



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

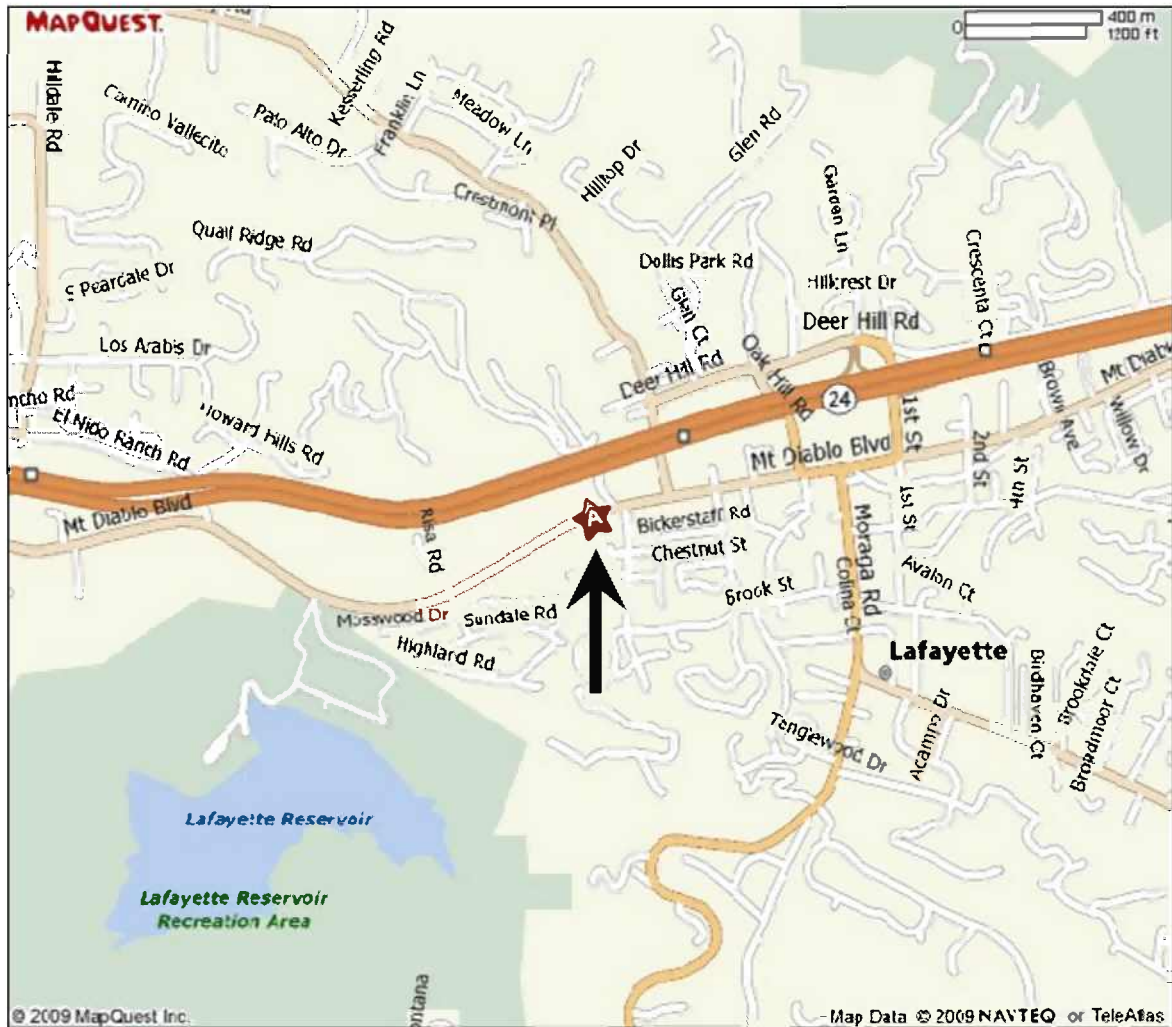
Staff Contact: Andy Dillard, Town of Danville

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

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



ATTACHMENT 5.A



SWAT

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SUMMARY MINUTES
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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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%

