte High School and Campolindo High School to continue a Carpool Incentive Program for students. The Carpool Incentive Program provides a \$10.00 gas card for each student (drivers) who sign up to Carpool to School. Each participant along with their passengers are also included in a weekly drawing (\$5.00 gift cards – Starbucks, Peets, Jamba Juice, Cold Stone, etc.).

Bicycle Racks and Lockers

Funds are available to SWAT jurisdictions to install bike racks and/or bike lockers. **These funds are on a first come, first serve basis.** To date, funds have been allocated to the following organizations/agencies to install bike racks and/or lockers:

- City of Lafayette – Staff has purchased 9 bike racks (Swerve Rack) to be installed in different locations throughout downtown Lafayette. Staff is working with City of Lafayette to finalize the installation of the bike racks.
- Saint Mary’s College, Moraga has requested information on bike lockers and bike racks to be installed in different locations on campus. Staff is waiting to receive more information.
- AT&T in San Ramon – AT&T has requested additional bike lockers to be installed in four different locations. Staff is waiting for the final number of bike lockers in order to move forward with a quote.



CONTRA COSTA
transportation
authority

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

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

FROM: Robert K. McCleary, Executive Director

DATE: September 17, 2009

SUBJECT: Items approved by the Authority on September 16, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its September 16, 2009 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Proposed Policy for use of Bid Savings for American Recovery and Reinvestment Act (ARRA) funded projects.** Some Contra Costa jurisdictions realized bid savings in their ARRA projects. Recommendations on how to reprogram these savings are discussed in this item. *The Authority approved Resolution No. 09-46-P, which reprograms savings from the Walnut Creek ARRA project to the Ygnacio Valley Road Pavement Rehabilitation project, Town of Danville savings to the Camino Tassajara/Crow Canyon Road project, and directs other realized ARRA savings, not immediately usable on the same or another Federal project within a jurisdiction, to be reprogrammed to the Vasco Road Safety Improvements Project.*
2. **Measure J Strategic Plan Update.** Last June the Authority approved postponing the update to the 2007 Measure J Strategic Plan to get a better handle on actual Measure J revenues and debt service on the first bond. Staff provided updated Measure J revenue projections, key policy issues to be addressed and revised schedule leading to adoption in December. *The Authority approved staff's recommendations on the 2009 Update to the Measure J Strategic Plan, which includes a "moderate growth" revenue scenario. The draft plan is scheduled to be presented to the Authority in November, with adoption scheduled for December 2009.*
3. **Legislation. Attached is a status report on:**
 - AB 744 (Torricco) Bay Area HOT Lane Network
 - SB 406 (DeSaulnier) Vehicle Registration Fee to Fund Regional Blueprints
 - AB 1175 (Torlakson) Bay Area Toll Bridges
 - California Commission on the 21st Century Economy

Legislative Report to the Contra Costa Transportation Authority
September 16, 2009

AB 744 (Torrice) Bay Area HOT Lane Network

Status: Senate Appropriations (this has become a two-year bill)
Authority Position: Support (assuming any future amendments to the bill are consistent with the Authority's requirements)

Key Provisions:

This bill would authorize the Bay Area Toll Authority (BATA) to develop and operate a regional high-occupancy/toll (HOT) lane network and to establish a fee structure (tolls) to fund the network.

This bill, as originally introduced, was problematic from the Authority's standpoint, however subsequent amendments adequately addressed our main concerns. Key amendments include:

- The requirement that BATA demonstrate that the conversion of HOV lanes to HOT lanes, or the construction of new HOT lanes, is feasible and will be advantageous in terms of traffic management on the corridor;
- The requirement that HOT lanes do not have a negative impact on the surrounding communities or transit riders;
- The requirement that the speed level in the HOT lanes is maintained at a sufficient level so as to continue to serve as an incentive for carpools and transit;
- The requirement that transit will be the priority beneficiary of any net revenues and that corridor investment plans must include a plan to improve transit in the corridor;
- A ban on the conversion of general purpose lanes to HOT lanes;
- The addition of privacy measures for FasTrak® users.

Status:

On the basis of these (and other) amendments, the Authority weighed in with a position of support. However, issues arose from other sectors, namely the environmental community and the Professional Engineers in California Government (PECG), that were unable to be resolved in time for this bill to move out of the legislature this year. As a result, the bill has become a two-year bill and will be held in Senate Appropriations until the legislative session reconvenes in January.

SB 406 (DeSaulnier) Vehicle Registration Fee to Fund Regional Blueprints

Status: To Governor for Signature
Authority Position: Support

Key Provisions:

This bill would authorize an MPO or COG to impose, by a majority vote of its board, a \$1 or \$2 surcharge to fund the development and implementation of regional blueprints (or the Sustainable Communities Strategies required under SB 375). In the Bay Area, MTC and ABAG

would both have to adopt a resolution to trigger the surcharge. If a \$2 surcharge were to be enacted in the Bay Area, \$1 would be shared between MTC and ABAG for development of the SCS; the second dollar would go to the cities and counties, on a grant basis, for planning and programs consistent with the SCS. Five percent of the first dollar would be taken off the top for statewide coordination of land use planning and related activities.

The Authority originally took a position to support this bill if amended to provide that the second dollar would be allocated by the congestion management agencies, consistent with the intent of the bill. The Authority conveyed this position and a request for amendment to the bill sponsor (CALCOG). While CALCOG and the author did not provide a direct return-to-source of the second dollar to the CMAs, the bill was subsequently amended to provide that the CMAs would be eligible recipients of the grant money generated by the second dollar of surcharge revenue (the CMAs were not indicated as potential recipients in the original bill). This amendment was an effort to accommodate the Authority's requested amendment, although it does not go as far as to give the CMAs control over the grant money to their respective counties.

The Authority reconsidered its position at its September 16 meeting, and agreed that the bill, as amended, does provide an opportunity for funding to the CMAs, through a regional grant program, and that any options for funding SB 375 related obligations should be pursued. On that basis, the Authority adopted a support position on this bill.

AB 1175 (Torlakson) Bay Area Toll Bridges

Status: To Governor for Signature
Authority Position: Support

Key Provisions:

This bill was originally intended to add the Antioch and Dumbarton Bridges to the Bay Area's Toll Bridge Seismic Retrofit Program (2005), but also would have allowed MTC open-ended authority to put regional measures on the ballot that would raise bridge tolls and authorize expenditure plans that would go beyond paying for the seismic program.

The Authority was concerned that the bill was missing any details as to how the expenditure plans would be developed, how the nexus to users would be established, and the fact that it included no adequate 'return-to-source' provision. Other legislators had concerns about raising the tolls at all and privacy issues regarding the use of FasTrak*.

The bill was amended to remove MTC's ability to place future toll increase measures on the ballot without legislative approval. It still allows MTC to raise tolls to pay for bonding and other costs—including maintenance and operations—associated with the two new bridges that would be incorporated into the seismic retrofit program. It also provides that the tolls may be varied on the different bridges. There are new provisions to address privacy, such as the development of a system enabling users to purchase a FasTrak* with cash, and a ban on toll discounts for FasTrak* users. The bill still provides that maintenance expenditures on the bridges can be funded with toll money, but only after payment of costs of bonds secured by the tolls.

At the time of the APC meeting, there were outstanding issues raised by the Department of Finance regarding the priority use of toll funds for bond (as against maintenance) costs, and it

was unclear whether the bill would be further amended. However, the bill passed in the legislature and has been forwarded to the Governor for signature. On this basis, the Authority adopted a 'support' position for this bill.

State Budget

Notwithstanding recent revisions to the state budget, many issues remain outstanding. One concern is the potential reactivation of a proposal to redirect Highway Users Trust Account (HUTA) funds (the portion of the state gasoline tax that is directed to cities and counties) to the general fund. Part of this summer's budget resolution involved a deferral of HUTA payments to the cities and counties until January, 2010. Should the legislature decide to redirect the funds for the current fiscal year as part of a further budget fix, the deferred amount, plus the amount that would have gone to the cities and counties for the remainder of the year will be directed to the general fund.

Report on California Commission on the 21st Century Economy

Last year, the governor and legislators appointed a panel to review and make recommendations regarding a potential overhaul of California's tax structure. The panel is due to make its report by the end of the week; a special session of the legislature is expected to be convened subsequently to consider implementing legislation. Two approaches are being worked through by the commission, both intended to be revenue neutral, i.e., reducing or eliminating some existing taxes and replacing them with a version of the value-added tax (VAT). At one point, there was discussion of applying an 18-cent per gallon tax on gasoline (a 'petroleum fuels pollution tax') that would be directed to the general fund; however that proposal appears to have been taken off the table.

Obviously, should legislation pass that would eliminate the state sales tax on gasoline, it would have a disastrous impact on transportation. Specifically, Proposition 42, which is funded by the state sales tax on motor fuel, funds the STIP, local streets and roads and transit; the state sales tax on diesel and the state sales tax on the excise tax on gasoline fund the Public Transportation Account; and the 'spillover' funds to transit are generated from the sales tax on motor fuels when there is a spike in gas prices. Transportation advocates have been working with the Commissioners and have come up with an alternative proposal, i.e., to retain the sales tax on fuel only, while phasing out all other state sales taxes. Under this scenario, Prop 42 and the PTA would remain fully funded.



CONTRA COSTA
transportation
authority

COMMISSIONERS	<i>Maria Viramontes, Chair</i>	<i>Robert Taylor, Vice Chair</i>	<i>Janet Abelson</i>	<i>Newell Americh</i>	<i>Ed Baliceo</i>
	<i>Susan Bonilla</i>	<i>David Durant</i>	<i>Federal Glover</i>	<i>Mike Metcalf</i>	<i>Julie Pierce</i>

TO: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT
John Cunningham, TRANSPLAN

Christina Arienza, WCCTAC
Jaimee Bourgois, TVTC
Leah Greenblat, LPMC/SWAT (TAC)

FROM: Robert K. McCleary, Executive Director

DATE: October 23, 2009

SUBJECT: Items approved by the Authority on October 21, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its **October 21, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **State Highway Route 4 Widening Project -- Railroad Avenue to Loveridge Road -- Award of Landscaping Construction Contract 241 (Project 1405).** Staff opened bids on September 15, 2009 and recommended awarding the freeway mainline landscaping contract to Watkin & Bortolussi, Inc. **Resolution 09-53-P.** *The Authority approved Resolution No. 09-53-P, awarding the State Route 4 Mainline Landscaping Project to Watkin & Bortolussi, Inc.*
2. **State Route 4 Widening Project -- Somersville Road to SR 160 Utility Relocation Agreements with PG&E (Project 1407/3001)** Staff sought authorization to enter into two utility agreements with PG&E: Agreement No. 276 and Agreement No. 277 in the amount of \$112,500 and \$130,000, respectively, to relocate their gas distribution facilities along Contra Loma Boulevard and D Street. *The Authority approved utility relocation Agreements 276 and 277 with PG & E.*
3. **City of Richmond -- Richmond Transit Village BART Parking Structure (Project 2302) - Appropriation Request for Construction.** The City of Richmond requested an appropriation of Measure C funds in the amount of \$6,165,000 for Construction and Construction Engineering. **Resolution No. 09-54-P.** *The Authority approved Resolution No. 09-54-P, appropriating funds to the City of Richmond in accordance with Cooperative Agreement no. 23.00.04.*
4. **Approval of FY 2008-09 and FY 2009-10 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** The 2007 Measure J Strategic Plan establishes the West County Additional Bus Service Enhancements Program (Program 19a) at 1.964% of sales tax revenues. As a sub-regional program, the funds are programmed by WCCTAC. At its September 11, 2009 meeting WCCTAC took action on programming the funds to AC Transit and WestCAT. **Resolution No. 09-07-G.** *The Authority approved Resolution No. 09-07-G, allocating Measure J funds for the West County Additional Bus Service Program.*
5. **Approval of FY 2008-09 and FY 2009-10 Measure J Allocation for the West County Additional Transportation Services for Seniors and People With Disabilities Program (Sub-Regional**

Program 20b). The Measure J Expenditure Plan establishes the West County Additional Transportation Services for Seniors and People with Disabilities Program (Program 20b) at .65% of sales tax revenues. As a sub-regional program the funds are programmed by WCCTAC. At its September 11, 2009 meeting WCCTAC took action on programming the funds to paratransit service providers in West County. **Resolution No. 09-49-G.** *The Authority approved Resolution No. 09-49-G, allocating Measure J funds for West County Additional Bus Services.*

6. **Approval to Release the Draft 2009 CMP.** As the designated Congestion Management Agency for Contra Costa, the Authority is responsible for preparing a Congestion Management Program and updating it every other year. The Authority adopted its first CMP in 1991 and the 2009 CMP would be the Authority's ninth. The CMP contains, among other things, traffic level of service standards that apply to all freeways and designated arterials, performance measures developed through the Action Plans for Routes of Regional Significance, and a seven-year capital improvement program. In addition to updating the CMP document, the Authority is also required to maintain and update a computerized travel demand forecasting model and land use database that is consistent with the regional agency's model and database. Staff proposes to release a draft of the 2009 CMP in September for public review. The final 2009 CMP is due to MTC in January, although staff intends to submit it earlier. *The Authority approved the release of the Draft 2009 CMP for public and agency review and comment, and submittal to MTC.*
7. **Adoption of Final 2009 Countywide Bicycle and Pedestrian Plan (CBPP).** Working with the Countywide Bicycle and Pedestrian Advisory Committee, the consultant team of Fehr & Peers and Eisen|Letunic has prepared a proposed final 2009 Countywide Bicycle and Pedestrian Plan (CBPP). The proposed CBPP updates the information in the 2003 CBPP, clarifies responsibilities for implementing the plan, and tries to make it easier for local jurisdictions to use the document in their own planning. The proposed 2009 CBPP reflects and responds to the comments from the RTPCs and public on the draft document. **Resolution No. 09-51-G.** *The Authority approved Resolution No. 09-51-G, adopting the 2009 Countywide Bicycle and Pedestrian Plan, allowing final technical corrections to be made by staff.*
8. **Discussion of the Authority's Role in Facilitating Development of the SCS.** Implementation of SB 375 requires that MTC and ABAG prepare a region-wide Sustainable Communities Strategy (SCS – a land use plan) for incorporation into the 2013 Regional Transportation Plan (RTP). The purpose of the SCS is to create a “fully integrated” land use – transportation strategy that, when implemented, will meet region-wide Greenhouse Gas (GHG) emissions-reduction targets. While the region's policy response to SB 375 continues to evolve, the legislation clearly gives MTC the authority to direct transportation funds only to areas that are consistent with the adopted SCS. Therefore, the SCS will determine future regional transportation investment decisions. Consequently, it is essential that key stakeholders – local jurisdictions, transit agencies, and the CMAs – fully participate in the preparation of an SCS that is realistic and attainable. To meet that goal, the Planning Committee suggested the Authority should work with our local jurisdictions and facilitate their input into the development of the SCS. *The Authority authorized staff to develop draft guiding principles, and prepare a draft scope, schedule, and budget for review by the Planning Directors in December 2009 and Authority consideration in early 2010.*
9. **STIP TE Call for Projects.** The Authority has approximately \$3.9 million in Federal Transportation Enhancement funds to allocate as part of the 2010 STIP. While these funds could be used for several

enhancement purposes. Authority staff is proposing to limit it to capital projects that support pedestrians and bicyclists, which is one of the key eligible project types. Staff has prepared a "call for projects" for these funds and recommends its release. Funds must be submitted to MTC by December 16, 2009 and obligated by June 2012. *The Authority approved the release of the call for projects for 2010 STIP TE program funding, and authorized the TCC subcommittee to review and rank applications.*

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

September 16, 2009

Mr. Robert McCleary, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on September 10, 2009.

Tri Delta Request for Sub-Regional Transportation Program Needs Funding Allocation for the Pacheco Transit Center/Regional Express Bus Hub and Park and Ride Project: The Committee received a report on the subject project and concurred with the recommendation from the Technical Advisory Committee to approve the funding allocation with the conditions¹ described in the staff report.

Strategic Plan Update: The Committee received a report on the status of the subject process in addition to the eBART project and voted unanimously to approve Option 3 proposed by CCTA. TRANSPLAN concurred with Authority recommendations to:

1. Shift \$50M from East County Corridor category in Measure J to backfill ECCRFFA commitment to SR4 East widening.
2. Shift all Measure J funds from east county share of the following capital projects categories to eBART:
 - BART Parking, Access and Other Improvements
 - Major Streets: Traffic Flow, Safety, & Capacity Improvements
3. Shift remaining uncommitted² Measure J funds from east county share of the following programs to eBART:
 - Transportation for Livable Communities
 - Sub-regional Transportation Needs

¹ The TAC recommends that the TRANSPLAN approve the request so long as the following conditions are incorporated into the funding agreement:

A) No cost escalation will be included in the funding agreement. The \$5,000 will remain static for the life of Measure J.

B) TRANSPLAN funding would be provided only so long as the other partners fulfill their financial commitment (TRANSPAC \$15,000/annual, WCCTAC \$10,000/annual) for the life of Measure J.

² Committed funds include:

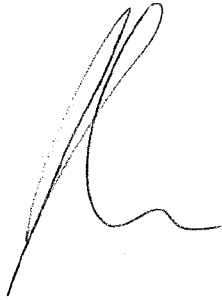
- \$200,000 to Pittsburg/Bay Point BART Station Pedestrian/Bicycle Access Plan from the TLC program
- \$5,000 per year from the Sub-regional Transportation Needs category to Tri Delta

Mr. McCleary,
September 16, 2009
Page Two

TRANSPLAN reiterated that should revenue projections improve in the future or if higher than anticipated savings are experienced, funding shall be restored to the programs from which they are being shifted from as a result of aforementioned approval of Option 3.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, October 8, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

- c: TRANSPLAN Committee
 TRANSPLAN Technical Advisory Committee
 A. Dillard, SWAT
 B. Neustadter, TRANSPAC
 C. Atienza, WCCTAC
 L Bobadilla, TVTC
 D. Rosenbohm CCTA
 E. Smith, BART
 H. Noeimi, CCTA

TRANSPAC Transportation Partnership and Cooperation

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

September 22, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on September 9, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Beth Lee, Assistant Director of Airports, Buchanan Field, with an update on airport developments since the adoption of the Master Plan in 2008.
2. Concurred in the use of TRANSPAC/TRANSPLAN TDM Measure C and/or Measure J funds for the proposed electric vehicle program.
3. Concurred with the request for the use of up to \$25,000 in TRANSPAC/TRANPLAN TDM Measure C and/or Measure J funds for a demonstration shuttle from Contra Costa Centre to downtown Pleasant Hill and Walnut Creek.
4. Approved forwarding the County Connection Congestion Management Program comments to the Authority (attached).
5. Appointed Tim Tucker, City of Martinez, to the Technical Coordinating Committee.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross
TRANSPAC Chair

Attachment

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi, D-
nice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

To: Barbara Neustadter
From Anne Muzzini
Re: 2009 CMP Edits
Via email 8/27/09

Barbara,
The draft CMP should be modified to reflect CCCTA's current service level and capital replacement schedule as included in the CIP. I've pasted sections below with new information.
Thanks, Anne

Page 38 and 39: CCCTA 's performance element

Standards for Frequency The County Connection shall provide a maximum headway (minimum frequency) of fixed-route service of sixty minutes during peak commute periods during the weekday subject to the directives of the CCCTA Basic Level of Service Agreement. This service is dependent on the availability of operating assistance and sufficient ridership with respect to Authority-wide standards for economy (farebox to operating cost recovery ratio), effectiveness (passengers per revenue hour) and efficiency (cost per revenue hour and passenger). **Currently, frequencies are as follows: during peak commute periods, between 15 and 120 minutes; other weekday times, every 30 to 120 minutes; on weekends, every 40 to 120 minutes.**

Measures of Routing The County Connection's 36 routes provide fixed-route bus service directly, or in close proximity to, major retail, institutional and governmental activity centers located within its service area. These activity centers include, but are not limited to, Sun Valley Mall, the seven BART train stations(Orinda, Lafayette, Walnut Creek, Pleasant Hill, Concord, North Concord/Martinez, and Dublin/Pleasanton), the Martinez Intermodal Facility, City Central Business Districts, Kaiser Hospitals (Martinez, Walnut Creek), Veteran's Hospital in Martinez, the Willows Retail center, the Golden Triangle in Walnut Creek, Bishop Ranch, John Muir Medical Center in Walnut Creek and Diablo Valley College.

Page 54 and 55" CCCTA's CIP

Fleet Replacements in CIP

Description	FY 09	FY 10	FY 11	FY 12
Heavy Duty bus - 40'			10	10
Cutaway vans		42		8

TRANSPAC Transportation Partnership and Cooperation

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

October 6, 2009

The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

Dear Chair Viramontes:

At its meeting on October 2, 2009, TRANSPAC took the following actions that may be of interest to the Transportation Authority.

1. Received a presentation by Deborah Dagang of CH2M Hill on the Regional Measure 2 I-680 Express Bus Access Study Draft Final Report and Bus Rapid Transit/Enhanced Bus Issue Paper.
2. Received a presentation by Hisham Noeimi on the status of the 2009 Measure J Strategic Plan update.
3. Authorized the 511 Contra Costa-TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2010/11 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/11 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); and to execute the required grant contracts and to enter into cooperative agreements with the respective funding agencies.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross *MR*
TRANSPAC Chair

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Hisham Noeimi,
Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill



NOTICE OF PUBLIC HEARING FOR THE SAN RAMON CITY CENTER MIXED USE PROJECT.

NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON PLANNING COMMISSION WILL BE HOLDING A PUBLIC HEARING ON TUESDAY, NOVEMBER 3, 2009 TO CONSIDER:



Applications:	Amendments to the Sunset-Bishop Ranch Development Agreement and a portion of the Chevron Park Development Agreement relating to the San Ramon City Center Mixed Use Project. (DA 09-850-001 and DA 09-850-002 - Filed on October 14, 2009)
Owners/ Applicants:	City of San Ramon and Sunset Development Company
Location:	The project site is comprised of several parcels at the intersection of Camino Ramon and Bollinger Canyon Road (APNs: 213-133-063, 213-133-086, 213-120-010, -011, -013, -017 and -018).
Request:	Consideration of Amendments for the Bishop Ranch Development Agreement and a portion of the Chevron Park Development Agreement Assigned to and Assumed by Sunset Building Co, LLC, for the City Center Mixed Use Area (as identified above) Applicant requests extension of certain deadlines relating to certain transfers between the parties, the sale and re-acquisition of certain properties, and other related matters.
CEQA:	The impacts of the project described in the Development Agreement Amendments were analyzed within the San Ramon City Center Final Subsequent EIR (SCH#2007042022) which was prepared for the project pursuant to the California Environmental Quality Act Guidelines, 1970 as amended (CEQA). The City will be making environmental findings pursuant to CEQA in connection with these Development Agreements.

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

SAID HEARING will be held by the Planning Commission, City of San Ramon, commencing at 7:00 PM, on November 3, 2009 in the Council Chamber at 2222 Camino Ramon, San Ramon, California, 94583.

Posting Period:
October 23, 2009 to November 3, 2009

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

Debbie Chamberlain,
Division Manager, Planning Services
(925) 973-2560