



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

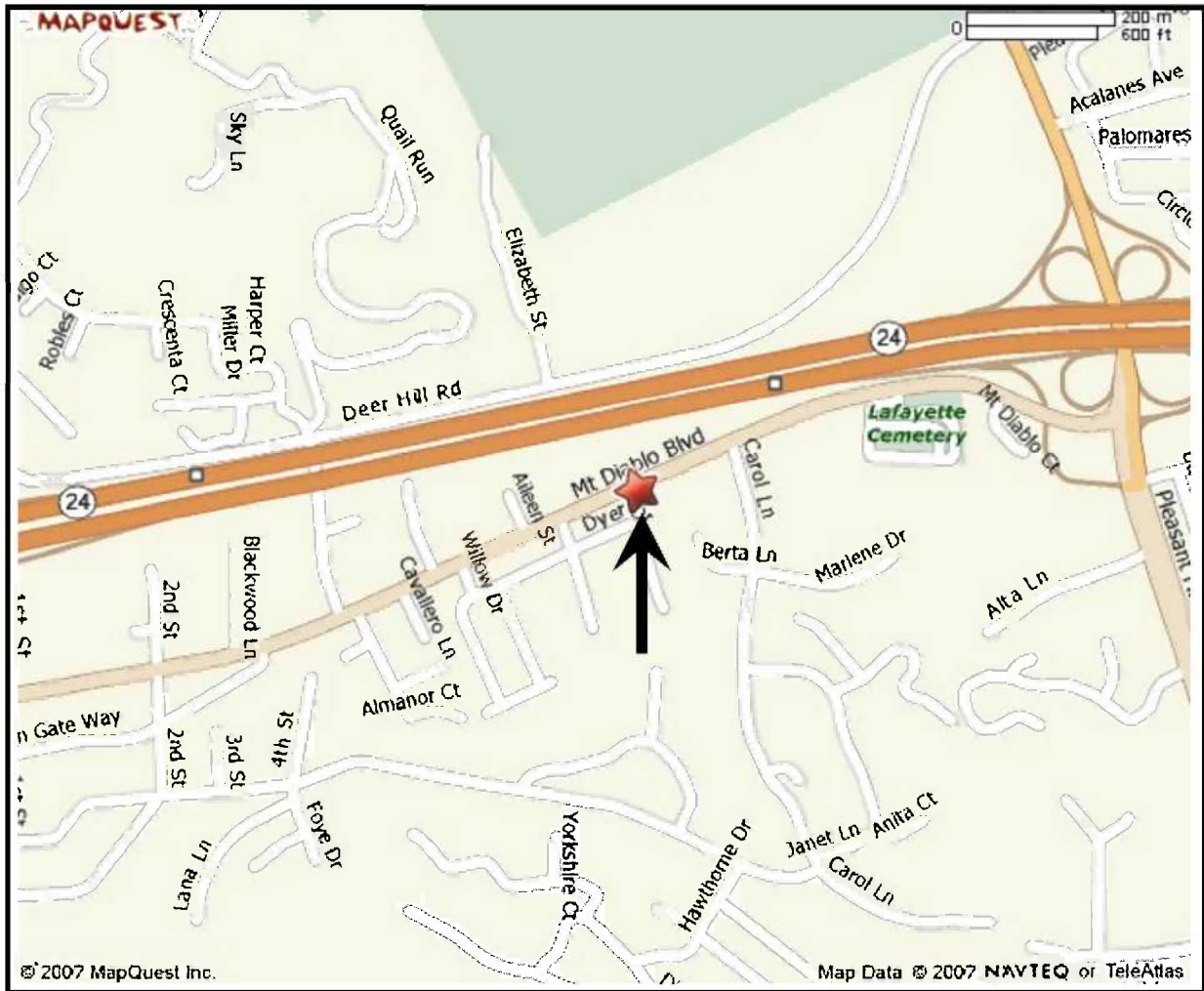
Phone: (925) 314-3384 / E-Mail: adillard@ci.danville.ca.us

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

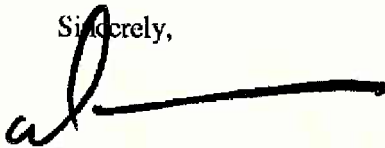
Ms. Barbara Neustadter
Page 6
November 4, 2008

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

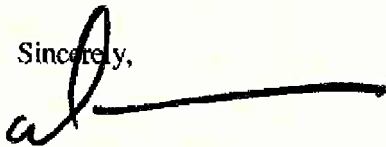
Page 3
November 4, 2008

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

