



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of December 1, 2008

3:00 p.m. SWAT Board Meeting
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
3338 Mt. Diablo Boulevard, Lafayette, CA

AGENDA

1. Call to Order/Self Introductions
2. Public Comment
3. Board Member Comment
4. Administrative Items
5. Adoption of Agenda
6. **Review/Approval** of Minutes From November 3, 2008*
7. **Appoint** SWAT Chair and Vice Chair for 2009*
8. **Update** on Contra Costa Transportation Authority's Workshop on Potential Changes to the Growth Management Program
9. **Review and Comment** on Central County Action Plan*
10. **Review and Approve** Release of Lamorinda Action Plan and Tri-Valley Transportation Plan/Action Plan*
11. **Review and Comment** on County Connection Service Reduction Proposals*
12. **Status Update** on TRAFFIX Program (Measure J Congestion Relief Program)
13. **Review and Approve** MOU Addendum for SWAT Administrative Services*
14. **Consider and Approve** future SWAT agenda format
15. **Written Communication, Items of Interest, Outgoing Communication - Consider Actions as Appropriate***
16. **Discussion:** Next Agenda, January 2009 SWAT Meeting Date and Location
17. **Adjourn** to January 5, 2008 or Other Meeting as Deemed Appropriate

*Indicates material on this item is attached.

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

Staff Contact: Andy Dillard, Town of Danville

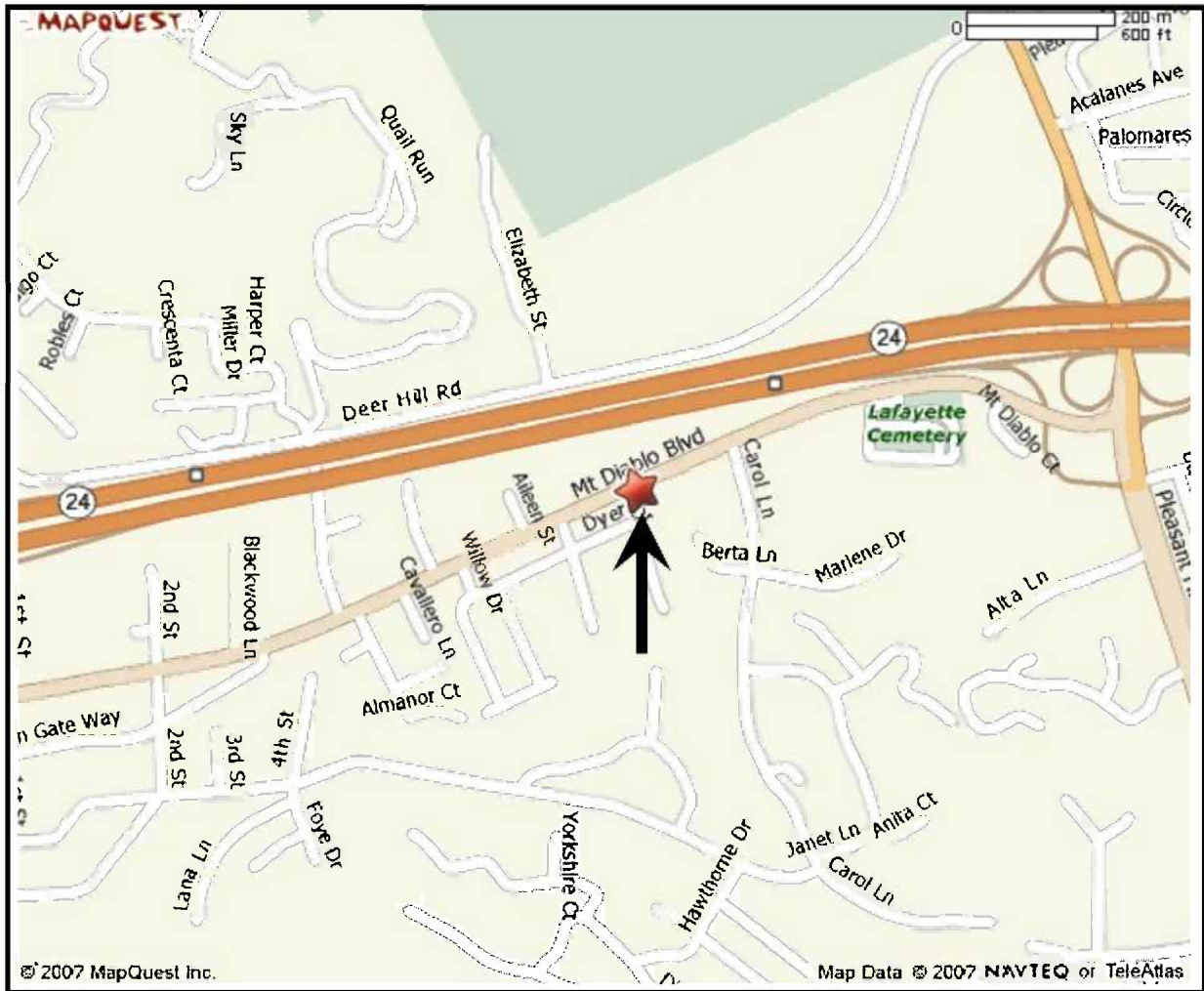
Phone: (925) 314-3384 / E-Mail: adillard@ci.danville.ca.us

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

Office of Supervisor Gayle B. Uilkema
Lamorinda Office

3338 Mt. Diablo Boulevard, Lafayette, CA 94549
(parking is available behind the building)



ATTACHMENT 6



SWAT

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

SUMMARY MINUTES
November 3, 2008 – 3:00 p.m.
Office of Supervisor Gayle B. Uilkema
Lamorinda Office
3338 Mt. Diablo Road
Lafayette, CA

Committee Members Present: Candace Andersen, Town of Danville; Amy Worth, City of Orinda; Mike Metcalf, Town of Moraga; Don Tatzin, City of Lafayette; Gayle Uilkema, Contra Costa County

Staff members present: Tai Williams, Leah Greenblat, John Cunningham, Calvin Wong, Lisa Bobadilla

Others present: Martin Engelmann, CCTA; Charles Hogle, CCTA CAC; Smitty Schmidt, Alamo resident

Meeting convened with a quorum by Chair Uilkema at 3:04 p.m.

1. **Call to Order/Self Introductions**
2. **Public Comment:** None.
3. **Board Member Comment:** Mike Metcalf inquired about which RTPC Alamo would participate in, should they become an incorporated community. Tai Williams responded that, given its geographic location within the southwest area, Alamo would likely participate in SWAT.
4. **Administrative Items:** Tai Williams recorded the minutes on behalf of Andy Dillard. Extra agenda packets and handouts were made available.
5. **Adoption of Agenda:** With the exception of Item #7, which was deferred until Don Tatzin's arrival at approximately 3:10 p.m., the order of the agenda was adopted as presented.
ACTION: Hudson/Andersen/Unanimous
6. **Review/Approval of Minutes from October 6, 2008**
ACTION: Worth/Metcalf/Unanimous

7. **Update on Contra Costa Transportation Authority's Workshop on Potential Changes to the Growth Management Program**

Martin Engelmann provided a brief update on the GMP workshop scheduled for November 19, 2008. Don Tatzin and Dave Hudson requested SWAT members' perspectives on this subject.

- Candace Andersen articulated a desire to stay true to the spirit and intent of the voters' support of Measure J, and expressed reluctance to make fundamental changes to the GMP, particularly with respect to quantifiable and measurable objectives that could serve as a basis for developing mutual agreement between agencies.
- Mike Metcalf concurred with Ms. Andersen's comments and added that it's important to eliminate redundancies and streamline the requirements, particularly in consideration of the fact that smaller agencies have limited staff resources.
- Gayle Uilkema called attention to the fact that the Authority's Overview of the GMP document includes a paragraph that does not accurately summarize the County's comments, as described in a letter from County dated October 28, 2008, distributed at the meeting. Specific to the potential GMP changes, Supervisor Uilkema concurred with Mr. Metcalf's perspectives regarding the elimination of redundancies, and urged the Authority to ensure that the GMP requirements do not duplicate other regional, state or federal requirements. Supervisor Uilkema also expressed that the GMP requirements should be clear and easy to comprehend. She cited SWAT's review of the Alamo Creek project as one that involved an onerous and difficult process.
- Candace Andersen acknowledged that while she joined the Town Council at the tail end of the Alamo Creek discussions, she cited that the existence of an established TSO allowed the Town and the County to settle its differences.
- Amy Worth expressed that it's crucial to remember that Measure J promised the voters that the sales tax raised through the measure would be used to pay for *existing* congestion – not future congestion generated by new development. Additionally, a commitment was made to the public that new development would pay its own way through the mitigation of impacts and through the management of growth. As such, it would be important to maintain a GMP that represents these commitments, which includes having quantifiable objectives.
- Don Tatzin expressed that MTSOs should reflect the spirit and intent of Measure J to establish a level of accountability for a jurisdiction's actions. He also felt that providing for some level of conflict resolution is appropriate.
- Dave Hudson expressed that it is critical that MTSOs be a requirement of cooperative multi-jurisdictional planning process contained in the GMP.

ACTION: None.

8. **Update on Action Plans**

Martin Engelmann reported that Central County released its Action Plan in early October and provided a brief summary of its contents. In response to an inquiry, Mr. Engelmann replied that the development of the Concord Naval Weapons Station was not included in the Action Plan's forecasts. When it does move forward, it would be considered a General Plan Amendment (GPA) and subject to the GPA review process. Amy Worth noted that there may be an error in the text of Action Plan, the "Financial Outlook" section, last sentence of the paragraph, on page 47. Mr. Engelmann requested that the SWAT consider a goal of formalizing its comments on the Central County Action Plan, along with a release of the Lamorinda Action Plan, by its December meeting. SWAT concurred with this request.

ACTION: Status update was accepted and SWAT concurred with the Authority staff's request to forward its comments on the Central County Action Plan along with a release of the Lamorinda Action Plan by the December SWAT meeting.

Tatzin/Worth/Unanimous

9. **Review/Authorize release of the SWAT comment letter regarding the Countywide Bicycle and Pedestrian Plan "Issues and Options" Report**

ACTION: Tatzin/Worth/Unanimous

10. **Written Communication, Items of Interest, Outgoing Communication – Consider Actions as Appropriate**

Tai Williams distributed information regarding the upcoming County Connection public hearings to consider service reduction in light of budgetary constraints. Ms. Williams reported that the TAC will request a presentation by the County Connection staff at its next TAC meeting.

ACTION: None.

11. **Discussion: Next Agenda**

ACTION: The Committee requested that the following items be included on the December agenda: (a) status update on the Growth Management Program Workshop; (b) Comments on the Central County Action Plan; (c) Release of the Lamorinda Action Plan; and (d) Status update on the proposed County Connection service reduction plan.

12. **Adjourn to December 1, 2008** which will be held at Supervisor Uilkema's Lamorinda Office in Lafayette.

ACTION: Meeting adjourned at approximately 4:20 p.m.

Staff Contact:

Andy Dillard
(925) 314-3384 PH
(925) 838-0360 FX
adillard@ci.danville.ca.us

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

ATTACHMENT 7



SWAT

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

DATE: December 1, 2008
TO: SWAT Committee
FROM: SWAT Administrative Staff
SUBJECT: Rotation of SWAT Chair and Vice Chair for 2009

As described in the SWAT Rules of Procedure, the SWAT Chair and Vice-Chair shall rotate on a 12-month term, from January through December. The sequence of rotation is Contra Costa County, Lafayette, Danville, Orinda, Moraga, San Ramon. As such, the 2009 SWAT Chair is scheduled to rotate to the Lafayette SWAT Representative, and Vice-Chair is scheduled to rotate to the Danville SWAT Representative. The new Chair and Vice-Chair appointments become effective January 2009, pending the Committee's approval at the December SWAT meeting.

ATTACHMENT 9



CITY COUNCIL

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

November 14, 2008

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

Dear Ms. Neustadter:

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

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

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

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

Ms. Barbara Neustadter

Page 2

November 4, 2008

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

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

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

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

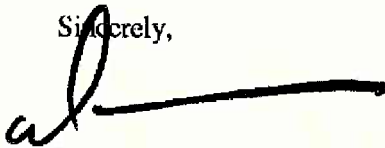
Ms. Barbara Neustadter
Page 6
November 4, 2008

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

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

Thank you again for seeking our input.

Sincerely,



Mike Anderson
Mayor

Enclosure

cc: SWAT
Circulation Commission
Martin Engelmann

ATTACHMENT 10



CITY COUNCIL

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

November 14, 2008

SWAT
c/o Andy Dillard
Town of Danville
510 La Gonda Way
Danville, CA 94526

LPMC
c/o Calvin Wong
Town of Moraga
PO Box 188
Moraga, CA 94556

Dear: LPMC and SWAT members

The City of Lafayette's Circulation Commission and City Council have both reviewed the Draft Central County Action Plan for Routes of Regional Significance. The Lafayette City Council agreed on November 10, 2008 to forward a comment letter, attached, directly to TRANSPAC. We hope that SWAT will consider concurring with our comments when forwarding its own comments to TRANSPAC.

After having the opportunity to review the Draft Central County Action Plan, we have identified some additional comments to the Draft Lamorinda Action Plan. We hope that SWAT will agree to have these comments addressed in the Draft Lamorinda Action Plan prior to agreeing to release that document.

Additional City of Lafayette Comments on the Draft Lamorinda Action Plan		
Item	Page #	Comment
1.	Page 7	Incorporate an explanation about Delay Index similar to the Central County Action Plan: A Delay Index of 1.0 indicates that the traffic moves at free flow speed unconstrained by congestion and not exceeding the posted speed limit. As congestion increases and average speed decreases, the Delay Index rises. A Delay Index of 2.0 indicates that the trip takes twice as long during peak hours as during the off-peak.
2.	Page 17-18, Tables 2-4	Incorporate intermediate years 2010 and 2020 into the table presenting demographic forecast data.
3.	Page 18-19, Figure 9 & 19	Graph is unclear. It should include separate bars for 2007, 2010, 2020 and 2030 growth.
4.	Page 21-28	The material presented in Chapter 5 would benefit from re-formatting and re-organization so that the chapter holds together as a comprehensive and clear unit. The draft Central County plan more clearly and holistically relates its goals to the broad actions it wishes to address (Chapter 3 and 4). Similar clarity in presentation and organization might benefit the Lamorinda Action Plan.
5.	Page 22, Table 7	Support transit service that links Lamorinda bus service more directly to communities to the north and east of Lafayette.
6.	Page 22, Table 7	Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and tele-work.
7.	Page 22, Table 7	In cooperation with Lamorinda jurisdictions, develop TDM plans and provide consultations to improve mobility and decreased parking demand for new development and redevelopment.
8.	Page 22, Table 7	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda.
9.	Page 22, Table 7	Encourage "green" commuting, including ZEV and NEV vehicles, clean fuel infrastructure and car-sharing.
10.	Page 23,	Work with TRANSPAC to develop a traffic management program to encourage delay in order to discourage use of westbound/southbound

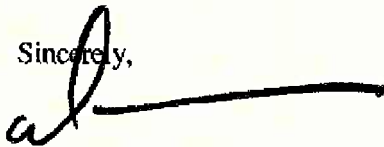
Page 3
November 4, 2008

Additional City of Lafayette Comments on the Draft Lamorinda Action Plan		
Item	Page #	Comment
	Table 9	traffic using PHR to by-pass the I-680/SR24 interchange.

Thank you for the opportunity to share our additional comments with you following our review of the draft Central County Action Plan. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,



Mike Anderson
Mayor

Enclosure

cc: Martin Engelmann, CCTA
Circulation Commission
Councilmember Tatzin
Leah Greenblat

ATTACHMENT 11

SUMMARY OF SPRING SERVICE CHANGE RECOMMENDATIONS

CONCORD

Route 110 from Diablo Valley College to Concord and Clayton would be modified to make only select trips into Pine Hollow and Kirkwood neighborhoods in the morning and afternoon. The route would continue the existing routing in downtown and down Clayton Road with the end of the route being in downtown Clayton. Saturday and Sunday routing would mimic the current Sunday route.

A new route would be established to provide direct bus service between Monument Boulevard in Concord and the County Hospital in Martinez via Alhambra Avenue.

No weekend service would be provided in the areas currently served with Routes 111, 115, and 117.

WALNUT CREEK

Route 102 would be eliminated except for select service in the morning and afternoons to the Trotter Road and San Miguel Road neighborhoods.

Route 107 serving the Pleasant Hill and Walnut Creek BART stations and the Shadelands Industrial Park would be split into two "commute" routes eliminating midday service.

Route 101 will no longer serve downtown destinations. Rossmoor residents will have to transfer at Walnut Creek BART to the free trolley or the route 121 to reach Kaiser and other downtown destinations.

Weekend service would be available on the downtown free trolley and on a new hybrid route that will run between Rossmoor/WC BART/ and John Muir Medical Center.

LAMORINDA

Route 126 between Orinda BART and the Minor Road/ Orindawoods neighborhood would operate only select trips in the morning and afternoon.

Route 106 between Orinda and Lafayette BART and St. Mary's College would follow the existing route, but no longer serve the Larch Ave./Camino Pablo segment. Route 106 would operate on both Saturday and Sunday.

Route 206 between St. Mary's College, Lafayette BART, and Rossmoor would operate only select trips in the morning and afternoon. Service to Rossmoor with this route would be eliminated.

WALNUT CREEK TO DUBLIN.

Route 121 between Walnut Creek BART and the Dublin Pleasanton BART station would be split into two routes divided at the San Ramon Transit Center at the Bishop Ranch industrial park. On weekends, there would be no service between the San Ramon transit center and Dublin Pleasanton BART.

SAN RAMON VALLEY

Route 960 connecting Walnut Creek BART and the San Ramon Transit center would no longer operate between the Mitchell park and ride and Walnut Creek BART station. The route will no longer serve Danville Boulevard or the Danville park and ride lot, thus becoming more express. The "B" and "C" travel patterns will be combined on the Routes 960 and 970, and all buses will travel the same pattern throughout the park.

Route 970 connecting Dublin Pleasanton BART and Bishop Ranch may see some unproductive trips eliminated.

A new commute hour express service would be offered between Walnut Creek BART and the San Ramon Transit Center with a stop at the Danville park and ride lot on Sycamore Valley Road.

MARTINEZ

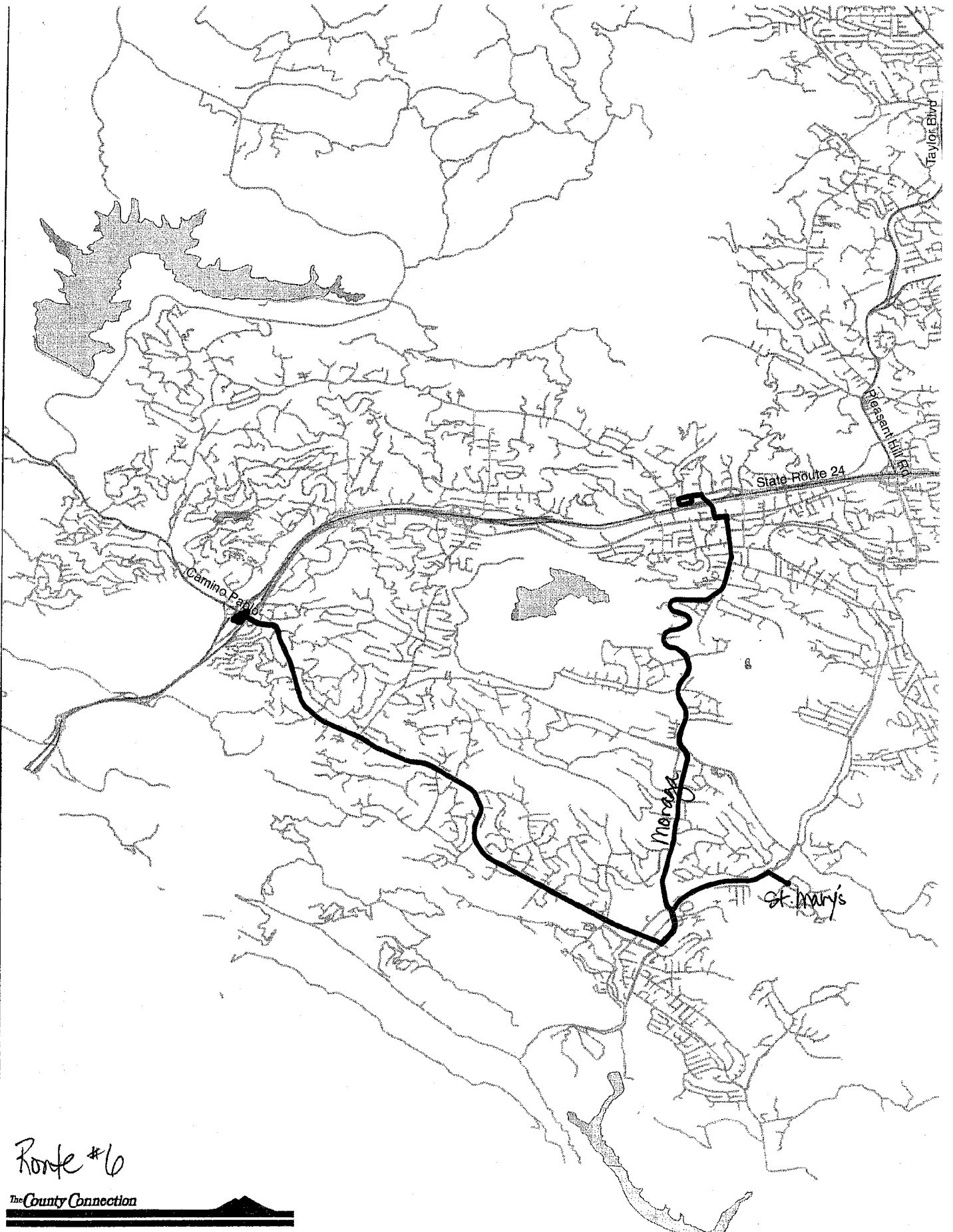
Existing route 116 from the Martinez Amtrak station to Pleasant Hill and Walnut Creek BART will be revamped to eliminate the stop at Pleasant Hill BART and add service to Concord BART via Monument Blvd.

Routes 118 would follow the current route from Martinez Amtrak to DVC, with service continuing to downtown Pleasant Hill and the Pleasant Hill BART station.

Route 119 will be operate from Martinez Amtrak along Pacheco Blvd. and service the Concord Blvd./Bisso Lane segment previously provided on Route 118.

A new Route would be provided that combines service previously offered on Routes 108 and 127. Service will begin at Martinez Amtrak and serve the Veterans Center, DVC, Marsh Dr, and North Concord BART.

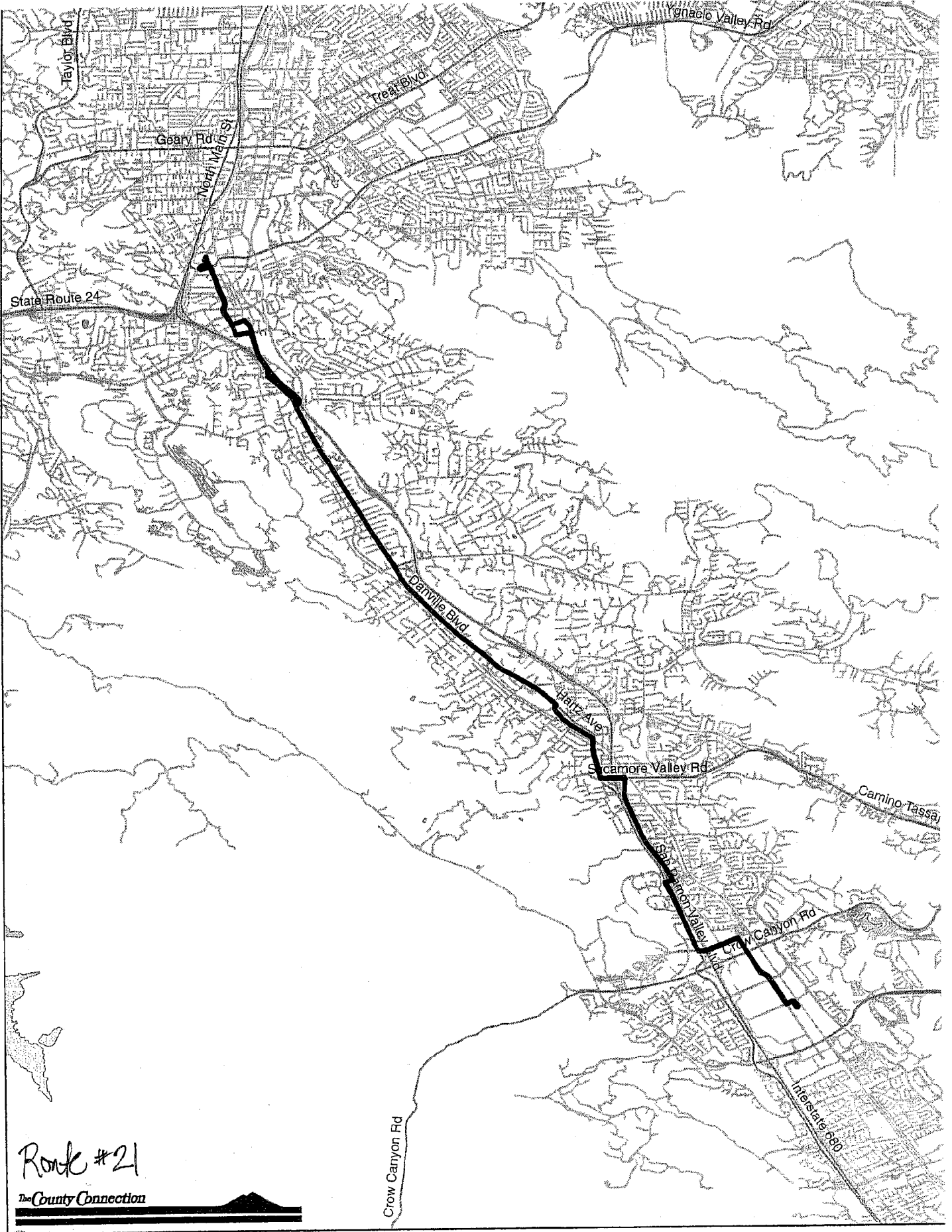
Saturday and Sunday service would be provided with a new hybrid route that would operate along the Alhambra Ave. and Pacheco Blvd. corridors, and serve Sun Valley Mall, downtown Pleasant Hill, and the Pleasant Hill BART station.



Ronde #6

The County Connection





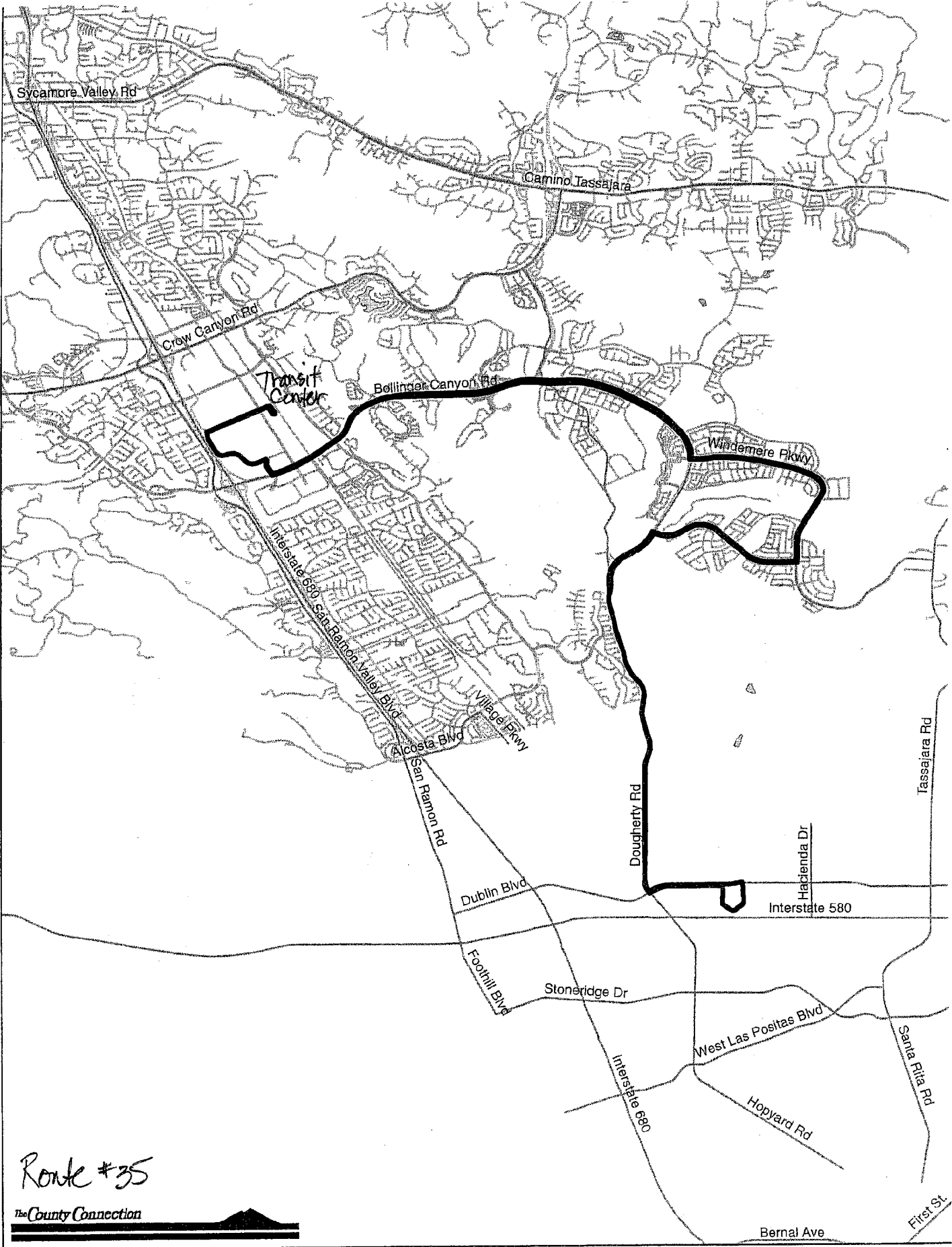
Route #21

The County Connection

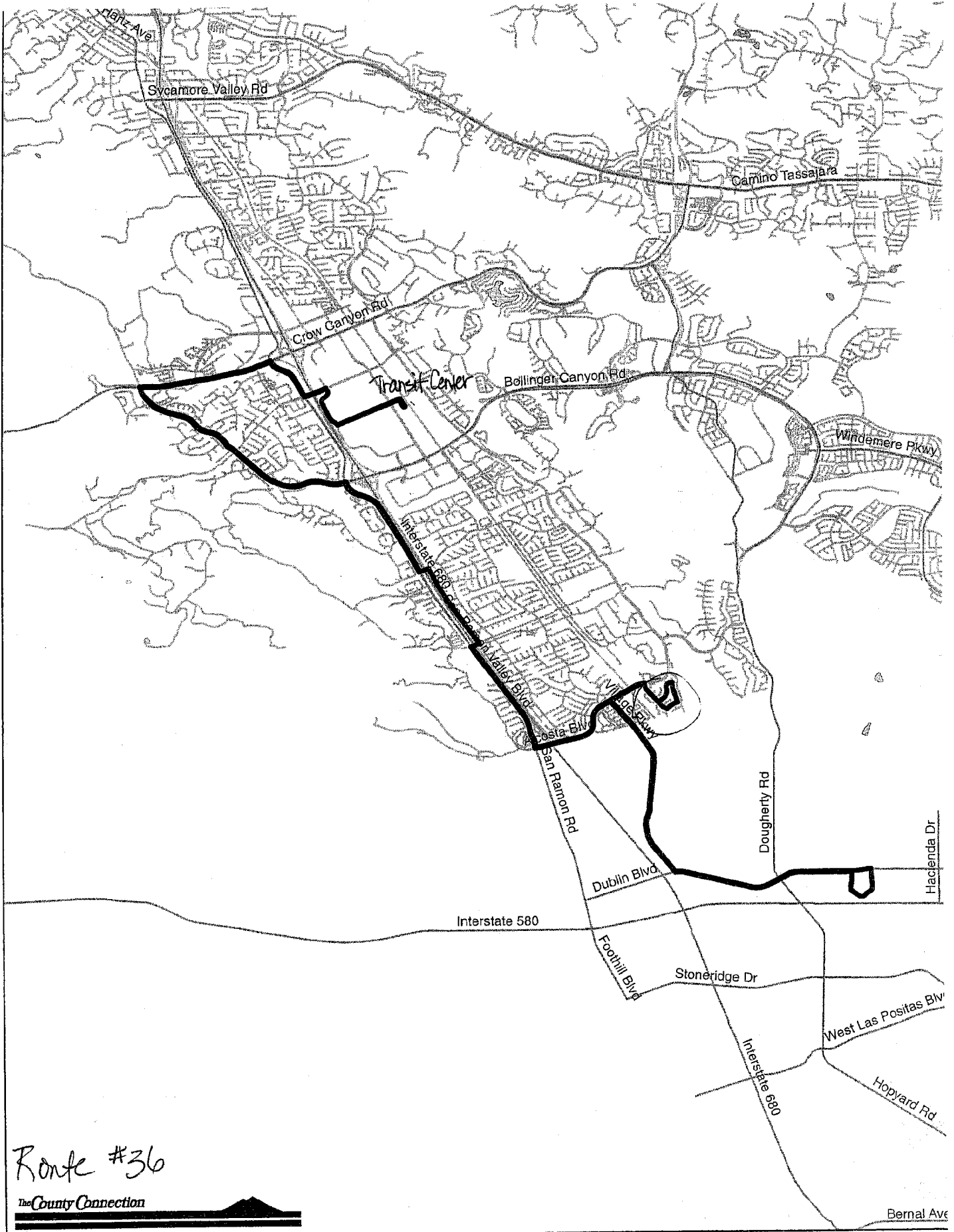


Crow Canyon Rd

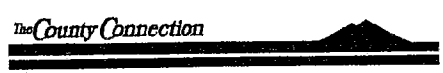
Interstate 680



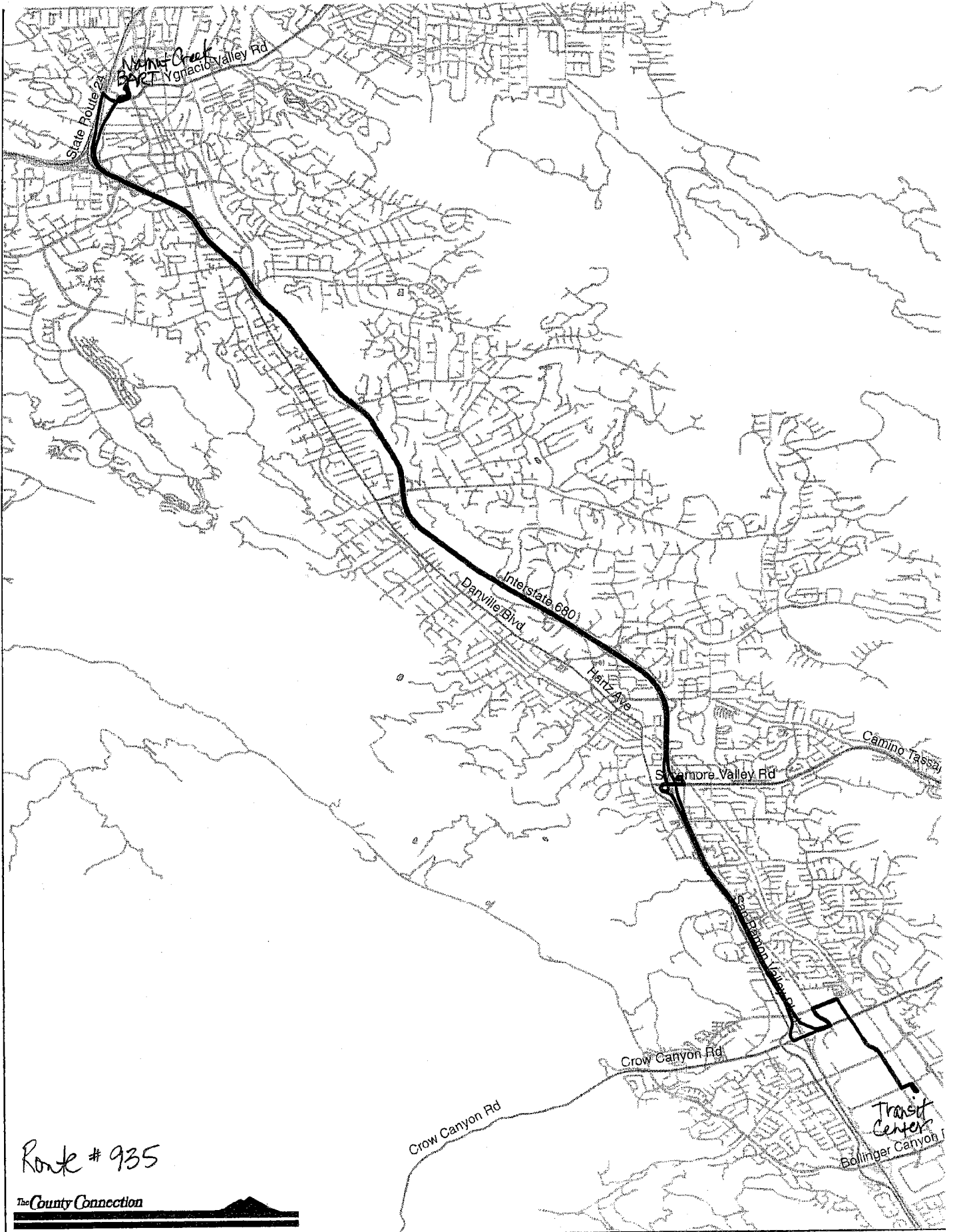
Route #35



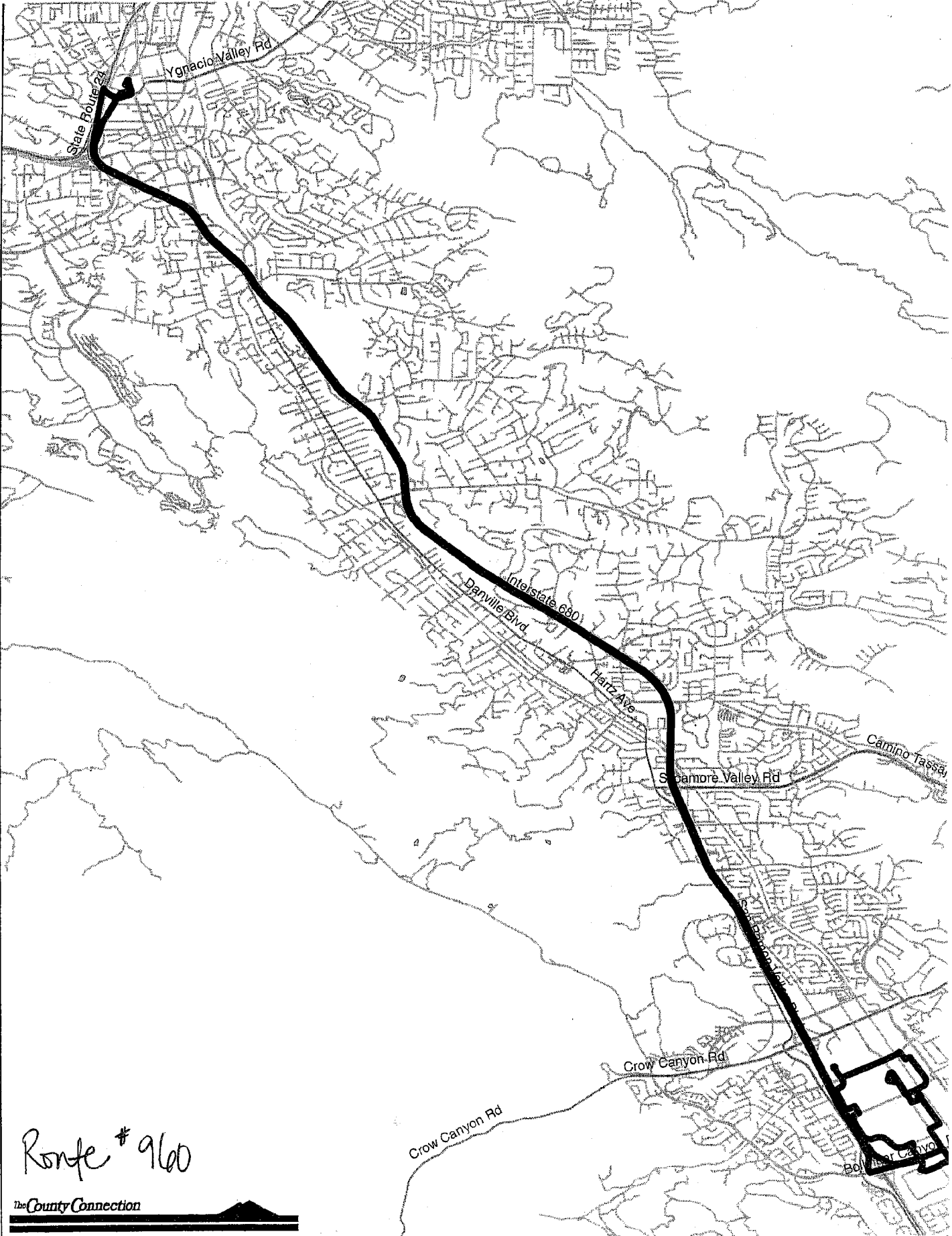
Route #36



Bernal Ave

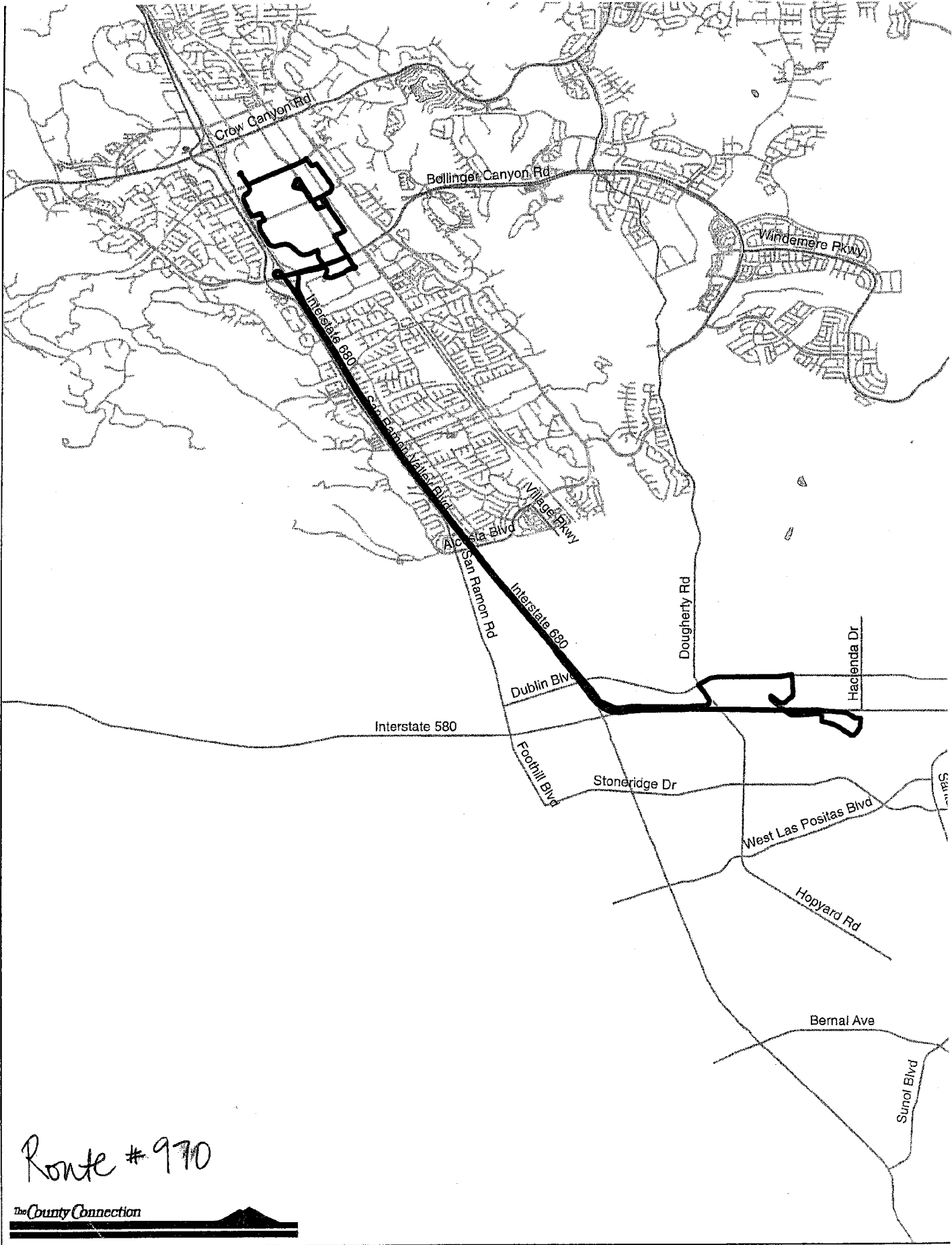


Route # 935



Route # 960





Route # 970

City of Lafayette Staff Report

For: Circulation Commission
By: /s/Leah C. Greenblat, Transportation Planner
Date Written: November 20, 2008
Meeting Date: December 1, 2008
Subject: County Connection Proposed Service Cuts

Introduction / Discussion

County Connection is considering implementing service cuts due to:

- State revenue loss
- Sales Tax revenue decline
- Fuel cost volatility
- Depletion of Reserves

County Connection's goal is to reduce expenses by \$4 million or the equivalent of 74,639 operating hours, which is equivalent to 23% of its service. The City of Lafayette's representative on the County Connection Board of Directors is Erling Horn. Mr. Horn also serves on its Operations and Scheduling (O&S) Committee. Mr. Horn will attend your meeting, provide a presentation and solicit your feedback on the proposed service changes.

Mr. Horn provided information regarding the proposed service cuts and copies of the existing County Connection routes that serve Lafayette, attached. The proposed changes in combination with the earlier service cuts in Lamorinda would result in noteworthy changes in operation and convenience for Lamorinda. Staff prepared a draft comment letter, attached, for your consideration to forward to City Council. It provides additional background on the existing and proposed transit service.

The O&S Committee will be discussing the proposal at its December 5, 2009 meeting and forwarding its comments to the County Connection Board for its consideration on December 18, 2009.

Fiscal Impact

None.

Recommendation

1. Forward draft comment letter to City Council for its consideration

Attachments

1. Excerpt from October 30, 2009 County Connection Board presentation
2. County Connection existing schedules for Routes 106/126, 206, 250 and 820
3. Draft comment letter

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November 20, 2008

Anne Muzzini
Director of Planning and Technical Services
Central Contra Costa Transit Authority
3477 Arnold Industrial Way
Concord, CA 94520

Dear Ms. Muzzini:

Thank you for the opportunity to comment on County Connection's proposed 2009 Spring Service Changes. Both the Lafayette Circulation Commission and City Council have reviewed the proposal and the City Council authorized sending this letter at its December 8, 2008 meeting.

We wish to first highlight several issues that provide important context to our comments.

First, the two prior County Connection service changes resulted in the City of Lafayette's residents, businesses and their employees experiencing significant reductions in transit service. The current Route 206 schedule is so curtailed that if a resident wanted to ride the bus to work in the morning, there is no service offered to return in the evening. A passenger destined for downtown Walnut Creek who wishes to remain on the same transit system, would need to travel south to Rossmore, transfer buses and then head north to downtown Walnut Creek. To suggest that ridership in Lafayette is low, acknowledgement also needs to occur of the circuitous network connections and infrequency of service.

Second, in 2007 the City of Lafayette undertook a transportation survey of its downtown employers and employees. This survey indicated that 40% of downtown employees commute to Lafayette from nearby jurisdictions to the north and east of the City; yet there is no direct County Connection service between Lafayette and Downtown Walnut Creek, Pleasant Hill, Concord, Martinez etc. Downtown employees and employers frequently complain about the lack of parking for employees and the City of Lafayette has been actively working with local businesses and the Chamber of Commerce to transition employees from driving to transit to help improve the situation.

Third, the current County Connection network leaves Lafayette disconnected from the remainder of the transit system during almost all hours of the day. The existing routes do not provide feeder service to County Connection's trunk lines.

Finally, we are concerned about the way that data are being presented via the "dot maps" to justify the reduction in service. It is unfair to compare total ridership between a route with only a handful of bus runs per day with other routes that are more frequent in service. As an example, in terms of ridership, Route 206 with only a handful of buses a day will of course pale in comparison to Route 110 with runs every 15 minutes throughout the day. This should not be the sole justification for reducing Route 206 further. The information presented at your public workshop, and presumably to policy makers, should be "normalized" so that some per-unit basis could be used to compare data in an unbiased way.

Below are our specific comments on the proposed service changes:

1. We support the proposed addition of Sunday schedules accomplished through the re-allocation of existing staff resources. This is a wonderful example of a win-win situation.
2. The proposed cut of Route 206 would eliminate transit access to the Lafayette Community Center and Senior Center on St. Mary's Road. It would also eliminate the link between Lafayette and the community of Rossmoor. If Route 206 is discontinued, extend Route 106 north from St. Mary's College to the Lafayette Community Center.
3. Provide a direct transit connection between Downtown Lafayette and Downtown Walnut Creek via Mt. Diablo Boulevard. This route would:
 - a. Link Lafayette to the rest of the County Connection system;
 - b. Provide service to at least two large employers on the east end of Lafayette's downtown;
 - c. Link the Lafayette BART Station with the eastern half of Downtown Lafayette;
 - d. Be consistent with the recent feedback we have received from businesses and residents during our Downtown Strategy Plan process; and
 - e. Provide service unique from BART by having buses entering Downtown Walnut Creek near its southern boundary.

Ms. Anne Muzzini
Page 3
November 20, 2008

4. In order to minimize service cuts, we would support earlier implementation of fare increases and the elimination of the mid-day, free rides for seniors. Seniors on County Connection currently receive discounted fares at other times of day. We support continuation of the senior fare discount.
5. When you begin to develop schedules in response to the adopted service changes, transit service should be provided so riders can transfer to and from BART and County Connection during both the morning and evening commute periods. To accomplish this the evening commute period should extend beyond 6:00 PM.

Thank you again for the opportunity to provide comments on the 2009 Spring Service Changes. If you have any questions regarding these comments, please contact Leah Greenblat, Transportation Planner, at 925.299.3229.

Thank you again for seeking our input.

Sincerely,

[Click here and type your name]

Mayor

cc:

ATTACHMENT 13



SWAT

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

DATE: December 1, 2008
TO: SWAT Committee
FROM: SWAT Administrative Staff
SUBJECT: SWAT Administrative Services Contract

At its November 5, 2007 meeting the Southwest Area Transportation (SWAT) Committee authorized an extension of a Memorandum of Understanding (MOU) for the Town of Danville to provide “Basic Administrative Services (Tier1)” for the 2008 contract service year in the amount of \$33,125. The following is a summary of the expenditures for the 2008 contract service year:

2008 Contract Service – Budget Amount:	\$33,125.00
▪ Budgeted Meetings: 20	
▪ Actual Meetings Held: 20	
2008 Contract Service Expenditures:	(\$21,531.25)
2008 Contract Service Balance:	\$11,593.75

The SWAT Administrative Services contract year for is November 1st through October 31st, and has expired.

RECOMMENDATION

In considering this item, the SWAT TAC indicated a preference for the Town of Danville to continue providing SWAT administrative services. With Danville’s concurrence, the SWAT TAC recommends that SWAT authorize an Addendum to the existing MOU with Danville to:

1. Extend the contract for two additional years, expiring on October 31, 2010; and
2. Authorize a contract amount of \$33,125 per year for “Basic Administrative Services (Tier1)”.

MEMORANDUM OF UNDERSTANDING
ADDENDUM NO. 2

The following sections of the Memorandum of Understanding, dated September 29, 2006, between the Southwest Area Transportation Committee ("SWAT") and the Town of Danville ("TOWN") is hereby amended and replaced with the following language:

AMENDED SECTIONS

2. **Time of Performance.** The services of the Town are to continue for the next two consecutive years, beginning on November 1, 2008 following the execution of this Memorandum of Understanding (MOU) and to be completed by October 31, 2010 (defined as "Contract Service Years"). Subject to such policy direction and approvals as the Town.

All other provisions of this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the Town and Contractor have executed this Agreement as of the date first above written.

SOUTHWEST AREA TRANSPORTATION
COMMITTEE

CONTRACTOR

By: _____
Gayle B. Uilkema, Chair

By: _____
Town of Danville

By: _____
Don Tatzin, Vice Chair

ATTACHMENT 15

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: December 1, 2008
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa TDM Program Monthly Update

Major Activities

Employer Outreach

- Saturday, October 11th, San Ramon Farmers Market – Staff attended the San Ramon Farmers Market from 9:00 am to 1:00 pm.
- Tuesday, October 14th, AT&T San Ramon - Staff was on-site to provide commuter information from 11:00 am to 1:00 pm.
- Wednesday, November 19th, California Insurance Center in Lafayette. Staff held a Transportation Commuter Fair from 11:00 am to 2:00 pm.

Upcoming Events:

- Thursday, December 4th, City of San Ramon Benefits Fair from 11:00 am to 2:00 pm.
- Tuesday, December 9th, AT&T in San Ramon from 11:00 am to 1:00 pm.

Spare the Air Tonight

The Winter Spare the Air season runs from November 1, 2008, through February 28, 2009. This winter, for the first time in the Bay Area, it will be illegal to burn wood, pellets, or manufactured fire logs when a ***Winter Spare the Air Alert*** is issued. The Air District will call a ***Winter Spare the Air Alert*** when the morning forecast predicts unhealthy particulate matter concentrations. ***Winter Spare the Air Alerts*** will be posted on their Spare the Air home page (www.sparetheair.org) and on the Air District's (www.baaqmd.gov) home page. Residents and businesses can sign up for e-mail Air Alerts and automatic Phone Alerts.

In the wintertime, fine particulate matter (PM_{2.5}) becomes the pollutant with the greatest impact on air quality. Fine particulates can bypass the body's natural defenses, penetrating deeply into the lungs and even passing into the bloodstream. Prolonged exposure to the fine particulates in wood smoke has been linked with aggravated asthma, lung and heart disease, and increased mortality rates. Wood burning in fireplaces and woodstoves creates about one-third of the winter particulate matter air pollution in the Bay Area.

511 Contra Costa Website

This is just a reminder to check out the 511 Contra Costa website (www.511contracosta.org) which continues to be a valuable resource to commuters for Bay Area transportation information, ridematching and incentive programs. The 511 Contra Costa staff strives to provide interesting and informative web page information which will encourage commuters to return to the site to learn the latest information in commuting news and events.

Other Projects/Programs

Student Transit Ticket Program FY08/09

The number of participants in the Southwest Contra Costa Student Transit Ticket program continues to increase. Since the October update, we have received an additional 100 requests. To date we have approximately 1,600 students participating in the program.

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:

- PG&E in San Ramon – PG&E has requested bike lockers and bike racks to be installed at their new location along Crow Canyon Road. Staff is moving forward with the request, and will hopefully have them installed by the end of the year.
- City of Lafayette – 12 bike racks to be installed in nine different locations throughout downtown Lafayette. Staff is currently working with City of Lafayette for the final approval.
- 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: *Dave Hudson, Chair* *Maria Viramontes, Vice Chair* *Janet Abelson* *Susan Bonilla* *David Durant*
Donald P. Freitas *Federal Glover* *Brad Nix* *Julie Pierce* *Karen Stepper* *Don Tatzin*

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: November 20, 2008

SUBJECT: **Items approved by the Authority on November 19, 2008, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **November 19, 2008** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislation—Approval of 2009 Legislative & Advocacy Program.** The Authority adopted its Legislative & Advocacy Program for 2009. (*Attachment A*)
2. **State-Local Partnership Program Funds.** Staff estimates that the State-Local Partnership Program will provide approximately \$15 to \$20 million available as matching funds directly to the Authority. At present, the timing for availability of the funds is uncertain, but initial applications are due to the California Transportation Commission in February. Staff recommends that the funds be used to offset anticipated lower levels of Measure J sales tax funds, be allocated to each sub-region of the county consistent with the percentage of the capital program in that sub-region, and be treated as sales tax funds for purposes of expenditure, as was done for the original Partnership Program. *This item will be scheduled for discussion by the APC in December.*
3. **Approval to Forward Recommended Project Selection for the Lifeline Transportation Program (LTP) to MTC for \$8.013 million in FY 2009 to FY 2011 funding.** The LTP Application Review Committee (ARP) forwarded its recommendation to the Authority to fund either entirely or partially 13 of the 14 project grant applications that were submitted in response to a “Call for Projects” released on September 19, 2008 for the Lifeline Transportation Program. A total of \$8.013 million is available to Contra Costa through MTC from a variety of Federal and State funding sources. **Resolution No. 08-10-G.** *The Authority approved the attached list as proposed. (Summary Attachment B)*
4. **Preliminary Discussion of Measure J CC-TLC Program.** The Measure J Expenditure Plan sets aside 5.4 percent of sales tax revenues (estimated at \$108 million in 2004 dollars) for the Transportation for Livable Communities program. These funds are to be allocated to the subregions, and then distributed to individual, qualifying projects subject to Authority guidelines and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidelines and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program. *The Authority authorized staff to begin developing guidelines for the CC-TLC program, and approved the proposed schedule. (Summary Attachment C)*

5. Authority Workshop to Discuss Growth Management Program (GMP) Issues in November 2008.

The Authority supported holding a full-Authority workshop to discuss the Measure J Growth Management Program and possible changes to it, in response to the complex and changing environment created by recent regional and state initiatives. The Planning Committee provided direction to help shape the workshop. *The Authority conceptually approved some revisions to GMP components, and authorized staff to prepare specific revisions to the Expenditure Plan language and implementation documents for future consideration by the Authority. Authorized changes are summarized in the attachment. (Attachment D)*

Contra Costa Transportation Authority
Proposed 2009 Legislative and Advocacy Program
(as amended by the APC on November 6, 2008)
For Action by the Authority
November 19, 2008

1. Federal Reauthorization
 - Priority is 'fix it first'
 - Benefits of any new flexibility on the federal level should be carried through to the CMA level
 - Prioritizing earmark requests to legislative delegation

2. New sources of funding:
 - Countywide vehicle fees (flexibility to allocate to accomplish county priorities)
 - Regional fees (with conditions: return to source; flexibility to allocate to county priorities)
 - Toll bridge increase (15% revenues to Contra Costa)
 - Reduction of voter threshold for transportation/climate control measures

3. Corridor Management and HOT Lanes:
 - Unanimous agreement within the region on specific policies and practices pertaining to HOT lanes should be required before legislation is introduced authorizing creation of HOT lane network in the Bay Area.
 - The network should be structured using a corridor-based model, focused on corridor management, and involve local representation and decision-making. The Authority should consider sponsoring legislation providing that the network will be governed by a corridor-based board (either a Joint Powers Agency or a reconfigured BATA) that represents the agencies wherein the corridors are located.
 - HOT lane revenues should be reinvested within the corridor where generated, with provision of transit funding as one fundamental objective.
 - There should be consistency of design and operations within the region.
 - There should be no integration with new toll bridge measure, unless parameters are fully agreed-upon.
 - The efficiency of each corridor proposed for inclusion in the network should be studied, including the potential effect of HOT lanes on diversion of traffic to parallel arterials.

4. SB 375 Clean-Up:
 - Litigation protection
 - Additional protection for bond/self-help measure projects
 - CEQA relief from AB 32 analysis for transportation projects in approved RTPs

5. SB 1210 Clean-Up (Eminent Domain/Acquisition of Right of Way)

6. Protection of Transit Funds

7. Follow developments with respect to impact of state budget cuts on transportation and consider action

Subject	Approval to Forward Recommended Project Selection for the Lifeline Transportation Program (LTP) to MTC for \$8.013 million in FY 2009 to FY 2011 funding.
Summary of Issues	The LTP Application Review Committee (ARC) is forwarding its recommendation to the Authority to either fully or partially fund 13 of the 14 project grant applications that were submitted in response to a “Call for Projects” released on September 19, 2008 for the Lifeline Transportation Program. A total of \$8.013 million is available to Contra Costa through MTC from a variety of federal and State funding sources. Resolution 08-10-G
Recommendations	That the Authority approve Resolution 08-10-G authorizing transmittal of LTP project recommendations to MTC for LTP funding.
Financial Implications	MTC has allocated a total of \$65.9 million to LTP for the Bay Area. Contra Costa’s portion of 12.5%, or \$8.013 million, is based upon the percentage of households within Contra Costa that are at or below the federal poverty level as reported in the 2000 U.S. Census. The ARC recommends submittal of \$8.013 million in projects to MTC. Funds cover the three-year cycle spanning FY 08-09 through FY 10-11. Additional funding is expected for future cycles, subject to a review by MTC of the program’s effectiveness.
Options	<ol style="list-style-type: none"> 1. Modify the recommended project list prior to submittal to MTC 2. Recommend funding only at the Tier 1 level and release another call for projects for Tier 2¹. This option could create some funding difficulties for some operators but would allow funding levels to become more known.
Attachments (See Planning Committee Packet Dated November 5, 2008)	<ol style="list-style-type: none"> A. Resolution 08-10-G authorizing transmittal of project recommendations to MTC for LTP funding; B. LTP Project Grant Applications Received; C. LTP Project Ranking; D. LTP Requests and Proposed funding by Applicant and Sub-Area; E. LTP Project Descriptions; F. LTP Task Force composition. G. Letter Dated November 4, 2008 from AC Transit Regarding Cycle II Lifeline Program. H. Letter Dated November 7, 2008 from Tri Delta Transit Regarding Cycle II Lifeline Program
Changes from Committee	<i>Approved amended- handout Resolution # 08-10-G</i>

¹ Tier 1 funding is known as of the adoption of the 2008-09 state budget; although it could be revised if the state budget is revised. Tier 2 funding is subject to the 2009-10 state budget and is more subject to changes at this time. At a minimum Tier 1 funding must be submitted to MTC by November 30, 2008.

LTP Application Review Committee Recommendations

After careful review and evaluation of the 14 grant applications received, the LTP ARC recommends forwarding the following 13 projects to MTC for LTP funding:

	Project Title and Description	Project Sponsor	LTP Funding Request	Proposed Funding
1	Dispatch Software Purchase and Installation: To purchase and install a commercial transportation dispatching software package for use in the County's Ride To Success and the Children's Transportation Project.	Contra Costa County Emp. and Human Svcs. Depart.	\$51,208	\$51,208
2	Operating Funding for Low Income Access to Health Care (Route 201): Continue service for low-income patrons in Bay Point to central county destinations including Mt. Diablo Medical Center, Mt. Diablo High School and the Concord BART Station for interagency connections.	Tri Delta Transit (ECCTA)	\$ 300,000	\$ 300,000
3	Continued Operation of County Connection Lifeline Routes : Preserve frequency and coverage of CCCTA Routes 114, 111 and 314 serving the Monument Corridor, Concord BART, and Pleasant Hill BART., and Routes 108,116,118 and 308 serving downtown Martinez, Contra Costa Regional medical Center, Kaiser Clinics, VA Clinic, County offices, Diablo Valley College, Walnut Creek BART, and Pleasant Hill BART.	County Connection (CCCTA)	\$ 1,250,000	\$ 1,250,000
4	Continued Operation of WestCAT C3 Route: The service operates between Hercules Transit Center and Contra Costa College in San Pablo at 60 minute intervals between 7:25 am and 10:55 pm.	WestCAT (WCCTA)	\$ 636,550	\$ 636,550
5	Maintain existing Lifeline services in western Contra Costa County: Maintain Line 376 which provides service between the El Cerrito Del Norte BART, Richmond BART, downtown Richmond, CC College, Pt. Pinole Business Park, UPS, and Hilltop Mall; and Line 76 which provides service between the Richmond Parkway Transit Center and El Cerrito Del Norte BART, Hilltop Mall, CC College, San Pablo, Richmond BART Station, Harbour Way and Cutting Blvd.	AC Transit	\$ 2,909,108	\$ 2,463,448
6	Bus Shelters: Procure and install bus shelters and related amenities and minor site improvements in the Pittsburg/Bay Point/Antioch and Brentwood communities of concern.	Tri Delta Transit (ECCTA)	\$ 200,000	\$ 200,000
7	Rolling Stock for County Connection Lifeline Routes: Provide funds for local match to federally-funded replacement 30 buses to preserve service on Routes 108, 111, 114, 116, 118, 308, and 314.	County Connection (CCCTA)	\$ 844,805	\$ 844,805

8	Rolling Stock for WestCAT's C3 Lifeline Route: Matching funds for one bus for operation of the C3 service.	WestCAT (WCCTA)	\$ 69,785	\$ 69,785
9	BART Bay Point/Pittsburg Station Improvements: Improve lighting and passenger information at the Pittsburg station as recommended in the Bay Point CBTP.	BART	\$ 320,000	\$ 320,000
10	BART Richmond Station Improvements: Improvements to the bus transfer area at the Richmond BART station.	BART	\$ 960,000	\$ 744,800
11	County Connection Martinez bus stop improvements and access: Construct accessible bus stop on Arnold Drive eastbound in Martinez near the Wal-Mart entrance. Improve 15 bus stops with seating. Provide access improvements including curb cuts and sidewalks where needed adjacent to and approaching CCCTA, Tri Delta, and West CAT bus stops. Provide two pedestrian-activated lighted crosswalks in downtown Martinez.	County Connection (CCCTA)	\$ 100,000	\$ 100,000
12	Rolling Stock Replacement for AC Transit: Partial funding to replace a portion of rolling stock appropriate for Lifeline services in western Contra Costa County.	AC Transit	\$ 3,500,000	\$ 447,914
13	Hillcrest Park-and-Ride Lot Improvements: Partial funding to provide access and improvements to the passenger waiting area at the park-and-ride lot.	Tri Delta Transit (ECCTA)	\$ 1,500,000	\$ 585,000
14	Passenger Advisory Signs: Real time advisory signs at bus stops to provide information to passengers when the next bus would arrive. Withdrawn from funding consideration at the request of WestCAT.	WestCAT (WCCTA)	\$ 247,500	\$ 0
	TOTAL		\$ 12,888,956	\$ 8,013,510

Subject	Preliminary Discussion of Measure J CC-TLC Program
Summary of Issues	The Measure J Expenditure Plan sets aside 5.4 percent of sales tax revenues (estimated at \$108 million in 2004 dollars) for the Transportation for Livable Communities program. These funds are to be allocated to the subregions, and then distributed to individual, qualifying projects subject to Authority guidelines and approval. Staff has prepared an initial discussion of the issues that must be addressed in developing the CC-TLC program guidelines and is establishing a committee to help in this program. Staff has also developed a schedule for starting the program.
Recommendations	Authorize staff to begin developing guidelines for the CC-TLC program and approve the proposed schedule.
Financial Implications	The Measure J Strategic Plan includes the first six years of funding for the TLC program. The recent downturn in sales tax revenues is likely to reduce the amount of funding available for this and other Measure J programs. The downturn could lead to cash flow problems for projects now in development and for which bonds are to be used to advance funding. Options for addressing these issues will be addressed over approximately the next 6 months.
Options	
Attachments (See PC Packet, dated November 5, 2008)	A. Background and Initial Discussion: Contra Costa Transportation for Livable Communities Program
Changes from Committee	<i>Approved</i>

Background

Measure J, approved by the voters in 2004, added the new Transportation for Livable Communities program. This program is intended to fund transportation projects that:

- a) Facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or
- b) Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

The program can fund both planning and capital grants. *Planning grants* must “support development of community-oriented plans that link transportation investments with land-use decisions.” *Capital grants* specifically will fund the planning and construction of five categories of projects:

1. Local transit facilities
2. Intersection improvements and pedestrian facilities
3. Pedestrian plazas, walkways and other streetscape improvements that encourage walking
4. Traffic calming measures
5. Bicycle facilities

Whether capital or planning, each project must “catalyze, facilitate or support projects that meet the CC-TLC program’s goals.”

Expected Funding

Over the 25-year life of the measure, the CC-TLC program will receive 5.4 percent of the revenues generated. The Expenditure Plan estimated that the program would receive \$108 million (in \$2004): \$100 million (five percent of revenues) to be divided among the regions by population and \$8 million (0.4 percent of revenues) to go specifically to West County.

The actual amounts allocated, however, will depend on the actual revenues received. Our original estimate was that Measure J would generate approximately \$2 billion over the 25-year life of the measure. The recent downturn in economic activity, however, is likely to lower forecast revenues we expect to receive under Measure J. The slowdown is likely to continue into the early years of Measure J. The first Measure J Strategic Plan, which the Authority adopted in May, had already lowered forecast revenues from the original estimates and more recent information indicates a probable further decline.

Besides reducing the estimate of funding available to this and other programs overall, the downturn is already causing cash flow problems for projects slated for early development, which may have implications beyond those projects.

Proposed Schedule

February 2009.....Release draft CC-TLC Program Guidelines

May 2009.....Adopt CC-TLC Program Guidelines

July 2009.....Release initial CC-TLC “Call for Projects”

October 2009.....RTPCs recommend 3- or 5-year allocations of their share of CC-TLC funding

December 2009.....Authority releases draft CC-TLC Strategic Plan

March 2010.....Authority adopts final CC-TLC Strategic Plan

November 19, 2008 Growth Management Program Workshop Summary

Authority Proposed Changes to Measure J GMP Components

1. Adopt a Growth Management Element (GME) Within Each Jurisdiction's General Plan. The Authority approved a change to explicitly allow an option for any local jurisdiction to satisfy this requirement with a Measure J compliance correspondence table in lieu of a separate general plan GME.
2. Adopt a Development Mitigation Program. No change.
3. Address Housing Options. (Includes three elements.) The HCD reporting requirement in 3.1 was retained. The Authority approved deleting 3.2 as redundant and moving 3.3 to Component 4.
4. Cooperative, Multi-Jurisdictional Planning. (Four elements.) For Component 4.1, Regional Routes, MTSOs and Actions, the Authority supported option 2 in concept – using performance measures to evaluate the direction and degree of change that would result from proposed major projects and GPAs rather than requiring the use of performance objectives (MTSOs). The Authority approved staff's recommendations for simplifying the GPA review process under Component 4.2, deleting 4.3 as redundant, and retaining 4.4 – Cooperative Studies.
5. Adopt an Urban Limit Line (ULL). No change.
6. Adopt a Five-Year Capital Improvement Program (CIP). The Authority approved deleting this component.
7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution. The Authority retained this provision, and proposes to update the model ordinance and resolution to emphasize, at a minimum in the title, that the effort is intended to reduce vehicle miles traveled (VMT) and greenhouse gas emissions consistent with the goals of AB 32 (2006).

Next Steps

1. Staff will discuss the results of the Workshop with the GMP Task Force, including potential revisions to Expenditure Plan language and implementation documents as appropriate.
2. Staff will return to the Planning Committee and Authority for further discussion of proposed changes. Upon approval of the specific changes in pre-final format, the proposal will be circulated to the RTPCs, County, cities and towns for review and comment.
3. Following review and comment, the Authority will approve its final changes – by Ordinance for Expenditure Plan changes, and by Board action or resolution for implementation document changes – and circulate the changes to the RTPCs, County, cities and towns. A public hearing on the changes will be held within 45 days of the action.
4. Unless the changes are appealed within 45 days of the Authority's approval by a city or the county, the changes will become effective at the end of that period. If a city or the County appeals, within 45 days of that appeal it must have resolutions from a majority of the cities representing a majority of Contra Costa's incorporated area population, and from the Board of Supervisors to overturn the Authority's action.

1. Adopt a Growth Management Element (GME)

The GMP Element “outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals,” and “must show how the jurisdiction will comply with sections 2-7 . . .”

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>All jurisdictions have a Measure C-compliant GME as part of their general plans. The GME includes acknowledgement that the jurisdiction will support and use the Authority’s transportation demand model and land use data base, and apply the Authority’s analytical framework when assessing the transportation impacts of its General Plan, a general plan amendment (GPA), and development projects.</p> <p>Local jurisdictions are currently updating their GMEs to reflect Measure J, which eliminated performance standards for local streets and for public services. Since a core reason for the separate GME was to insure that each local General Plan incorporated the performance standards that were eliminated as part of Measure J, this requirement appears less critical. The Authority did release a Measure J “Model GME” in June 2007.</p> <p>The GME does provide a clear, documented link between the Measure J GMP and a local General Plan. However, Authority policy allows (within the GME documentation), the use of a “correspondence table” referencing the specific pages within a general plan where each component of the GMP is addressed, rather than a separate General Plan element.</p> <p>Amendment or elimination of this component would require an amendment to the Expenditure Plan (the “PLAN”).</p>	<p>Authority staff believes that the GME requirement accomplishes the following:</p> <ul style="list-style-type: none"> ▪ Interlinks and confirms each jurisdiction’s General Plan compliance with the requirements of the GMP; ▪ Provides an adopted and consistent framework across all jurisdictions for assessing the impacts of a general plan, GPA, or development project; ▪ Reinforces for each jurisdiction and its staff the need to fulfill core requirements of the GMP. ▪ Consolidates policies regarding how the jurisdiction plans to manage growth. <p>Are these expected benefits worth the costs of including an extra element in the general plan, and assuring consistency with it?</p> <p>How do the requirements relate to the focus in SB 375 on more dense, transit-oriented, and/or mixed use development?</p>	<p>The GM Task Force discussion suggested that, given the elimination of LOS and performance standards under Measure J, requiring a separate element may not be warranted. Staff recommends revising this component to explicitly include the option for a simple “Measure J GMP Correspondence Table” in a local jurisdiction’s General Plan in lieu of a GME. Such an approach may prove more efficient for many local jurisdictions.</p> <p>A sample “Measure J Correspondence Table” could be :</p> <ul style="list-style-type: none"> ▪ Transportation mitigation fees: Circulation element (or chapter), pages xx –yy; ▪ Multi-jurisdictional cooperative planning: Land Use and/or Circulation element(s), pages aa-bb; ▪ Consideration of facilitating transit, bicycle and pedestrian travel as part of development review: Circulation and/or Land Use element(s), pages cc-dd; ▪ Urban Limit Line: Land Use element, p. qq; ▪ Travel Demand Ordinance or Resolution: Circulation element, pp. gg-hh; ▪ Etc. <p>Mixed-use, transit-oriented development, particularly at higher densities, may lead to a revised growth management policies for some</p>

1. Adopt a Growth Management Element (GME)

The GMP Element “outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals,” and “must show how the jurisdiction will comply with sections 2-7 . . .”

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
		local jurisdictions.

2. Adopt a Development Mitigation Program

“Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects...”

Authority Staff Observations	Value Added?	Potential Approach
<p>As of July 1, 2007, the program will have generated over \$243 million for regional projects, and has contributed significantly in several areas to major infrastructure improvements. While annual fee revenues fluctuate with the economy, creating some uncertainties relative to the timing of project construction, the program has been successful to date.</p> <p>With the recent decline in housing prices, the aggregate development fees have risen as a percentage of the cost of new housing.</p> <p>At this juncture, fees for local infrastructure appear to be a given, and the Authority could potentially delete that reference if it chose. Sub-regional fees are likely to continue to be critical looking ahead, due to the limited funding compared to needs, and the potential shift in emphasis under SB 375, which appears focused largely on density and on transit-oriented and mixed-use development.</p>	<p>Sub-regional fee programs have funded projects that otherwise would probably not have gone forward, or would have taken longer to fund.</p> <p>Under SB 375, sub-regional fee programs may become the primary source of funding for improvements in areas that are not judged by MTC/ABAG to be compatible with the “sustainable communities strategy” (SCS); i.e., do not contribute to “achieving, if there is a feasible way to do so,” the greenhouse gas (GhG) emissions reductions target set by the California Air Resources Board (CARB). <i>(This assumes such projects could still be found in conformity with federal and California air quality conformity requirements.)</i></p> <p>On the other hand, SB 375 may reduce the need for fees for regionally significant projects needed to support transit-oriented development or infill called for in the SCS.</p>	<p>Retention of this component underscores a primary objective of the GMP: “(a)ssure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.”</p> <p>Local jurisdictions are largely committed, with or without this requirement, to local fee programs. Multi-jurisdictional planning to mitigate impacts on the regional network is less assured without this component.</p> <p>Given the value added to date, and the anticipated facilities needed in the future, staff recommends retaining this component without modification.</p>

3.1 Housing Options: Report on Plans & Accomplishments

“Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element.”

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>The reporting process provides some measure of whether or not a jurisdiction is satisfying its obligations under the regional housing needs assessment (RHNA) process, and whether it is effectively planning towards accomplishing those objectives in the future. The reports have been aligned with the State Housing and Community Development (HCD) Department’s requirements.</p> <p>To change or delete this item would require an amendment to the PLAN.</p>	<p>This requirement is redundant with state law and enforcement mechanisms. Moreover, SB 375 aligns the RHNA process with the RTP process, and the housing allocation plan must allocate housing units consistent with the SCS. SB 375 requires rezoning if necessary to meet the housing needs of all income levels within three years of adoption of the housing element, and has other provisions designed to enforce housing opportunities.</p> <p><u>Deleting this element would simplify the workload for local jurisdictions. Because the report is subject to the provisions of State law, cities and towns find its preparation time-consuming, and delays in preparing the report have often resulted in delays in receipt of the local streets and roads funds by some jurisdictions. Deleting the requirement does not change the need to comply with state law, but would result in earlier receipt and application of the local streets and roads funds to critical maintenance needs.</u></p>	<p>There is general consensus on the part of city and RTPC staff at the GMP Task Force that HCD requirements, the RHNA process, and the new provisions of SB 375 make this provision redundant and unnecessary. However, County staff believes the provision should be retained, noting that the <u>redundancy was known at the time the Measure J GMP was adopted.</u></p> <p>Authority staff recommends deleting this requirement. The timing for completion of the required reports often delays local jurisdiction receipt of the local streets and roads funds. The greater emphasis on RHNA and zoning requirements in SB 375 make this requirement unnecessary.</p> <p><u>This would require amending the PLAN.</u></p>

3.2 Impacts on Transportation

The impacts of development on transportation are already addressed through compliance with CEQA and in section 4.

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>The impacts of development on transportation are already addressed through compliance with CEQA and in section 4.</p> <p>To change or delete this item would require an amendment to the PLAN.</p>	<p>SB 375 changes the focus of the RTP to reducing GHG emissions. CEQA will still require transportation analyses for general plans, GPAs and projects.</p>	<p>This item is covered in Component 4 and can be deleted from this component.</p> <p>This would require amending the PLAN.</p>

3.3 Support Bicycling, Walking and Transit

Incorporate policies and standards that support for transit, bicycling & walking into the development review procedure.

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>MTC requires consideration of “routine accommodation” when planning transportation projects. Measure J goes a step further, requiring consideration for these modes during local review of development projects. This component could be moved elsewhere in the GMP, for example to section 4.</p> <p>To change or delete this item would require an amendment to the PLAN.</p>	<p>SB 375 envisions transit, bicycling and walking to play a greater role in development decisions.</p>	<p>This item should be moved to Component 4.</p> <p>This would require amending the PLAN.</p>

4.1 Cooperative, Multi-Jurisdictional Planning: Regional Routes, MTSOs and Actions

Identify Routes of Regional Significance, establish MTSOs for them and actions for achieving those objectives

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>Performance “objectives” for “regional” routes are consistent with performance evaluation mandates in state statutes. The CMP requires a program to analyze the impacts of land use decisions on the regional network (now being fulfilled through the Action Plans) <u>and the Contra Costa CMP uses measures taken from the Action Plans.</u></p> <p>Outside the GMP, project impacts are assessed using LOS as the default threshold. Eliminating MTSOs wouldn't necessarily remove the requirement for needs-to-have hard targets (thresholds of significance) in EIRs. MTSOs give the RTPCs the flexibility to set whatever multi-modal threshold they want. Having mutually agreed-upon MTSOs leads to a consistent approach for assessing the impact of land use decisions on regional routes. <u>In addition, neither Measure C nor Measure J require that jurisdictions meet the MTSOs, only that they work together to identify and implement actions that work towards achieving those objectives.</u></p> <p>While reasonable in concept, this approach has proven difficult in practice. Alternative proposals include: (a) replace firm objectives with an assessment of whether or not a proposed project moves the needle in the “right” direction on a particular measuring scale; (b) establish systemwide measures for monitoring conditions and assessing cumulative impacts, while decoupling the MTSOs from the GPA and</p>	<p>SB 375 does not focus directly on system performance, since it makes reduction of GhG emissions the overarching objective of the RTP. System performance could, however, affect GhG emissions, since more congestion can result in higher CO2 emissions. Government Code Section 65089(b)(2) (congestion management program) requires performance evaluations for projects, and it is expected to remain of interest at the federal level as well.</p> <p>Cooperative, multi-jurisdictional planning has been successful and needs to be continued. However, the combination of traffic forecasts significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs).</p>	<p>The details of how cooperative planning are carried out, particularly with respect to issues of setting performance standards (MTSOs), the GPA review process, and the future approach to Action Plans, warrants discussion. Some options for discussion:</p> <ol style="list-style-type: none"> (1) Continue to set MTSOs and use them in evaluating impacts of land use decisions on regional routes; (2) Continue to measure performance, but eliminate benchmarks, and instead, measure the direction of change resulting from proposed major development projects and GPAs. (3) Decouple the MTSOs from the land use analysis procedure and rely solely on CEQA; relegate MTSOs to the regional and state requirements; and continue monitoring/forecasting system performance. (4) Abandon MTSOs entirely, shift to system performance, and rely entirely on the ULL and CEQA for evaluation of project and GPA impacts. <p>At a minimum, staff suggests that the Authority should clarify that MTSOs are “objectives” to evaluate the forecast impact of development projects on regional routes, but that compliance will not depend on projecting that the forecasts can be met.</p>

4.1 Cooperative, Multi-Jurisdictional Planning: Regional Routes, MTSOs and Actions

Identify Routes of Regional Significance, establish MTSOs for them and actions for achieving those objectives

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>development review process; or (c) abandon MTSOs entirely, and rely solely on CEQA and the ULL.</p> <p>The combination of forecast traffic significantly exceeding future available capacity on freeways and some arterials, the regional focus on freeway performance (i.e., ramp metering) and HOT lanes, emerging collaborative management of the freeway system and some arterials, and SB 375 have changed the context for setting performance objectives (MTSOs).</p> <p>Changes may require revisions to the PLAN.</p>		

4.2 Cooperative, Multi-Jurisdictional Planning: Modeling and GPA Review

Apply the Authority’s travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds (current policy requirements include measurable objectives, and a conflict resolution process)

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>Use of a standardized simulation model and technical procedures for analysis provides a uniform and consistent basis for evaluating the impacts of development and GPAs, and should be retained. However, the Authority may wish to greatly simplify the process for GPA review by deleting the formal external review process (depending on CEQA instead). Draft GMP Task Force recommendations include focusing the conflict resolution process only on facilitation. Detailed review of GPAs could be revised to a notification of environmental review to affected jurisdictions, with formal review on an as requested basis.</p> <p>Changes may require revisions to the PLAN.</p>	<p>Consistent modeling and analysis become more important under SB 375. The CTC’s adopted AB 32 RTP modeling guidelines place more emphasis on detailed modeling to assess the implications of alternative growth scenarios on VMT—and hence GhG emissions. Furthermore, if Contra Costa wishes to make the best case for a county-derived, preferred growth scenario, standardized modeling is essential.</p>	<p>Staff believes that retaining Item 4.2 is warranted, albeit with some simplifications to the GPA review process. Specifically, there is staff-level agreement that:</p> <ul style="list-style-type: none"> • Any development that is consistent with an adopted general plan, and whose numbers are contained in the Action Plan horizon year forecast (e.g., 2030, 2035, etc.), need not go through the MTSO analysis process; and • The Authority’s role in conflict resolution will be facilitation, without Authority findings of “good faith” on the part of either party at the conclusion of the effort.

4.3 Cooperative, Multi-Jurisdictional Planning: Mitigation Programs

Create mitigation programs per #2

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>See discussion under #2 above</p> <p>This element is redundant with Component 2.</p>	<p>See discussion under #2 above</p>	<p>This element can be deleted as it is redundant with Component 2.</p>

4.4 Cooperative, Multi-Jurisdictional Planning: Cooperative Studies.

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>Cooperative planning at the RTPC level, and between RTPCs, has generally been successful, and staff believes it should continue to be a primary focus of the Authority's planning programs, albeit with some simplifications in the process.</p>	<p>RTPC involvement in the development of plans, programs and studies, beyond the preparation of the Action Plans, has resulted in extremely useful information and approaches to addressing transportation issues in Contra Costa. These studies include the East County Transit Study which led to the eBART project, the East Central Traffic Management Study, and the I-680 corridor management project.</p>	<p>No changes are proposed; the involvement of local jurisdiction in these cooperative planning efforts has been useful for both the jurisdictions themselves and the county and region generally.</p>

5. Adopt an Urban Limit Line (ULL)

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>The Authority has invested approximately 3-1/2 to 4 years of effort in formalizing the requirements for a voter-approved ULL. While not sufficient to promote infill, density and mixed-use developments, the ULL does provide a boundary to urbanized growth. No changes are proposed.</p>	<p>Supportive of SB 375's general objectives to promote infill development, but not required under that legislation.</p> <p>The ULL was a core provision of the 2004 renewal effort, and has been identified by Authority members as essential to retain.</p>	<p>The ULL requirement is not in question.</p>

6. Five-year Capital Improvement Program (CIP)

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>The PLAN requires each jurisdiction to prepare and maintain a five-year CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan. Projects are forwarded to the Authority for inclusion in the Authority's database of transportation projects, and for consideration as part of the transportation model.</p> <p>This component is largely a remnant of Measure C, which required each local jurisdiction to demonstrate it planned to achieve the adopted local performance standards.</p>	<p>This component is no longer needed to show how jurisdictions will achieve the local facilities and streets and roads standards. If Item 3.1 is retained, this component may be needed to show how jurisdictions plan to carry out actions related to the housing element implementation. A CIP is legally required for identification of projects contained in a local development mitigation program (the GMP requirement is redundant to that requirement).</p> <p>Under SB 375, proposed improvements incorporated in the modeling done to develop the County-proposed SCS, if there is one, will be helpful in assessing both VMT and network speeds (speeds may ultimately play some role in assessing GhG emissions beyond VMT).</p>	<p>The GMP Task Force members observed that project lists are collected every two years by the Authority for the congestion management program (CMP), and every four years for the RTP. A local CIP is also necessary under state law for imposition of a mitigation fee program. These sources should be sufficient for local and Authority purposes.</p> <p>Consequently, this requirement is largely redundant and staff recommends that it be deleted. This change would require amending the PLAN.</p>

7. Transportation Systems Management (TSM) Ordinance or Resolution

<i>Authority Staff Observations</i>	<i>Value Added?</i>	<i>Potential Approach</i>
<p>Under Measures C and J, all local jurisdictions are required to adopt a local ordinance or resolution that conforms to the Authority's adopted TSM Ordinance. Cities with a small employment base may adopt alternative mitigation measures.</p> <p>Measure J includes one percent (1%) of the annual revenue stream that is dedicated to TSM – currently ~\$740,000. In addition, the TFCA revenues totaling over \$1.3 million annually are largely dedicated for this purpose. With that financial commitment, retaining this requirement in the PLAN may not be necessary. While the requirement raises the visibility of TDM, whether the requirement to have local resolutions and ordinances adds value beyond that commitment should be assessed.</p> <p>Deleting the requirement would require an amendment to the PLAN.</p>	<p>One of the prime objectives of SB 375 is to reduce vehicle miles traveled (VMT). With the TDM programs fully funded, the question is whether or not requiring the cities, towns and County to have a TSM resolution or ordinance adds significant value to pursuing the objective of reducing VMT.</p>	<p>The primary suggestion of the GMP Task Force was to update the model ordinance and model resolution to emphasize reduction of VMT and reduction of GhG as goals of the program.</p> <p>From a public relations standpoint, retaining the program appears to be desirable, particularly, given AB 32 and SB 375, with the revised emphasis.</p>