



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, May 3, 2010**

**3:00 p.m.**

Danville Town Offices – Large Conference Room  
510 La Gonda Way, Danville, CA

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

#### **1. CONVENE MEETING/SELF INTRODUCTIONS**

#### **2. PUBLIC COMMENT:**

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

#### **3. BOARD MEMBER COMMENT**

#### **4. ADMINISTRATIVE ITEMS**

#### **5. CONSENT CALENDAR:**

**5.A Approval of Minutes:** SWAT Minutes of February 1, 2010 *(Attachment - Action)*

End of Consent Calendar

#### **6. REGULAR AGENDA ITEMS:**

**6.A Review and Comment on SB 83 Vehicle License Fee (VLF) Expenditure Plan Options:** The Authority is considering placing a transportation measure on the November ballot to provide a Vehicle Registration Fee of up to \$10 that would be used for local transportation and transit improvements throughout Contra Costa County. The Authority is requesting input from the public on the development of an Expenditure Plan. Authority staff will present this item. *(Attachments)*

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

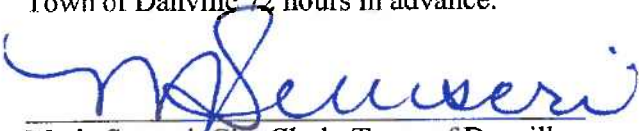
- Bike to Work Day, Thursday, May 13th
- CCTA summary of actions from Board meetings of 02/17/10 and 03/17/10
- TRANSPAC summary of actions from Committee meetings of 03/11/10 and 04/15/10
- City of Lafayette – release of Draft Downtown Lafayette Specific Plan EIR
- City of San Ramon – Notification of General Plan 2030 Update
- City of San Ramon – Notice of Availability/Completion of Draft EIR for the General Plan 2030
- City of San Ramon – Notification for Request for Comments for Budget Rental Development

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, June 7, 2010, or other meeting as deemed appropriate.

**CERTIFICATION**

I, Marie Sunseri, City Clerk of the Town of Danville, hereby certify that the foregoing agenda was posted for the noted meeting at the Danville Town Offices and the Danville Public Library in the Town of Danville 72 hours in advance.



Marie Sunseri, City Clerk, Town of Danville

*In compliance with the Americans with Disabilities Act, the Town of Danville will provide special assistance for disabled citizens on behalf of SWAT. If you need special assistance to participate in this meeting, please contact the Town of Danville City Clerk at (925) 314-3388. Notification 48 hours prior to the meeting will enable the Town of Danville to make reasonable arrangements to ensure accessibility to this meeting. [28CFR 35.102-35.104 ADA Title II]*

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](mailto:adillard@ci.danville.ca.us)

**Staff Contact:** Andy Dillard, Town of Danville

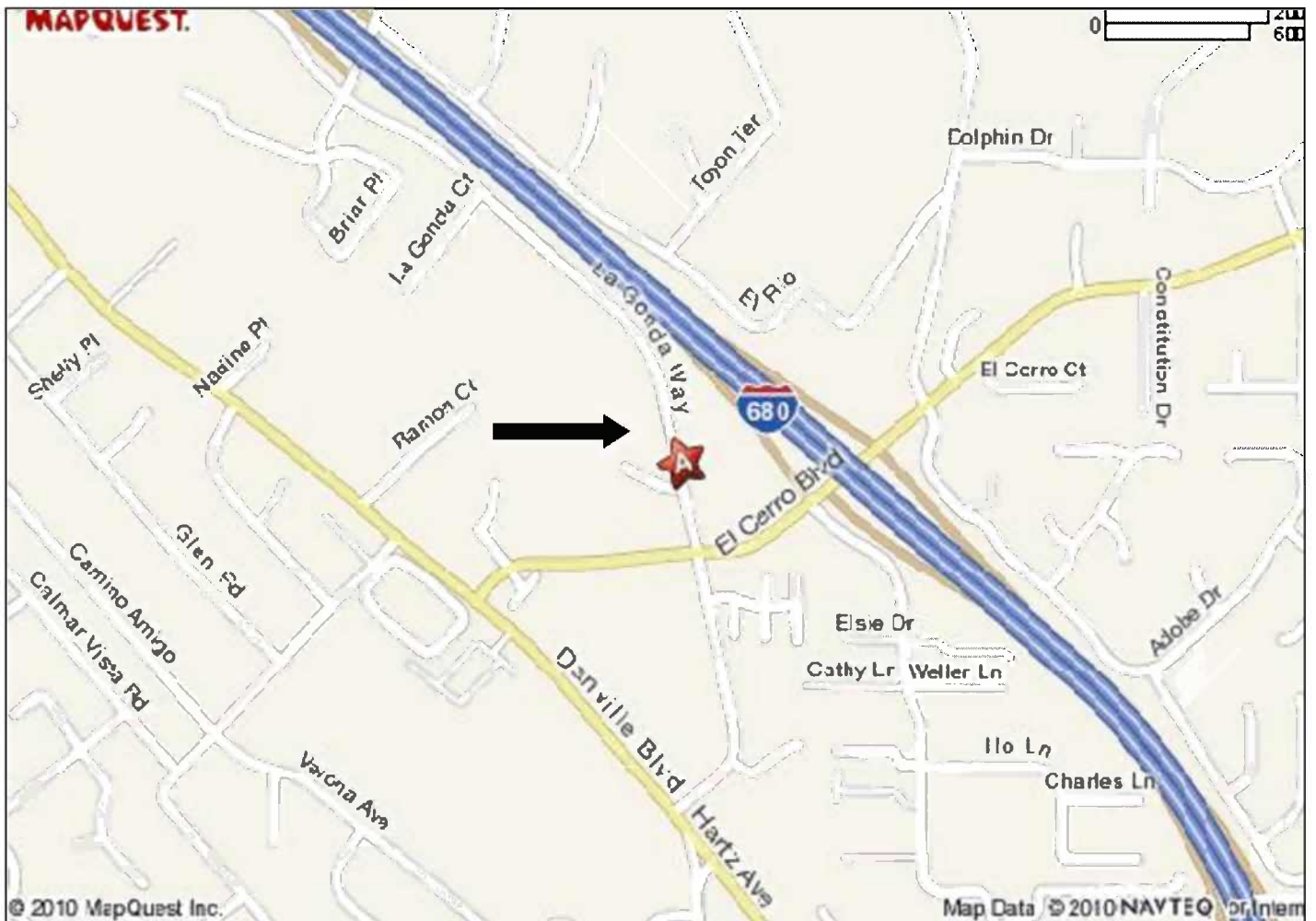
Phone: (925) 314-3384 / E-Mail: [adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

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

***SOUTHWEST AREA TRANSPORTATION COMMITTEE***  
**MEETING LOCATION MAP**

***\*PLEASE NOTE MEETING LOCATION\****

**DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM**  
**510 LA GONDA WAY, DANVILLE**



**ATTACHMENT 5.A**





# SWAT

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## SUMMARY MINUTES

**February 1, 2010 – 3:00 p.m.**

**Danville Town Offices, Large Conference Room  
510 La Gonda Way  
Danville, CA**

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

**Staff members present:** Tai Williams, Janice Carey, Leah Greenblat, John Cunningham, Lori Salamack, Richard Yee, Andy Dillard

**Others present:** Martin Engelmann, CCTA; Jack Hall, CCTA; Albert Yee, MTC; Danielle Stanislaus, MTC; Kelly Klare, PBS&J; Tom Biggs, PBS&J; Cesar Pujol, Caltrans; Katie Benouar, Caltrans; Lee Taubenech, Caltrans; Charles Hogle, CCTA-CAC; Grace Schmidt

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting convened with a quorum at 3:10 p.m.
  2. **PUBLIC COMMENT:** None
  3. **BOARD MEMBER COMMENT:** None
  4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
  5. **CONSENT CALENDAR:**
    - 5.A **Approval of Minutes:** SWAT minutes of December 7, 2009.  
**ACTION:** Tatzin/Metcalf/unanimous
- End of Consent Calendar

## 6. REGULAR AGENDA ITEMS:

### 6.A **Review and Comment on SR 24 Corridor System Management Plan (CSMP)/Freeway Performance Initiative (FPI) – Congestion Mitigation Strategies:**

Staff members from Caltrans and consultants from PBS&J gave a detailed presentation on the SR 24 CSMP/FPI. Martin Engelmann, CCTA staff, provided an introductory overview to provide background on the purposes and intent of the CSMP/FPI study and the stakeholders involved. The following comments on the SR 24 CSMP/FPI were provided by the SWAT Committee:

- Committee Member Don Tatzin requested that “ITS” be thoroughly defined in the study.
- Committee Member Amy Worth inquired if the study includes and incorporates an accurate analysis of the Caldecott Fourth Bore project’s mitigating impacts on peak and off-peak traffic on SR 24.
- Committee Member Newell Arnerich commented that the report appears to provide ramp metering performance numbers for SR 24, when there are currently no ramp operational issues identified in the corridor. Committee Member Don Tatzin indicated that the performance numbers listed should be further clarified in the report to reflect their true intent.
- Committee Member Worth commented that most of the traffic on SR 24 originates out of the focused study area, and that it is important to analyze and incorporate the entire commute shed when studying freeway performance on SR 24. Committee Member Arnerich expanded on this comment by suggesting that there should be an analysis of transit system users by geographic area, as a contributing factor to SR 24 congestion stems from commuters outside of the geographic area that heavily utilize transit opportunities within the corridor.
- Committee Member Mike Metcalf inquired if the issues and problems associated with the strategies of converting breakdown lanes to HOV lanes have been resolved.
- Committee Member Arnerich commented that HOV lanes, when not designed as continuous networks, can further exacerbate traffic congestion and create traffic safety issues, and that this needs to be taken into consideration when evaluating HOV lanes as a congestion mitigation strategy for SR 24.
- Committee Member Worth reiterated that this report does not represent the full impact of the entire commute shed. In addition, transit access and the impacts of commuter traffic to and from transit, such as BART, should be included (such as origin/destination studies).
- Committee Member Gayle Uilkema remarked that, as an over-arching comment, transit needs to be included and emphasized as a capacity increasing option (such as express bus point-to-point services), as well as a congestion mitigation measure in identifying and developing freeway performance strategies.
- Committee Member Worth commented that capacity of SR 24 is finite, and that simply increasing capacity via widening the existing facilities is not seen as a viable option.
- Committee Member Arnerich provided a concluding comment that the report needs to indicate that HOV lanes and ramp metering strategies may have the potential to exacerbate any existing environmental issues and have an effect on air quality standards within the Lamorinda area.

**ACTION:** None

**6.B Review and Comment on Proposed Measure J General Plan Amendment (GPA) Review Process:** Martin Engelmann, CCTA, provided a presentation on this item. After a lengthy discussion, the Committee provided the following comments to forward to the Authority for consideration:

- Refine the language in Action 5 of Exhibit 1, Responsiveness to concerns/comments to include whether the sponsoring jurisdiction took action to implement the identified mitigation measures
- Clarify the facilitation/mediation process to identify the Authority's role
- Committee Member Dave Hudson expressed concerns about Step 12, "Formulation of Principles of Agreement," as it relates to the feasibility of utilizing a MOU as a means of implementing mitigation strategies.

**ACTION:** None

**6.C Consider and Approve a request from the City of Orinda to amend the Moraga Way Rehabilitation Improvements Project (Strategic Plan Project No. 1625/1625SW):** A motion was made to approve the requested project description amendment and to forward on to the Authority for consideration of final approval.

**ACTION:** Metcalf/Worth/Unanimous

2. **WRITTEN COMMUNICATIONS:**

The following written communication items were made available:

- CCTA Board summary of actions from meetings of 12/16/09 and 1/20/10
- Authority policy response to inquiries raised by Save Mt. Diablo relating to the Measure "J" Urban Limit Line Requirements
- Caltrans notification of FY 2010/11 Transportation Planning Grants Open House/Workshop
- Notice of 511 Contra Costa Safe Routes to School mini-grant award
- Notice of Preparation of an EIR for the City of San Ramon General Plan Update
- Announcement of release of Final EIR for Concord Community Reuse Project

**ACTION:** None

3. **DISCUSSION: Next Agenda**

**ACTION:** None

4. **ADJOURNMENT:** The next meeting is scheduled for **Monday, March 1, 2010** at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville, CA.

**ACTION:** Meeting adjourned by Chair Arnerich at 5:20 p.m.

**Staff Contact:**

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

**ATTACHMENT 6.A**



# SWAT

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**DATE:** May 3, 2010  
**TO:** SWAT Committee  
**FROM:** SWAT TAC  
**SUBJECT:** SB 83 Vehicle License Fee (VLF) Expenditure Options

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The Contra Costa Transportation Authority is considering placing a transportation measure on the November 2010 ballot that would increase the registration fee on vehicles registered in Contra Costa by up to \$10 a year to fund transportation projects that would reduce traffic congestion and/or pollution attributable to motor vehicles. The authority to put the measure on the ballot derives from AB 83 (Hancock), signed into law last year.

The fee increase requires a majority support, rather than the super-majority (2/3) support necessary of a tax increase. However, the expenditure of fees requires a nexus between the funds expended and the demonstrable benefit to the vehicle owners paying the fee.

Based on the number of registered vehicles in Contra Costa, a \$10 fee is expected to generate approximately \$8.5 million countywide on an annual basis. If all of these funds were distributed to the cities and county based on the Authority's population and road miles formula, it would equate to roughly half of an agency's annual Measure J return-to-source funds.

A public opinion poll conducted by the Authority to ascertain voters' general attitude for the fee increase indicates a positive (though not overwhelming) support for the concept. Based on these poll results, and a series of stakeholder interviews, the Authority provided direction to form an advisory group of stakeholders to develop a proposed Expenditure Plan outlining how the fee funds would be spent.

The advisory group - comprised of local agency and RTPC staff, transit staff, bicycle and pedestrian advocates, and business representatives - met on April 23, 2010 to discuss the development of Expenditure Plan alternatives. Discussion at this meeting acknowledged that the limited funding generated by the vehicle

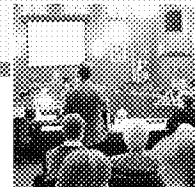
registration fee increase may be better served by limiting the range projects and programs funded by the fee.

The advisory group agreed to forward three Expenditure Plan options for consideration by each RTPC. Each option will be presented to SWAT by the Authority staff at its May 3, 2010 regularly scheduled meeting.

**Staff Contact:**

Andy Dillard, Town of Danville  
Phone: (925) 314-3384  
Email: [adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)





## Vehicle Registration Fee Expenditure Plan

During the spring and summer of 2010, CCTA will develop a Vehicle Registration Fee Expenditure Plan, based on broad public input that articulates how the funds generated will be used. The Vehicle Registration Fee Expenditure Plan would have the following specific benefits:

- All of the money raised by the Vehicle Registration Fee would be used exclusively for transportation in Contra Costa County and none of it can be taken by the State.
- Help fund roadway repairs and maintenance that make our roads safer for vehicles, cyclists, and pedestrians.
- Provide investments that will help to create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical local transportation

There must be a relationship between the people who pay the Vehicle Registration Fee and the programs the Vehicle Registration Fee funds are used to fund.

## Opportunities for Public Input

In addition, CCTA will hold a public workshop on Monday, May 24. CCTA will notify the public about this workshops and the VRF process through newspaper notices and e-mail notification. In addition, as part of the outreach process, CCTA staff will be available to make presentations to City Councils, and to meet with other key agencies and stakeholder groups. Finally, the meetings of the Advisory Committee, the Regional Transportation Planning Committees, the Administration & Projects Committee, and the full Authority Board are all open to the public. All meetings, meeting materials, and project documents will be available on the CCTA website ([www.ccta.net](http://www.ccta.net)). The dates and times of currently-scheduled public meetings are shown to the right.

## Vehicle Registration Fee Public Meetings

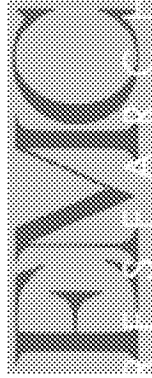
<i>Date</i>	<i>Time</i>	<i>Meeting</i>	<i>Location</i>
4/23/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
4/30/10	8:00 am	West Contra Costa Transportation Advisory Committee (WCCTAC)	San Pablo City Council Chambers 13831 San Pablo Avenue San Pablo
5/3/10	3:00 pm	Southwest Area Transportation Committee (SWAT)	Lafayette City Offices 3675 Mt. Diablo Boulevard Conference Room 240 or 265 Lafayette
5/6/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/13/10	9:00 am	Transportation Partnership and Cooperation (TRANSPAC)	City of Pleasant Hill Community Room 100 Gregory Lane Pleasant Hill
5/13/10	6:30 pm	TRANSPLAN	Tri Delta Transit building 801 Wilbur Avenue Antioch
5/19/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/21/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/24/10	6:30 pm	Public Workshop	TBD
6/3/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
6/19/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/1/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/16/10	6:00 pm	Public Hearing before the CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill



Telephone Survey of likely  
Contra Costa County November 2010 voters

*Presentation of Results*

Conducted for:  
Contra Costa Transportation Authority



**EMC Research, Inc.**

436 14th Street, Suite 820

Oakland, CA 94612

(510) 844-0680

EMC 10-4203

# Methodology

- ▶ Telephone Survey of likely November 2010 voters in Contra Costa County
- ▶ 804 completed interviews
- ▶ Margin of error  $\pm 3.5$  percentage points
- ▶ Conducted April 8-15, 2010
- ▶ Interviews conducted by trained, professional interviewers

*As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.*

*Please note that due to rounding, percentages may not add up to exactly 100%.*

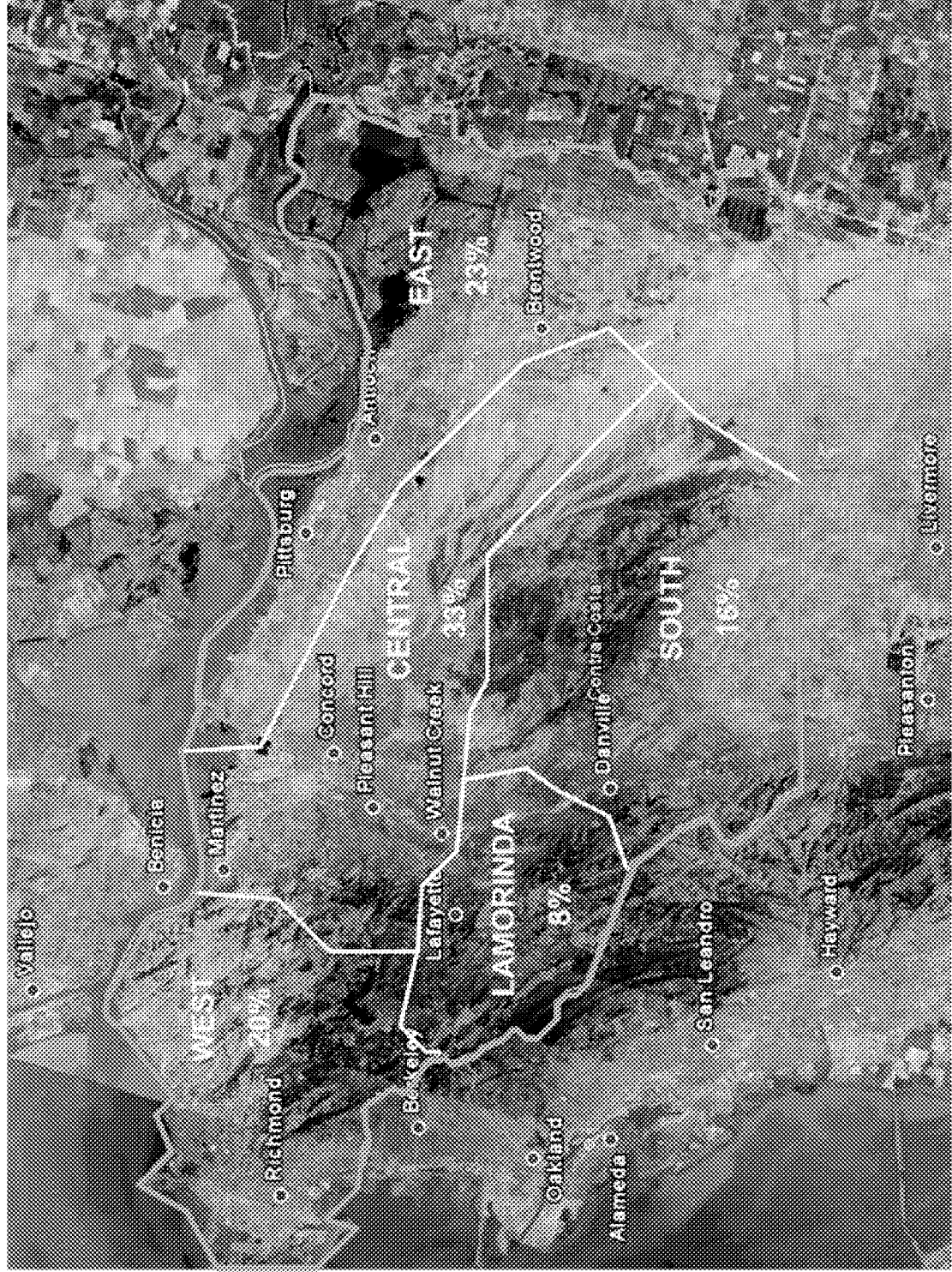


# Conclusions

- ▶ **A \$10 VRF ballot measure in Contra Costa County is supported by a majority of likely voters.**
  - ▶ It is not necessary to lower the dollar amount or insert additional accountability measures to pass.
- ▶ **Repairing local streets and roads is paramount.**
  - ▶ Other programs are supported, including enabling safe and convenient biking, walking, and transit riding, qualifying for state funding, and reducing commute hour traffic.
- ▶ **Voters see a need for increased funding for transportation.**
  - ▶ The perception of need is greatest in both East and West County, where four out of five voters believe there is at least some need for money for transportation.
- ▶ **As in other counties, keeping the money local is the key message.**
  - ▶ Over half of the county's likely voters are much more likely to vote for the measure once they hear that it will stay in the county.
- ▶ **Messaging does little to move the vote.**
  - ▶ Positive messaging does move the vote up slightly, but negative messages bring it back to where it started, at just over half supporting the measure.



# Contra Costa County

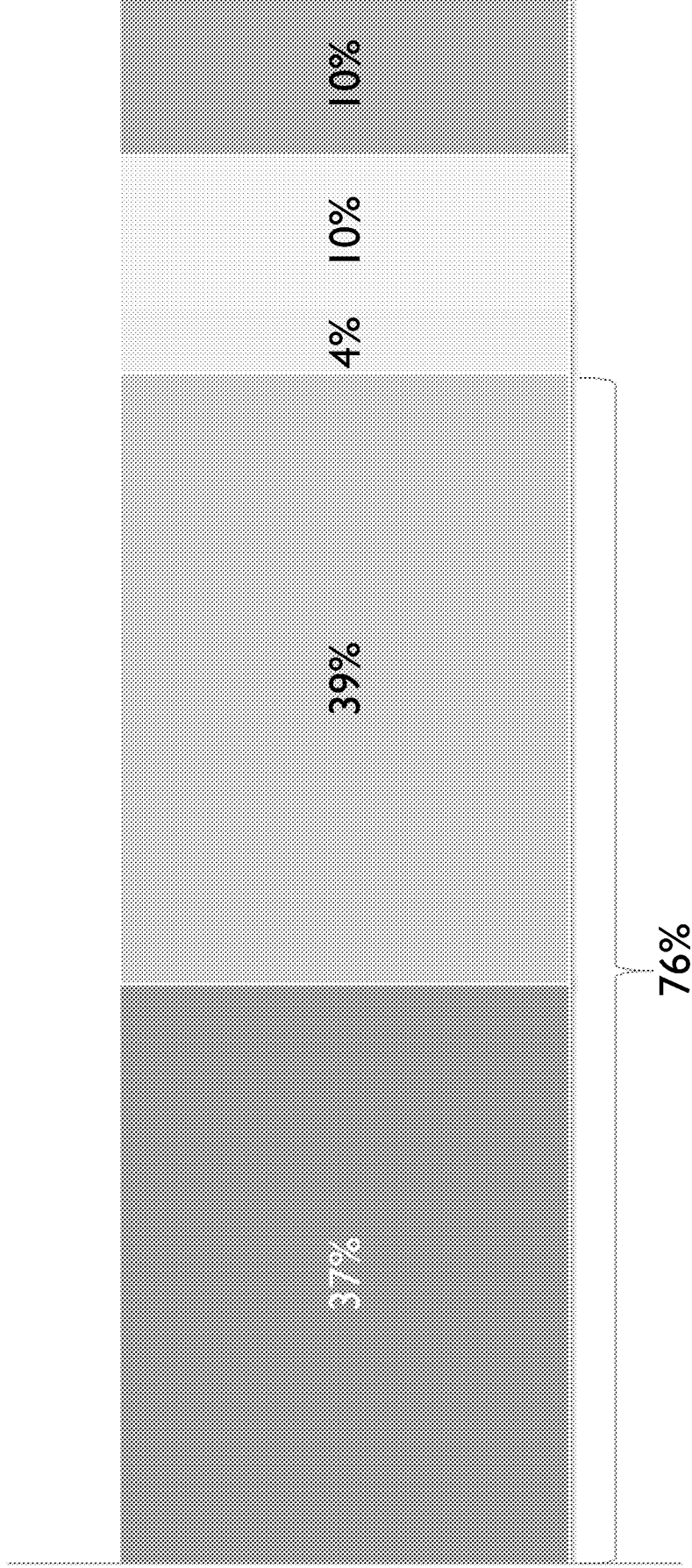


# Current support

# Additional transportation funding needed.

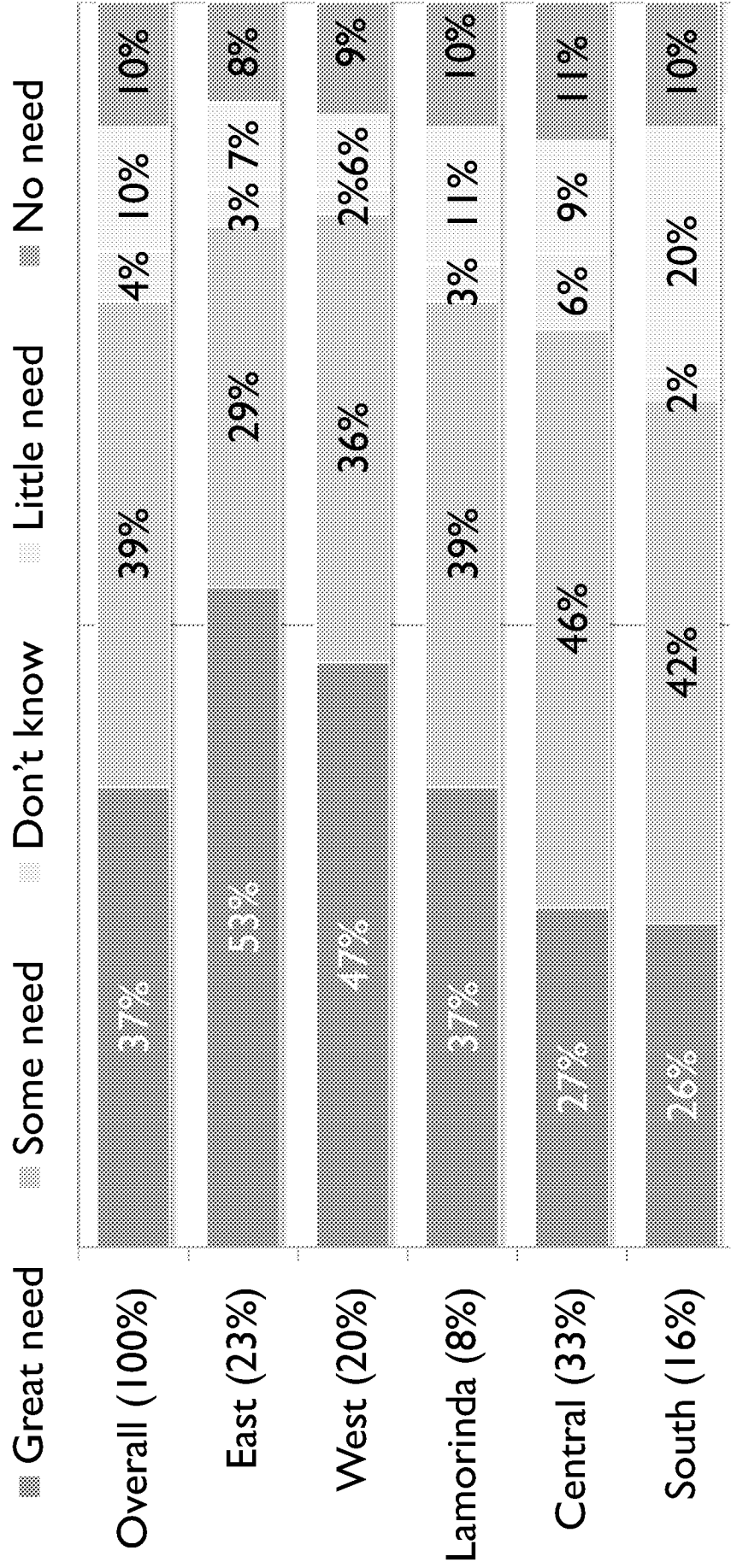
Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?  
(Q12)

- Great need
- Some need
- Don't know
- Little need
- No need



# The east and west regions of the county express the greatest need for funding

Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q12)

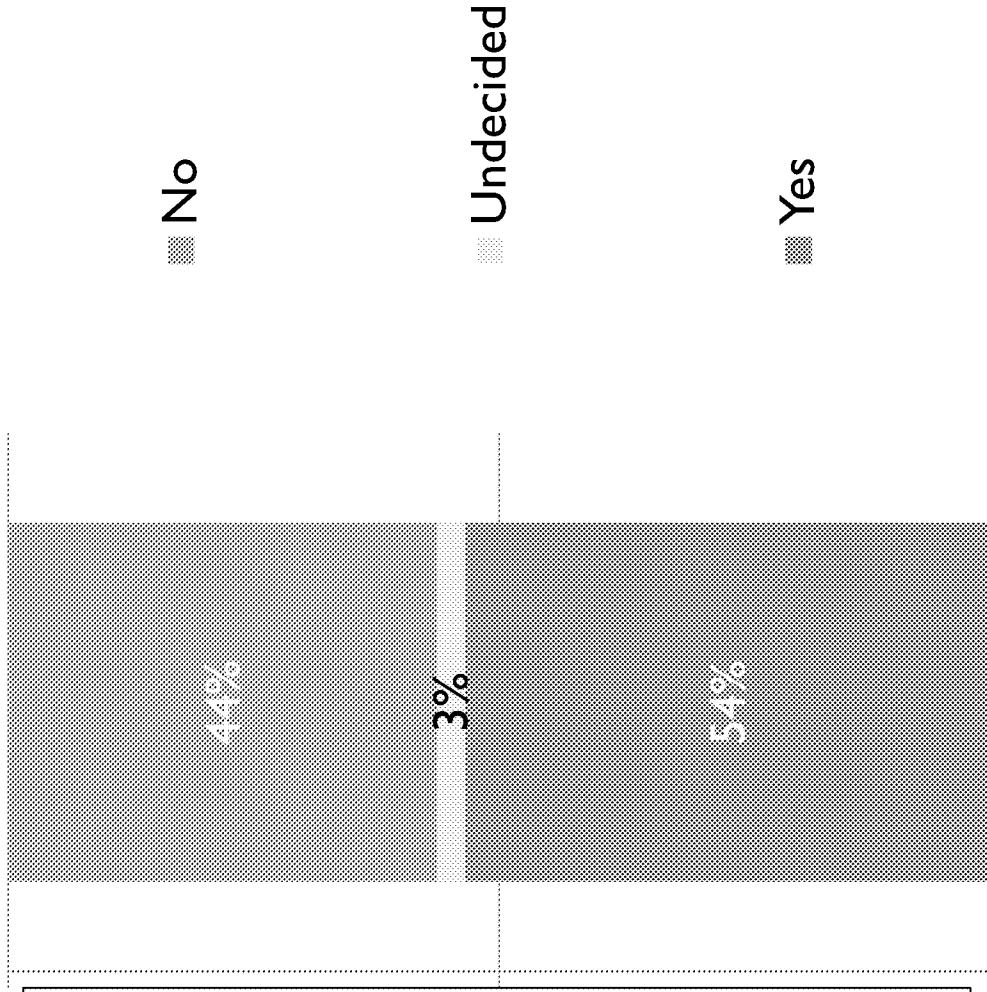




# On the initial vote, a majority supports a \$10 Vehicle Registration Fee

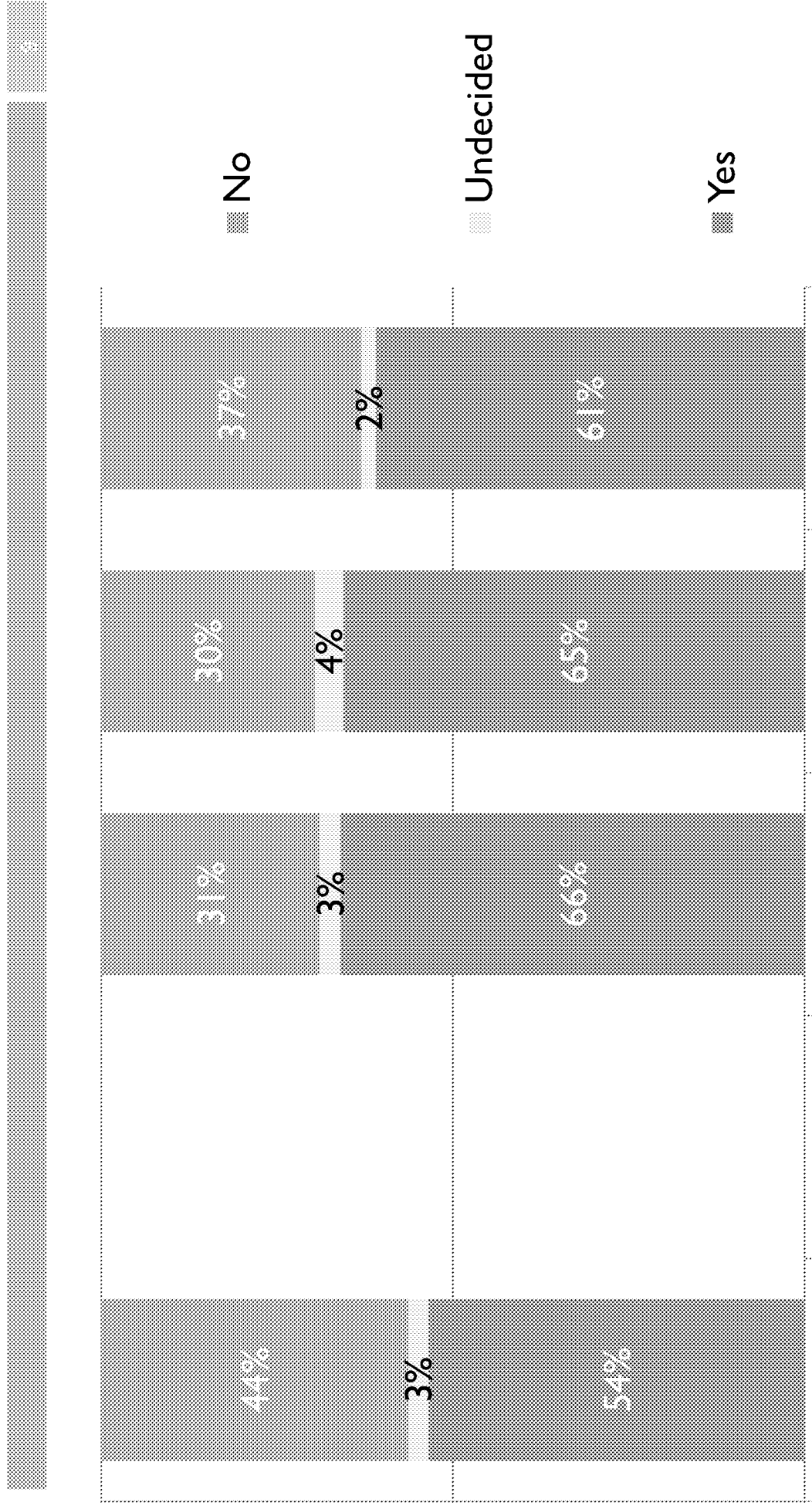
Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

Would you vote “Yes” to approve this measure, or “No” to reject it? (Q14)





# Comparison of \$10 VLF measures



Contra Costa

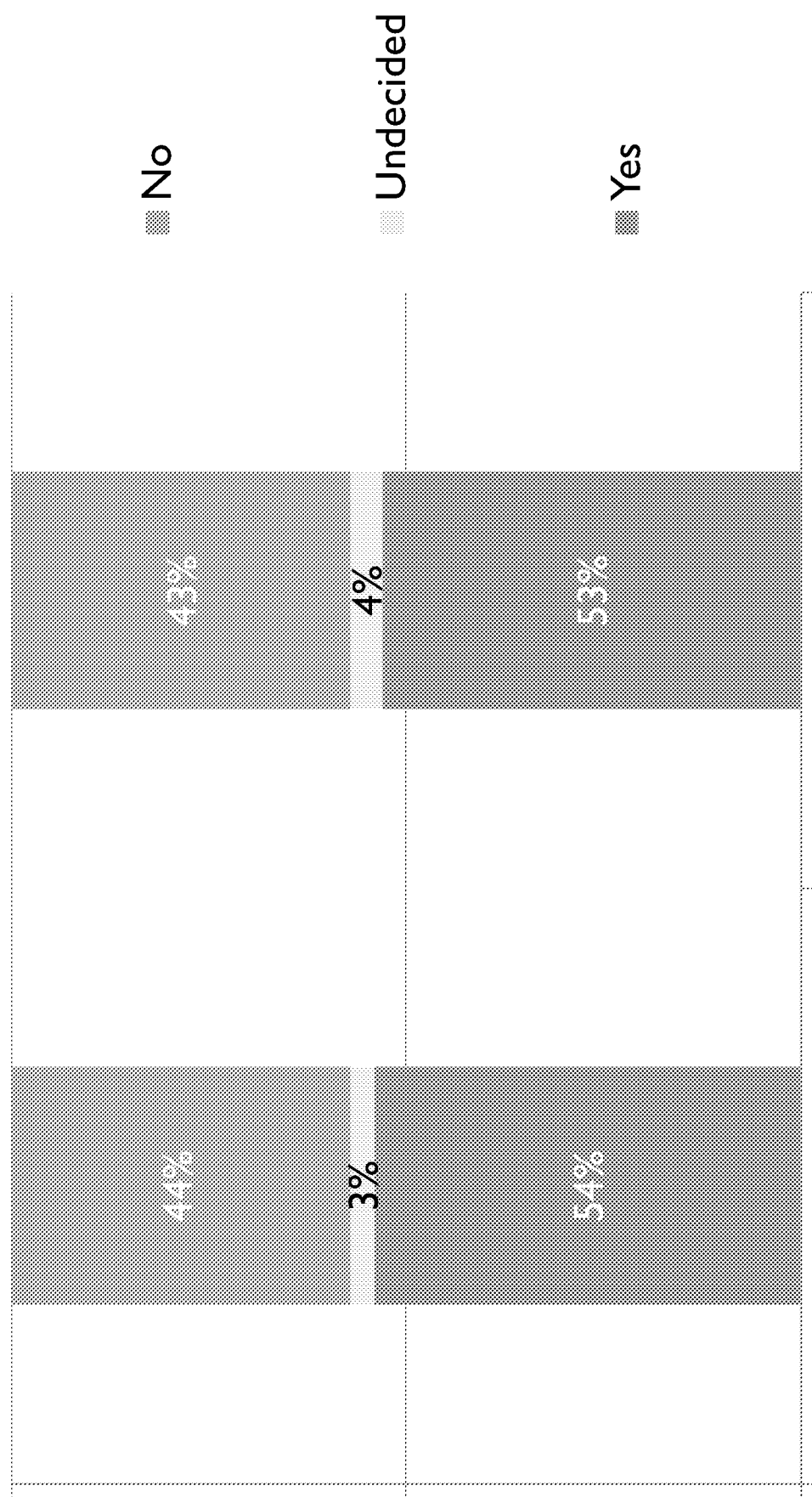
San Francisco

Marin

Alameda



# Support for the parks surcharge and the registration fee is nearly identical



**\$10 Registration Fee**      **\$18 License Surcharge**

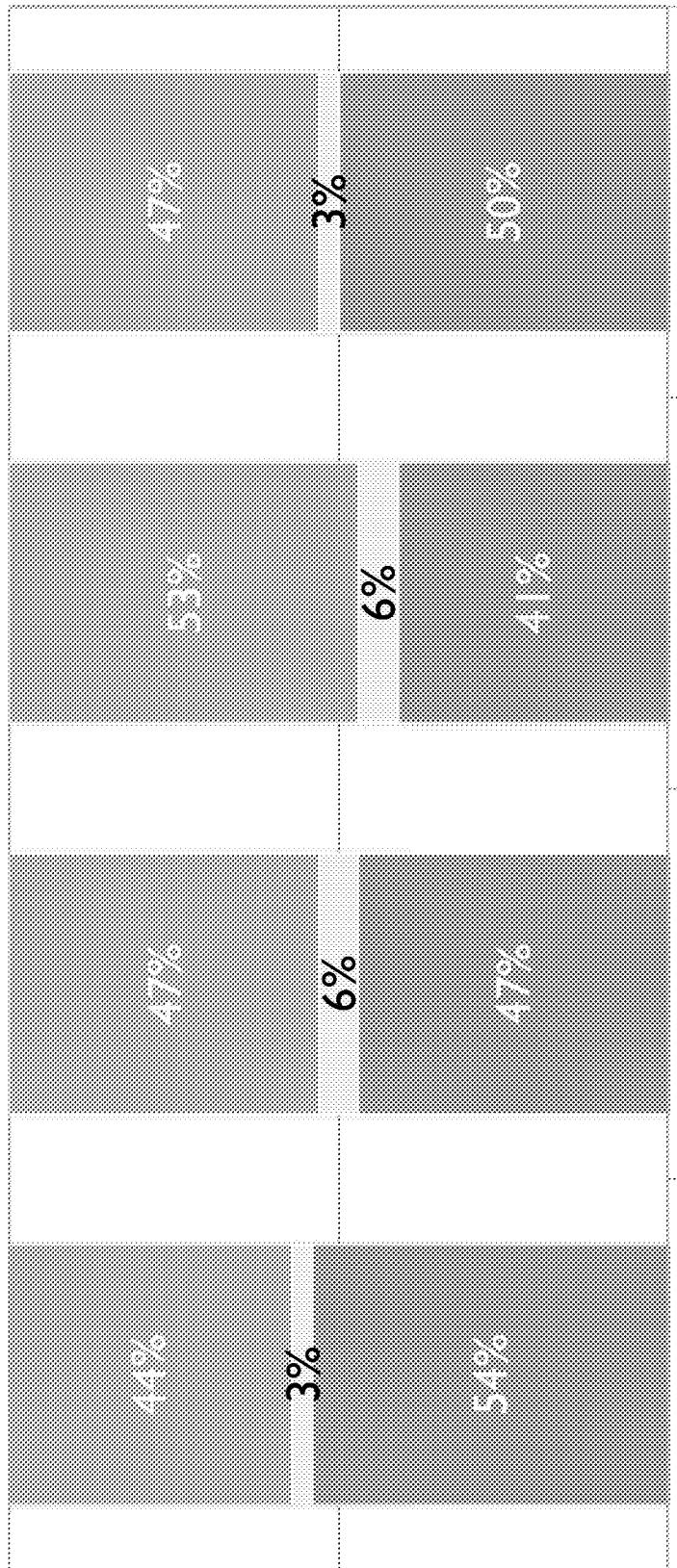


# Information and price sensitivity

# Lower fee/review do not improve proposal

Would [measure] make you more likely to vote Yes to approve a vehicle registration fee? (Q15-Q17)

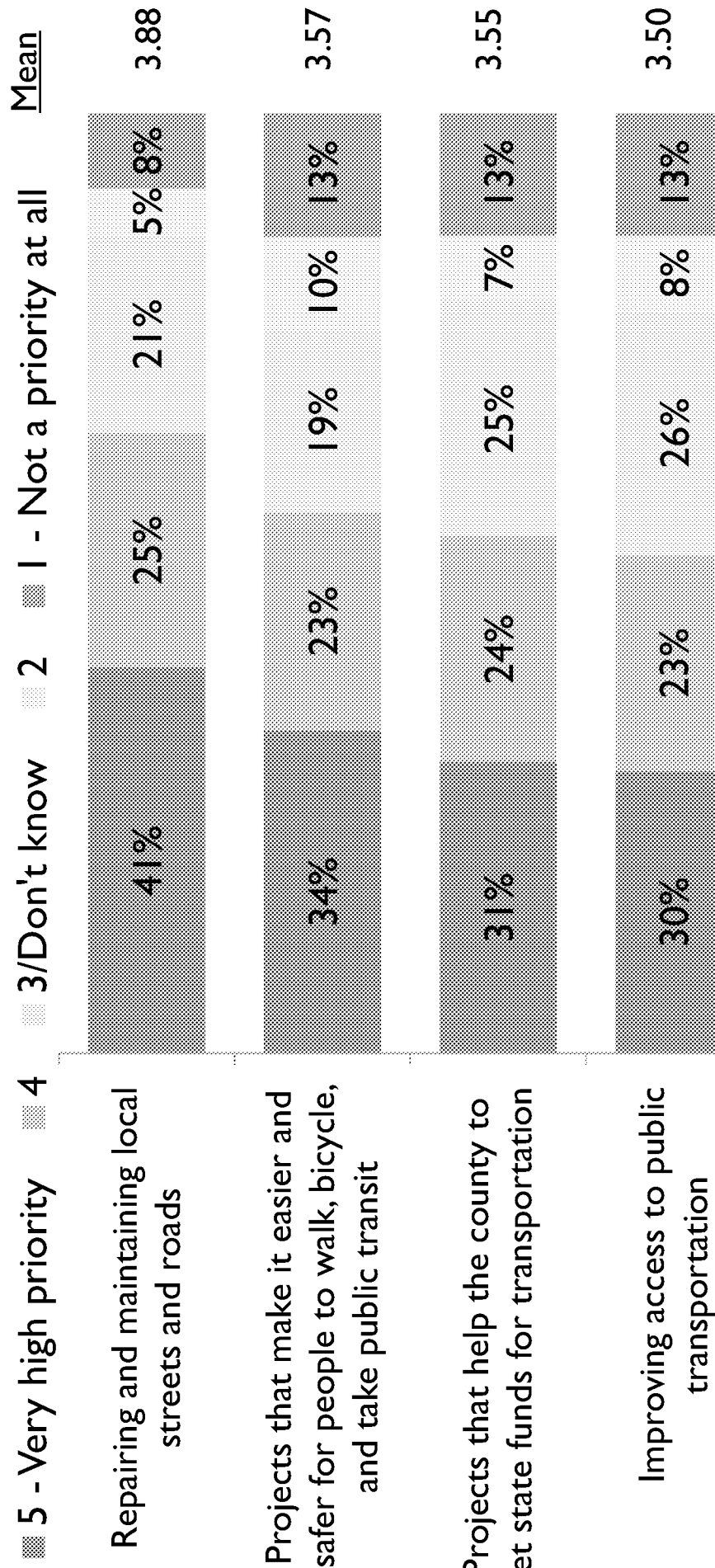
■ Yes    ■ Undecided    ■ No



# Priorities

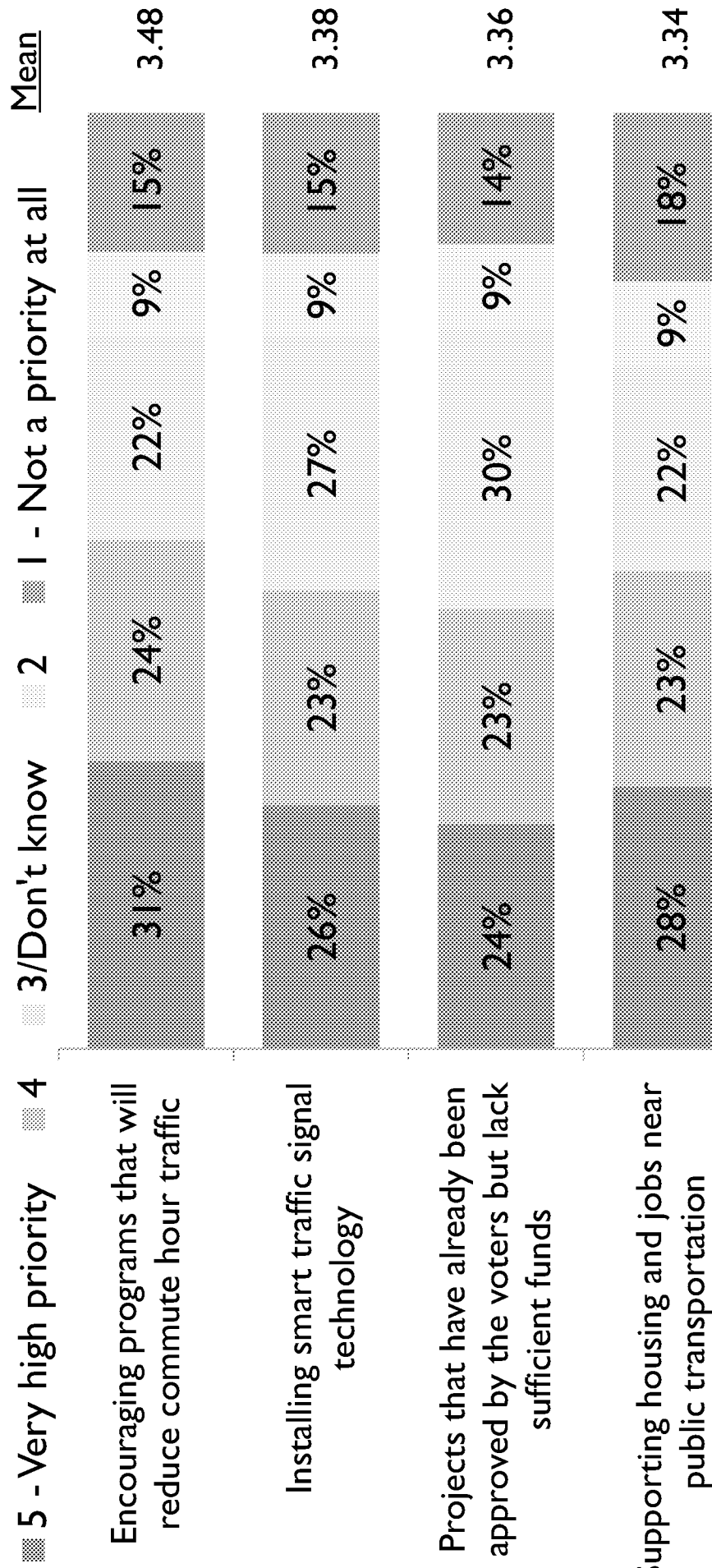
# The top priority for funding is road repair and maintenance

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



# The fact that the projects have already been approved is not particularly compelling to voters

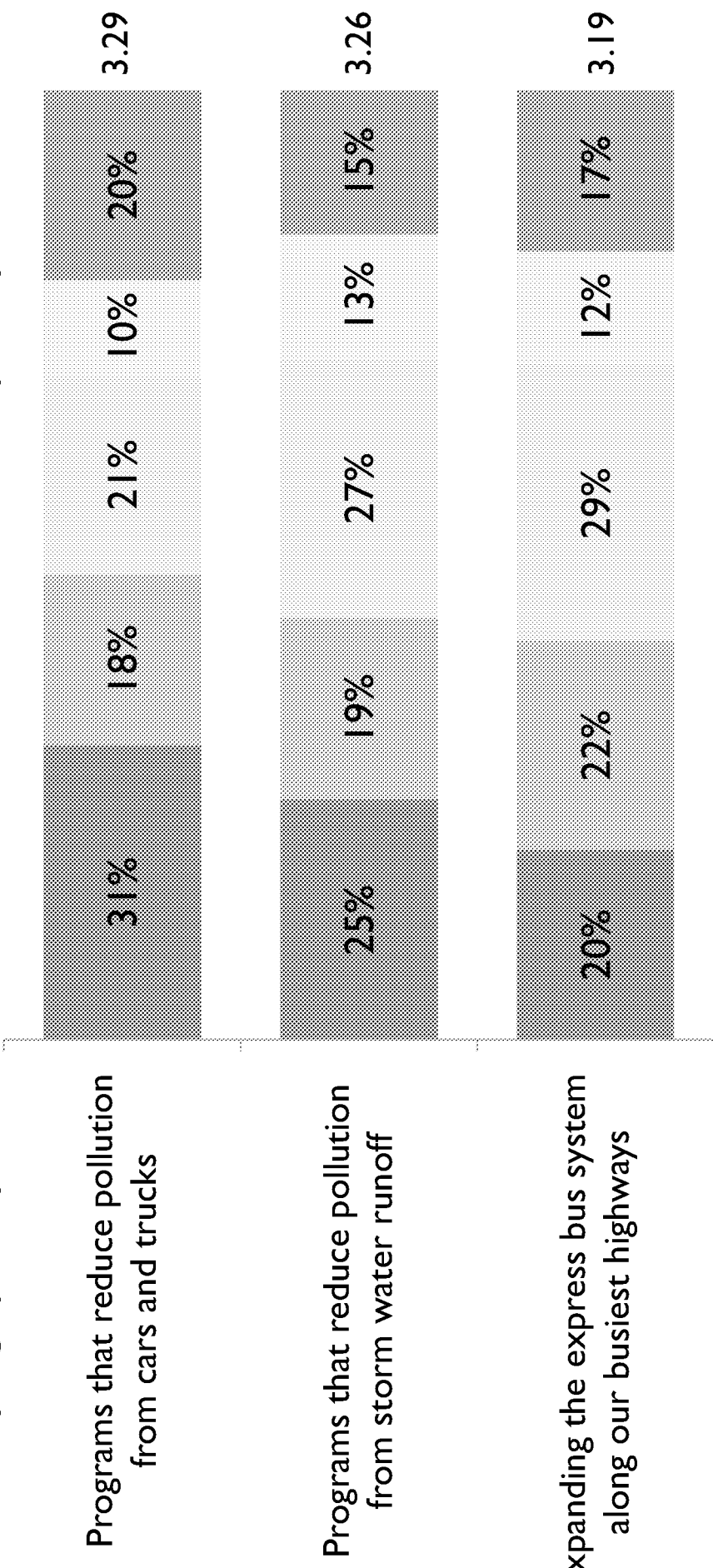
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# Express buses and pollution reduction are not voter priorities

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean





# East County Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

- ▶ **East County**
- ▶ 1. Repairing and maintaining local streets and roads (3.96)
- ▶ 2. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.63)
- ▶ 3. Projects that help the county to get state funds for transportation (3.52)

Mean average: 1=Not a priority to 5=Very high priority



# EAST 1

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

■ 5 - Very high priority   ■ 4   ■ 3/Don't know   ■ 2   ■ 1 - Not a priority at all   Mean

Repairing and maintaining local streets and roads

3.96

Encouraging programs that will reduce commute hour traffic

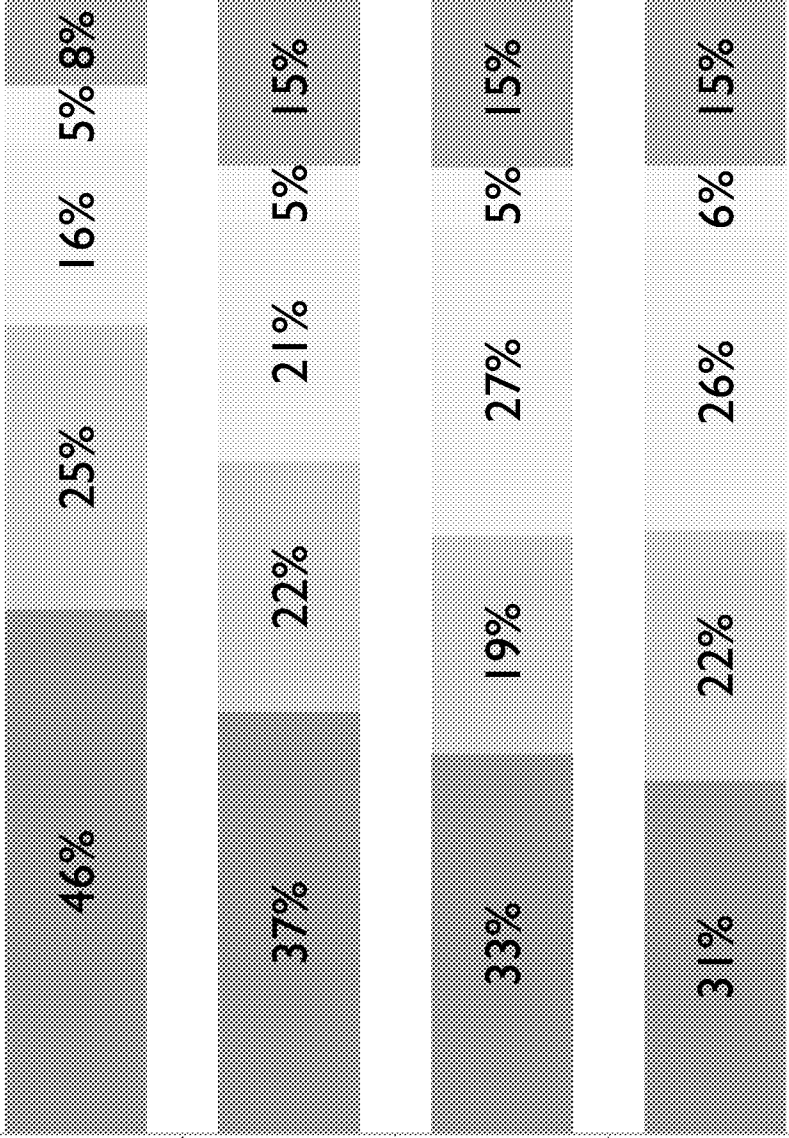
3.63

Projects that help the county to get state funds for transportation

3.52

Improving access to public transportation

3.47



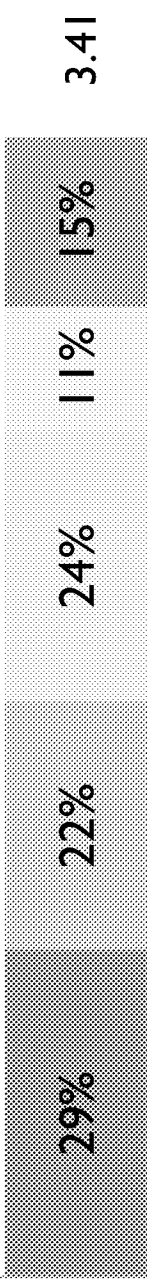
# EAST 2



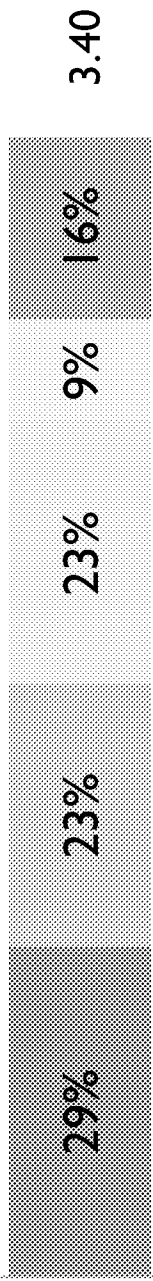
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5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean

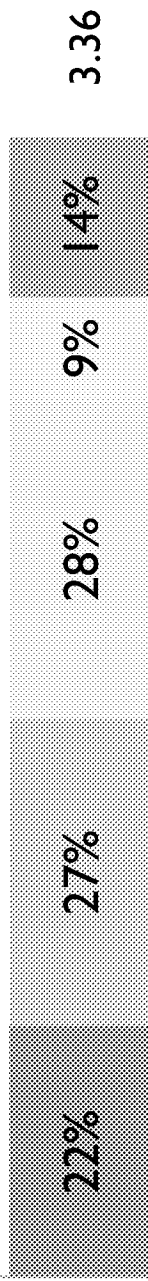
Supporting housing and jobs near public transportation



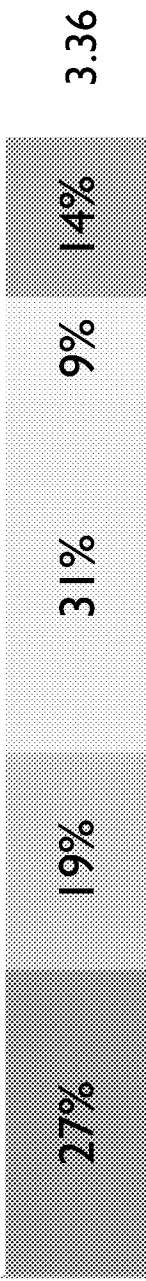
Projects that make it easier and safer for people to walk, bicycle, and take public transit



Projects that have already been approved by the voters but lack sufficient funds



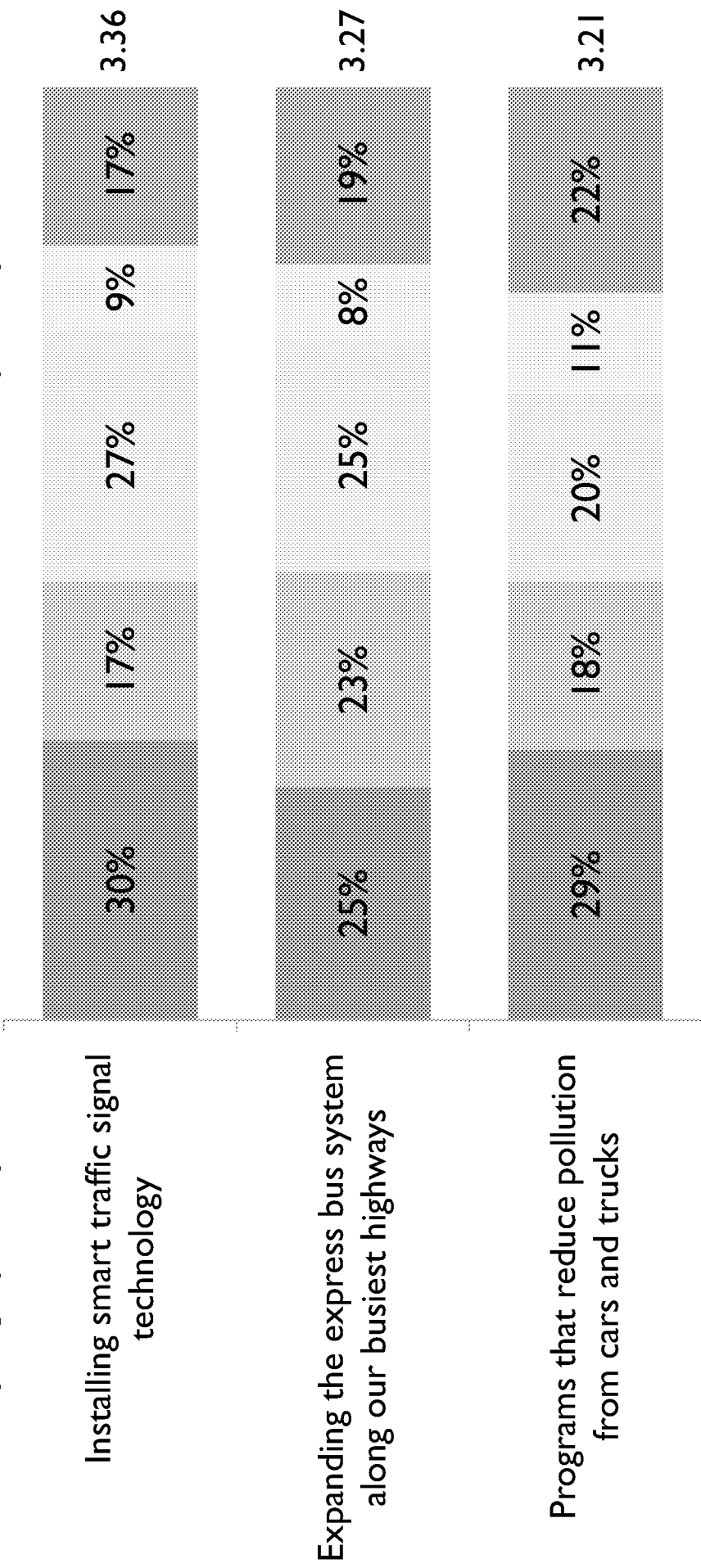
Programs that reduce pollution from storm water runoff



# EAST 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean



# South County Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

## ▶ South County

- ▶ 1. Repairing and maintaining local streets and roads (3.68)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)
- ▶ 3. Projects that help the county to get state funds for transportation (3.57)

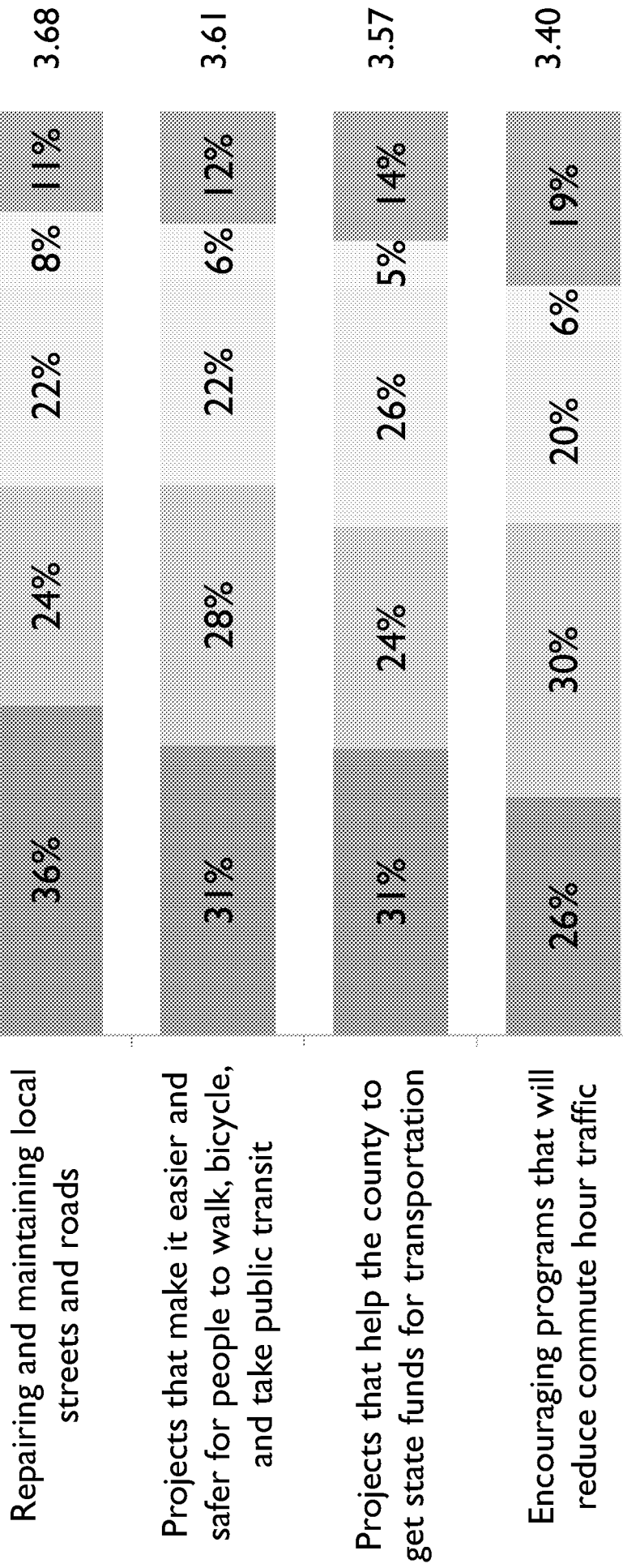
Mean average: 1=Not a priority to 5=Very high priority



# SOUTH 1

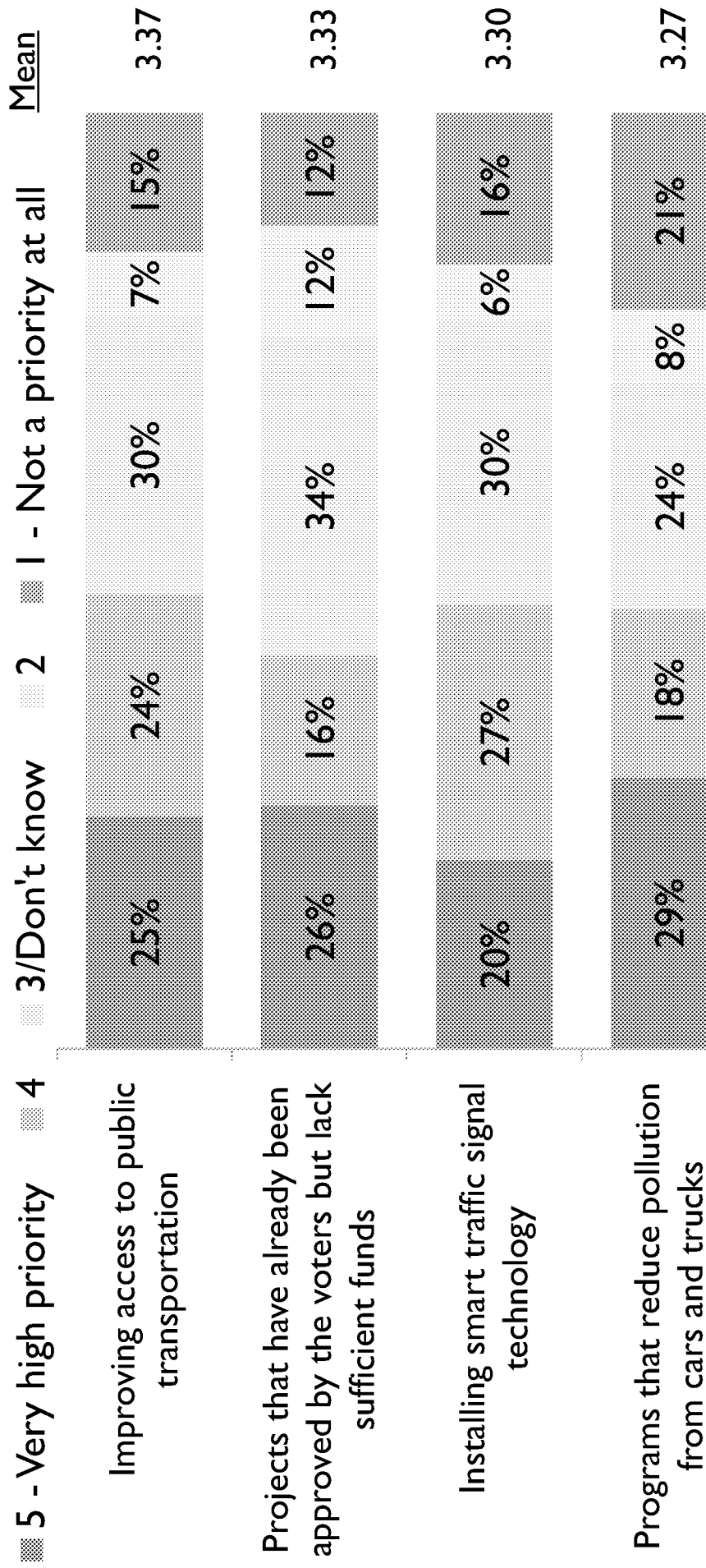
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■ 5 - Very high priority   ■ 4   ■ 3/Don't know   ■ 2   ■ 1 - Not a priority at all   Mean



# SOUTH 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

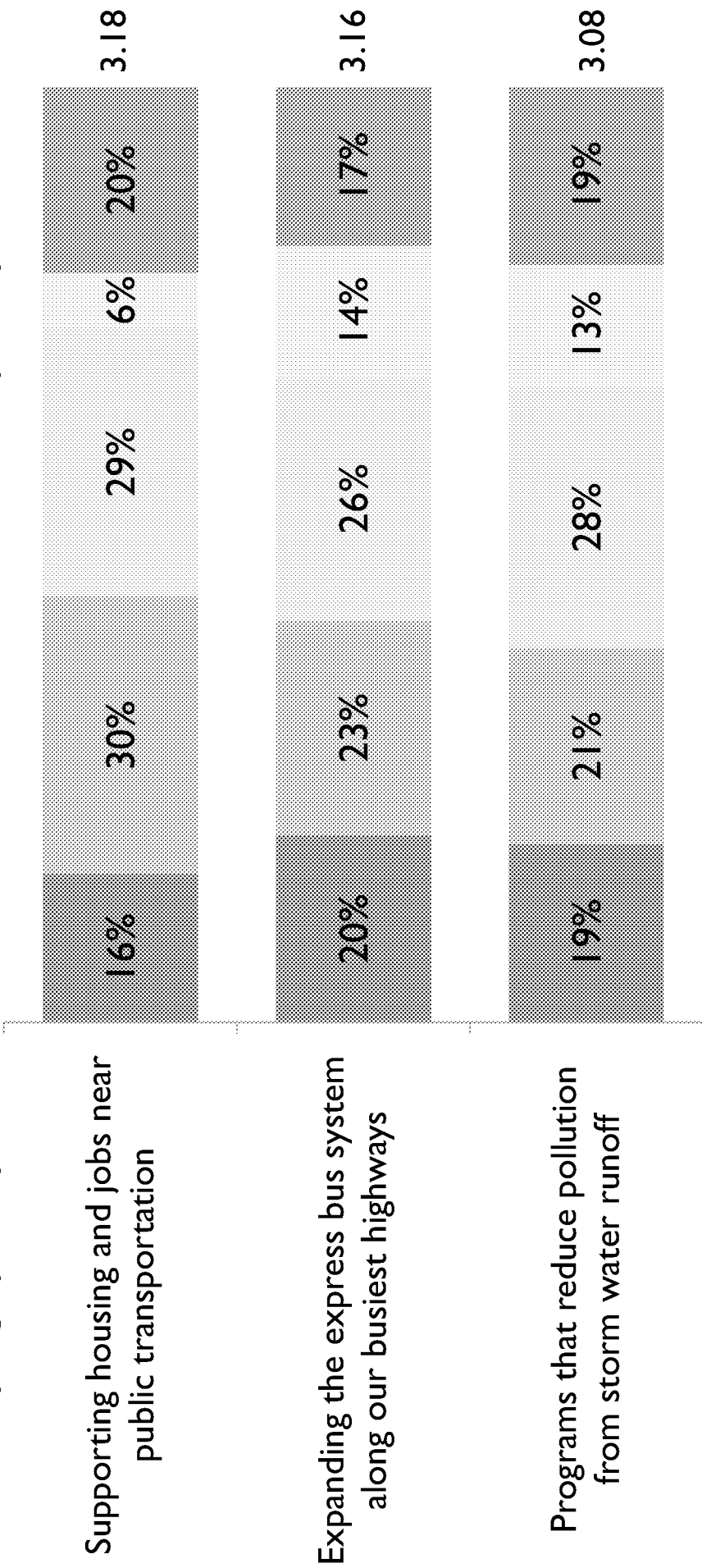




# SOUTH 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean





# Central County Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

## ▶ Central County

- ▶ 1. Repairing and maintaining local streets and roads (3.87)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)
- ▶ 3. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.52)

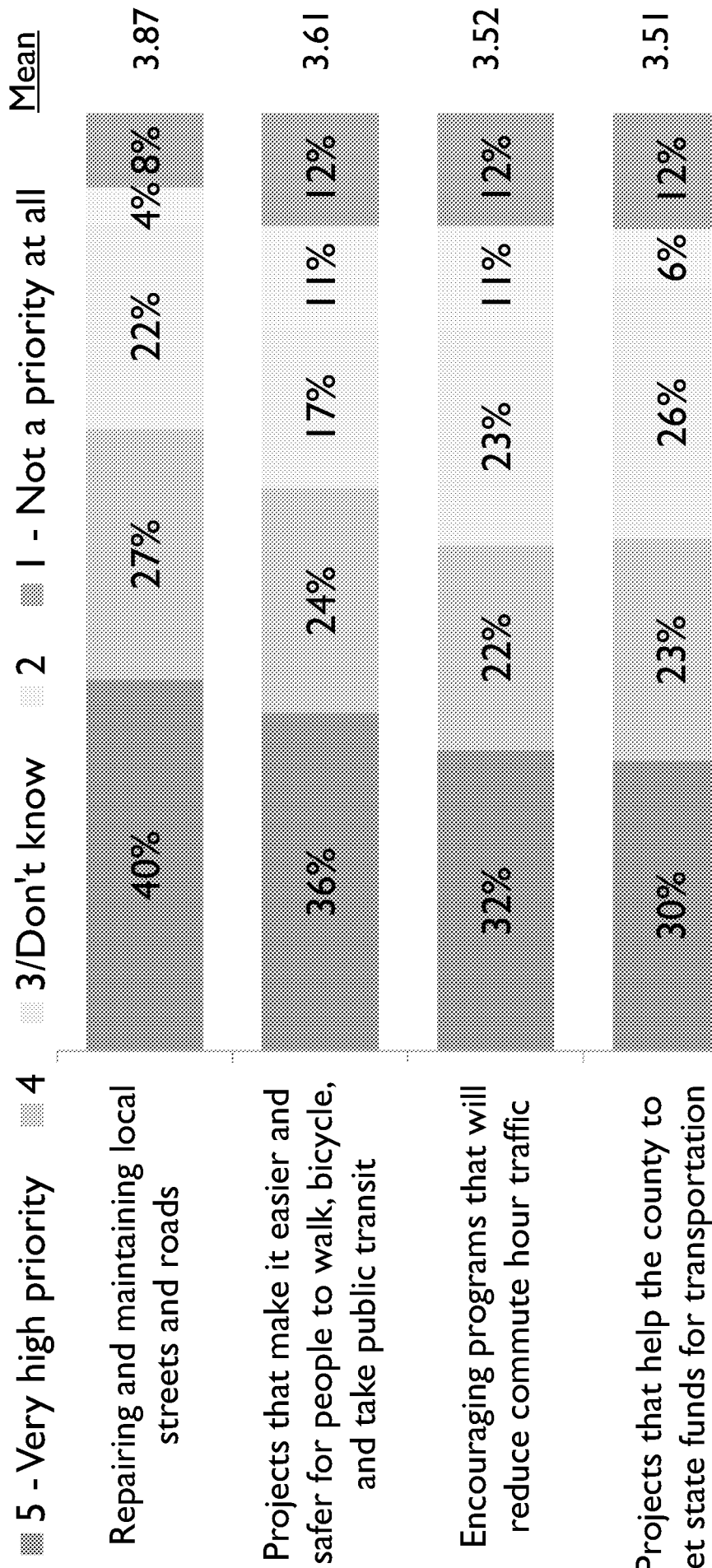
Mean average: 1=Not a priority to 5=Very high priority



Contra Costa Transportation Authority  
EMC 10-4247

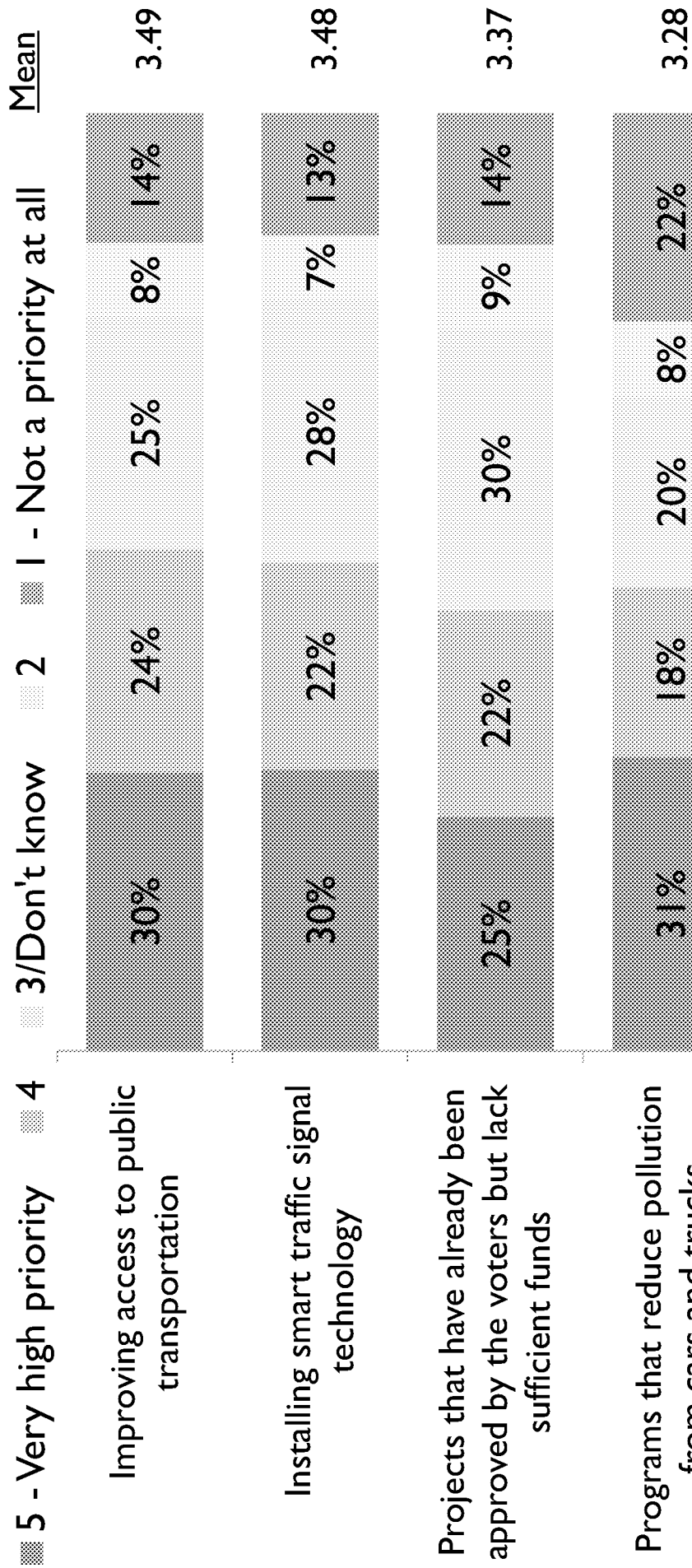
# CENTRAL I

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



# CENTRAL 2

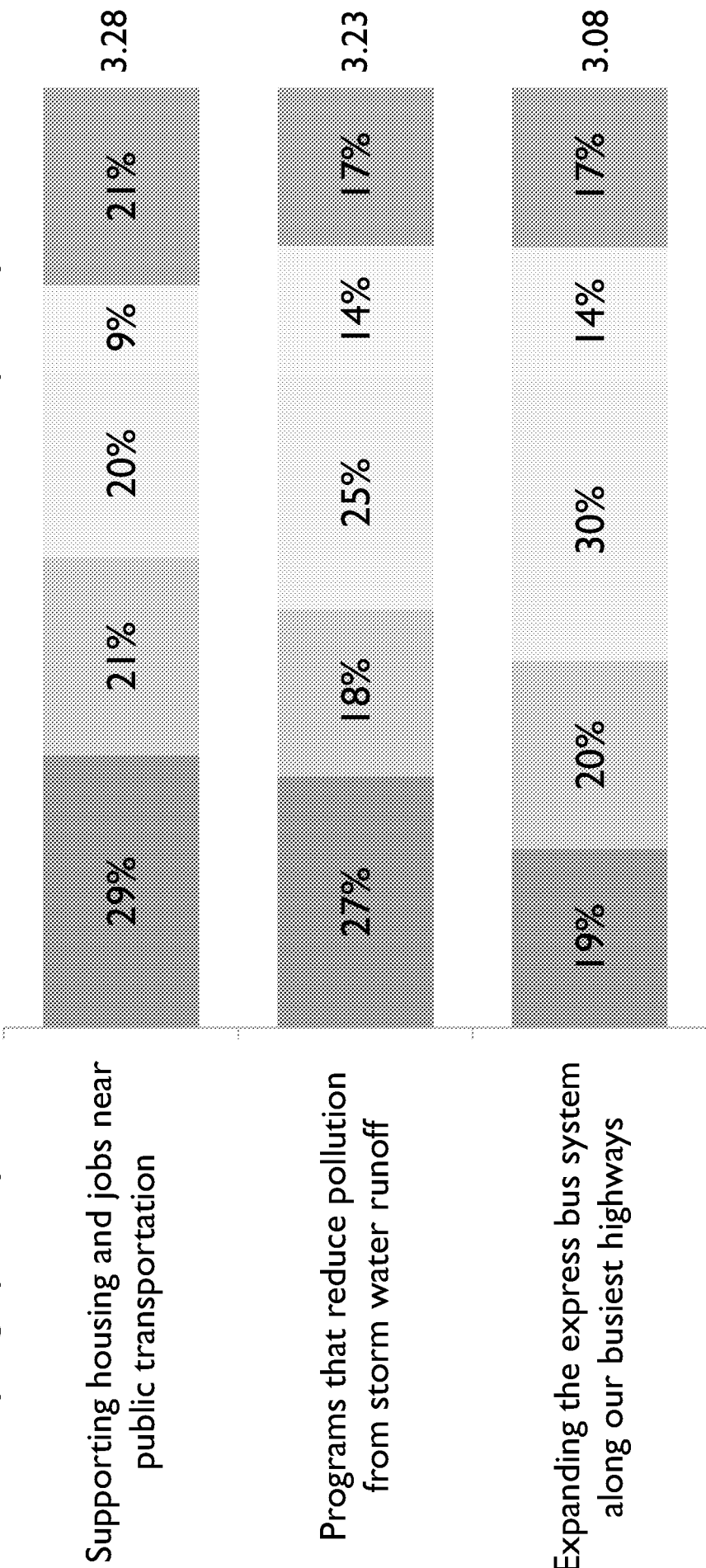
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# CENTRAL 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean



# West County Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

## ▶ West County

- ▶ 1. Repairing and maintaining local streets and roads (3.92)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.64)
- ▶ 3. Improving access to public transportation (3.64)

Mean average: 1=Not a priority to 5=Very high priority

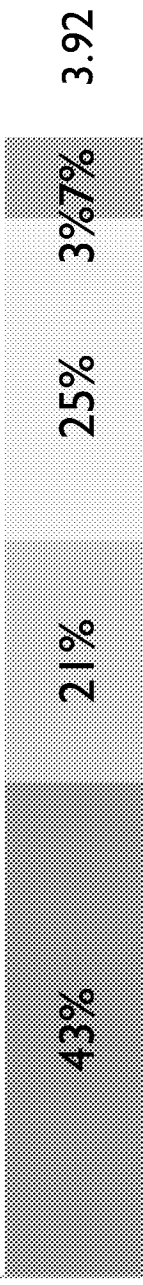


# WEST 1

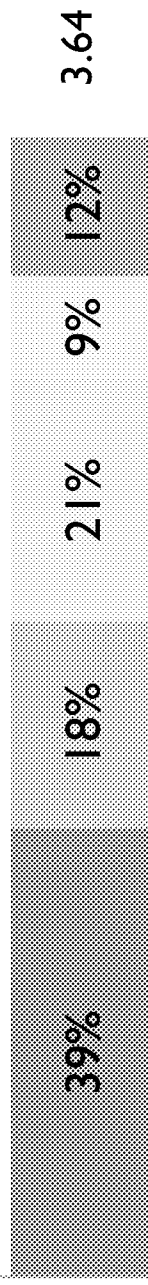
I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean

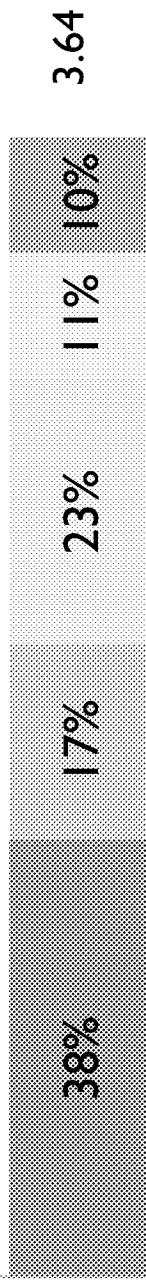
Repairing and maintaining local streets and roads



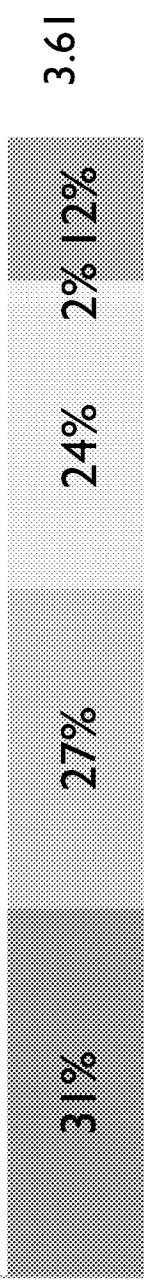
Projects that make it easier and safer for people to walk, bicycle, and take public transit



Improving access to public transportation

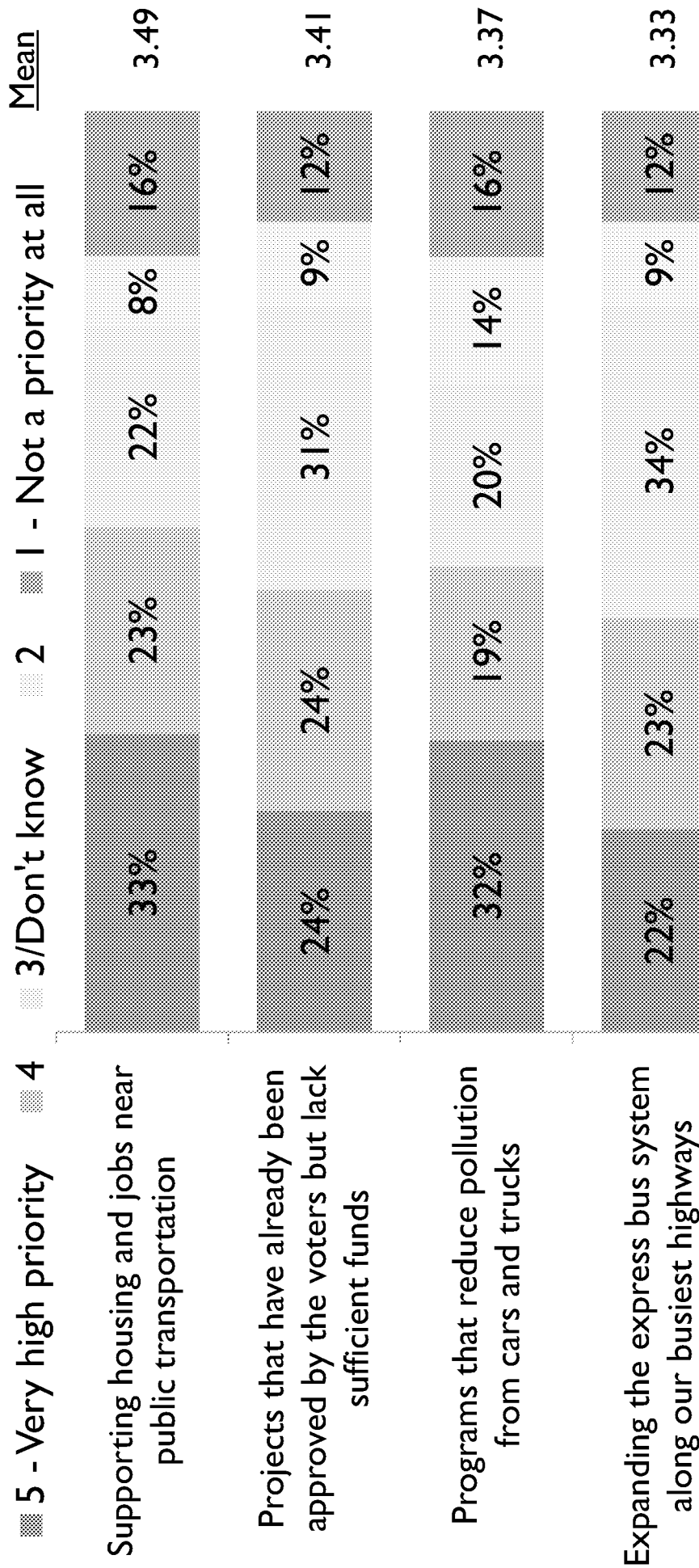


Projects that help the county to get state funds for transportation



# WEST 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

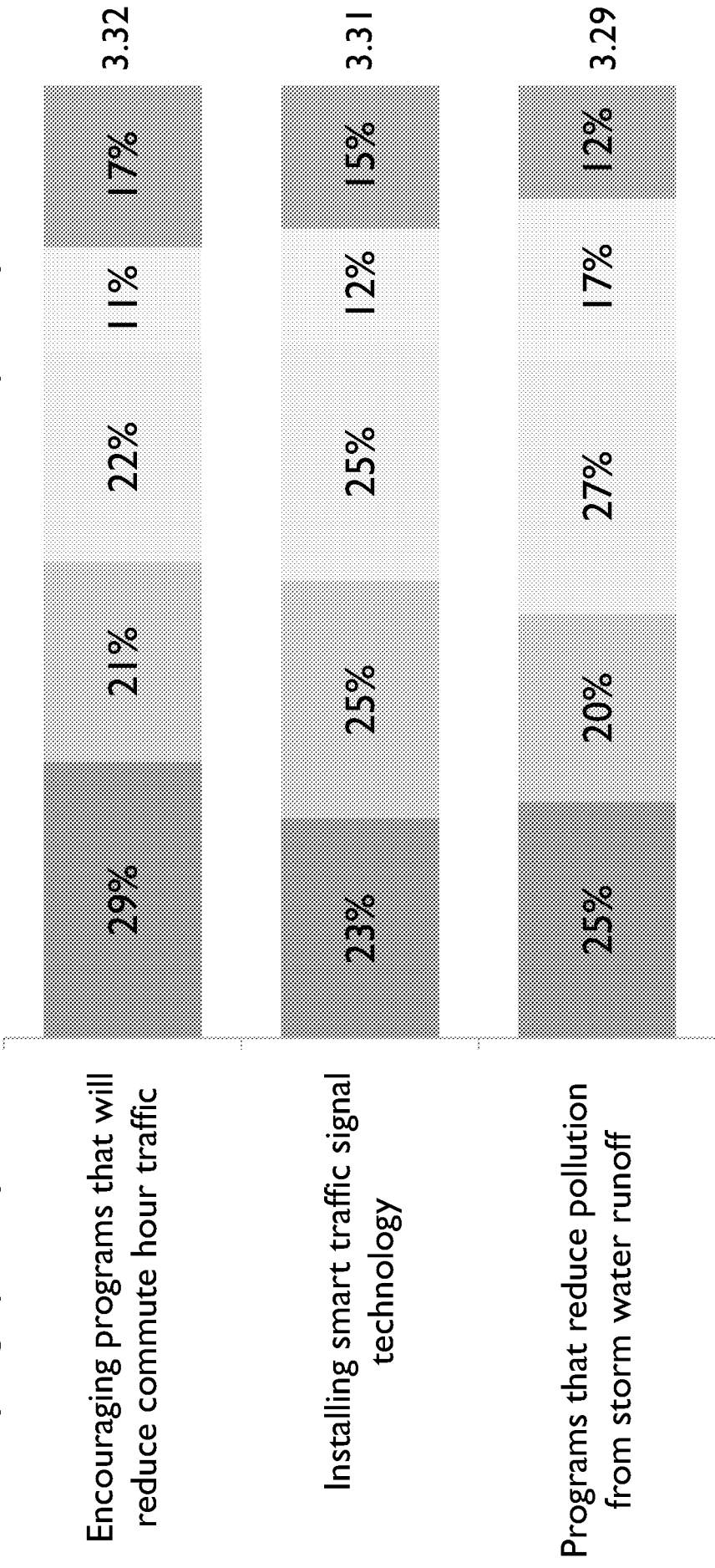




# WEST 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean





# Lamorinda Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

- ▶ Lamorinda
- ▶ 1. Repairing and maintaining local streets and roads (3.97)
- ▶ 2. Projects that help the county to get state funds for transportation (3.65)
- ▶ 3. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.53)

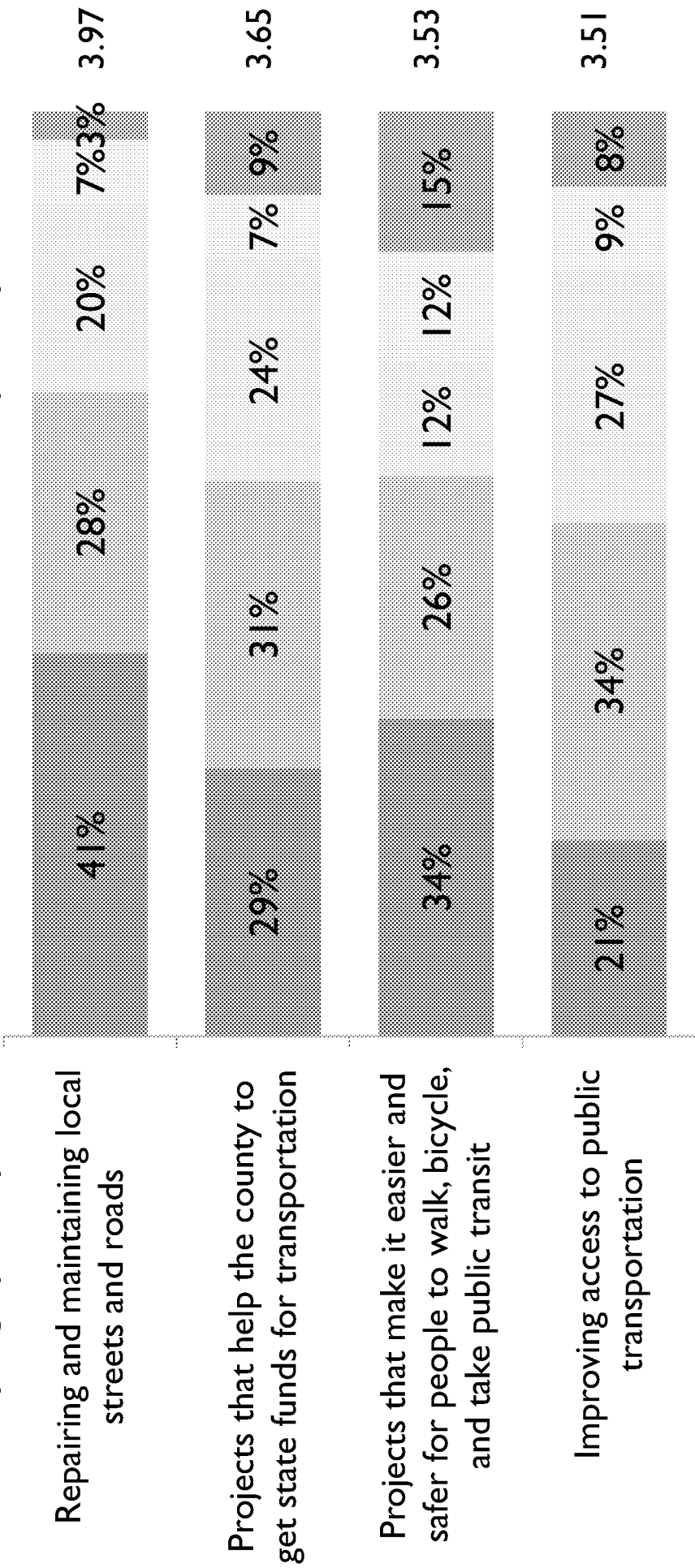
Mean average: 1=Not a priority to 5=Very high priority



# LAMORINDA 1

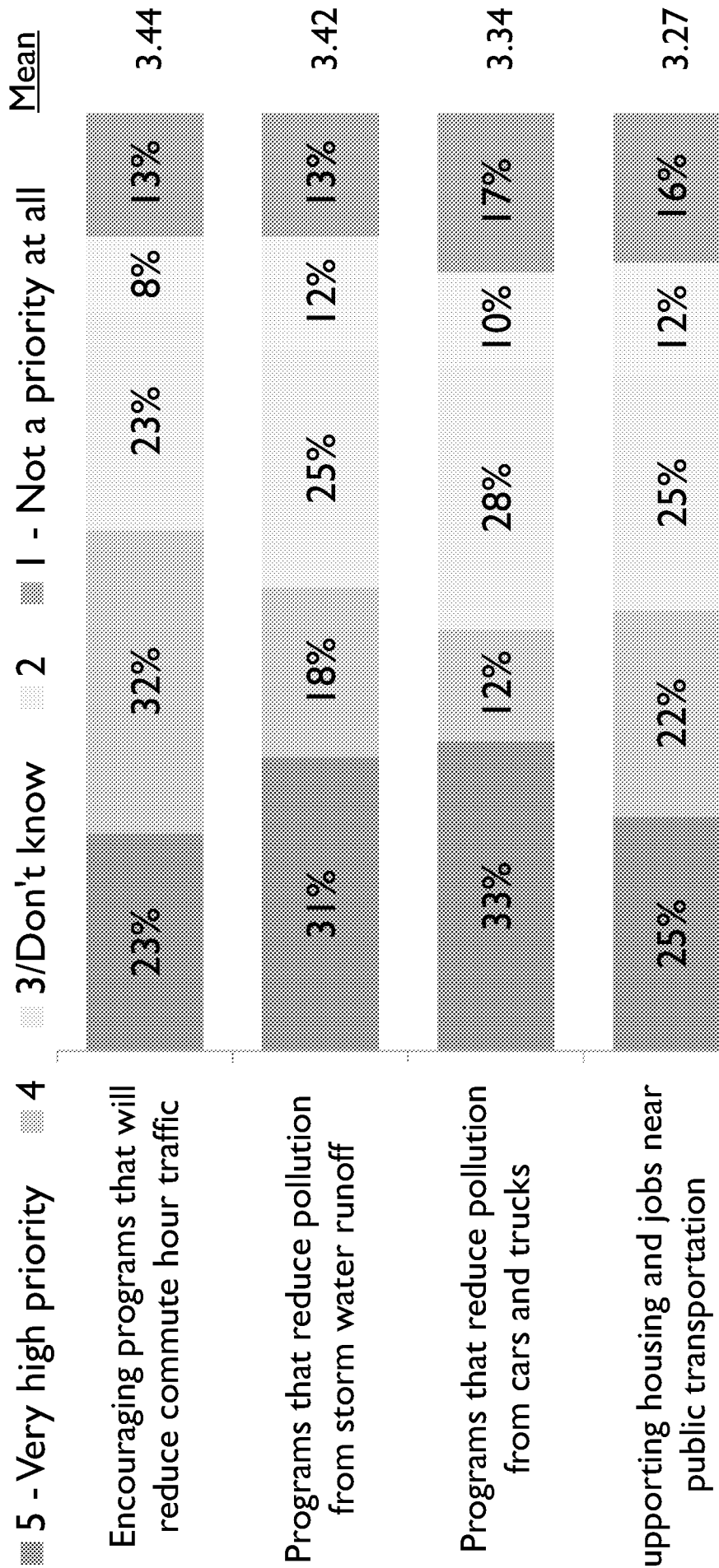
I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

■ 5 - Very high priority   ■ 4   ■ 3/Don't know   ■ 2   ■ 1 - Not a priority at all   Mean



# LAMORINDA 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



# LAMORINDA 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean

Projects that have already been approved by the voters but lack sufficient funds

16%	33%	30%	4%	18%	3.25
-----	-----	-----	----	-----	------

Installing smart traffic signal technology

16%	29%	28%	11%	15%	3.21
-----	-----	-----	-----	-----	------

Expanding the express bus system along our busiest highways

14%	29%	26%	15%	16%	3.10
-----	-----	-----	-----	-----	------



# Yes, but Anti-Tax Expenditure Priorities

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

## ▶ Yes, but Anti-Tax

- ▶ 1. Repairing and maintaining local streets and roads (4.31)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.84)
- ▶ 3. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.83)

Mean average: 1=Not a priority to 5=Very high priority

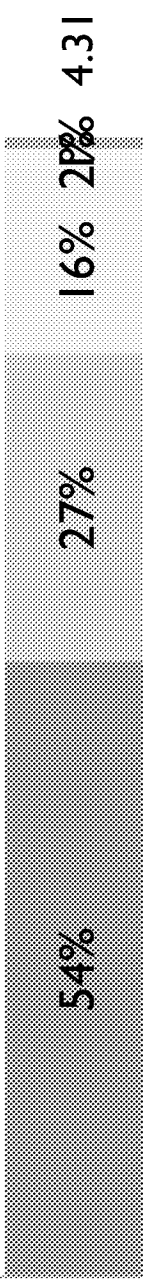


# YES, BUT I

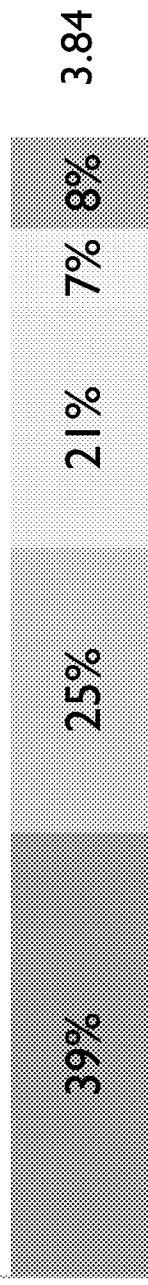
I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean

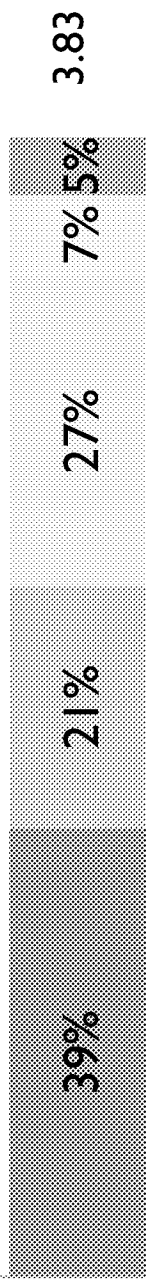
Repairing and maintaining local streets and roads



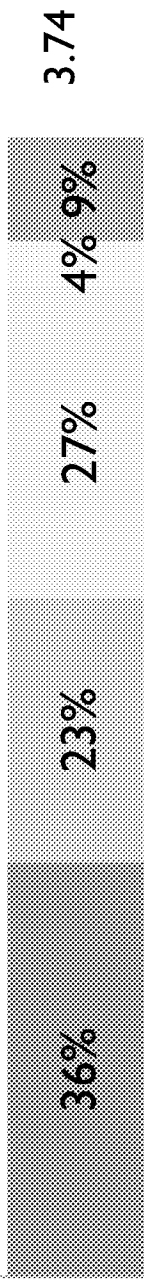
Projects that make it easier and safer for people to walk, bicycle, and take public transit



Encouraging programs that will reduce commute hour traffic

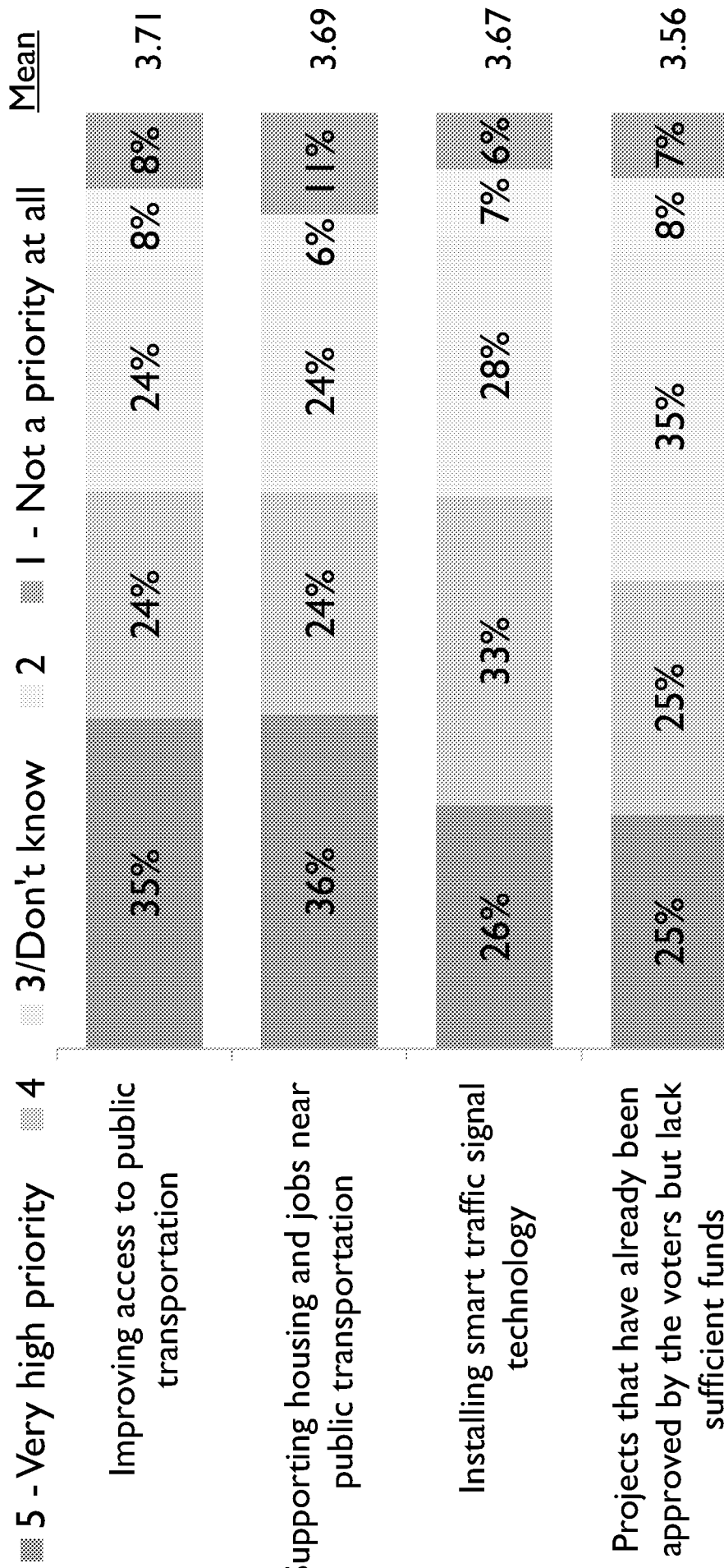


Projects that help the county to get state funds for transportation



# YES, BUT 2

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

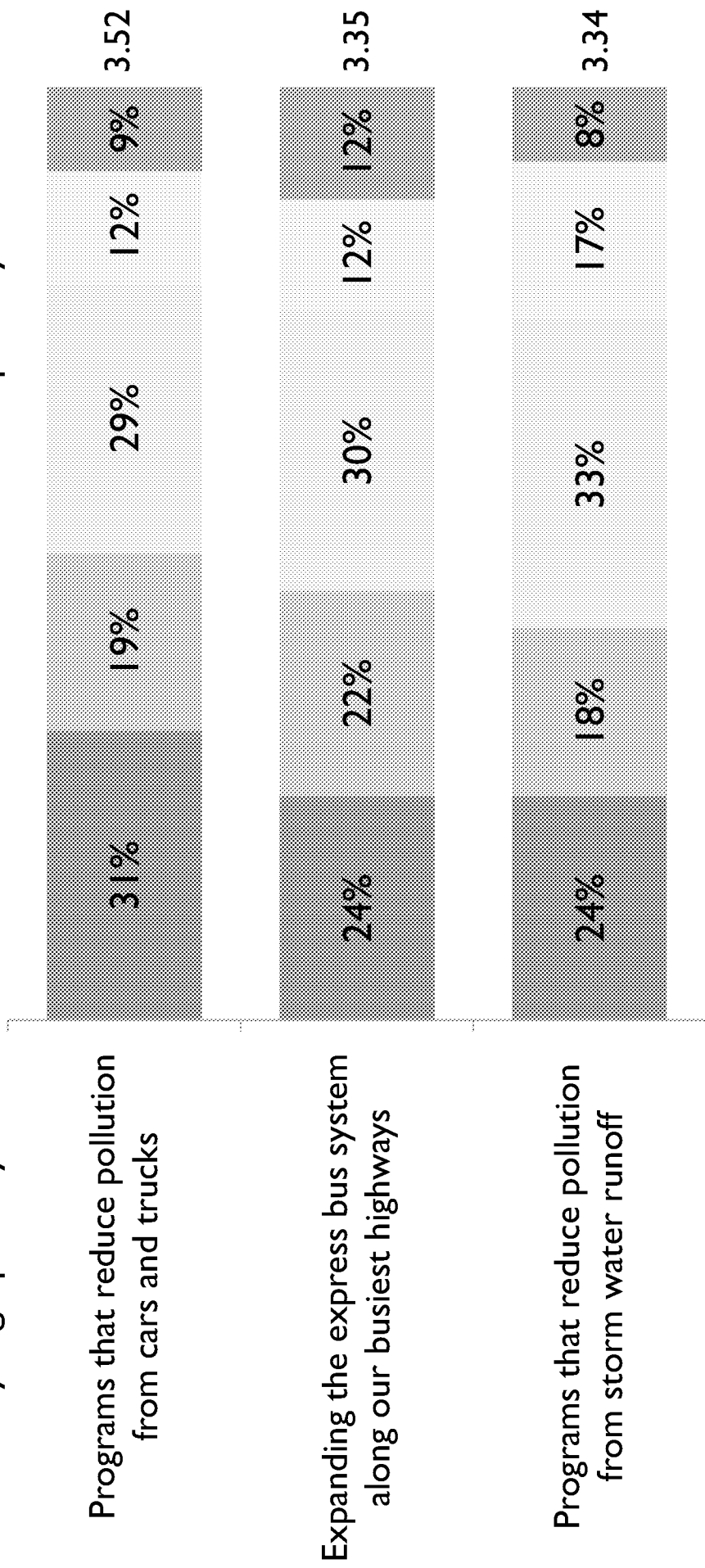




# YES, BUT 3

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

5 - Very high priority
  4
  3/Don't know
  2
  1 - Not a priority at all
 Mean





# Overview of Expenditure Priorities

Voter Priorities	Overall	East	South	Central	West	Lamorinda	Yes, but Anti-Tax
Repairing and maintaining local streets and roads	3.88	3.96	3.68	3.87	3.92	3.97	4.31
Make it easier to walk, bike and take pub. transit	3.57	3.40	3.61	3.61	3.64	3.53	3.84
Help the county get state transportation funds	3.55	3.52	3.57	3.51	3.61	3.65	3.74
Improving access to public transit	3.50	3.47	3.37	3.49	3.64	3.51	3.71
Programs that reduce commute hour traffic	3.48	3.63	3.40	3.52	3.32	3.44	3.83
Installing smart traffic signal technology	3.38	3.36	3.30	3.48	3.31	3.21	3.67
On-hold voter approved projects	3.36	3.36	3.33	3.37	3.41	3.25	3.56
Support jobs and housing near public transit	3.34	3.41	3.18	3.28	3.49	3.27	3.69
Reduce pollution from cars and trucks	3.29	3.21	3.27	3.28	3.37	3.34	3.52
Reduce pollution from storm water runoff	3.26	3.36	3.08	3.23	3.29	3.42	3.34
Expand express bus service along busiest highways	3.19	3.27	3.16	3.08	3.33	3.10	3.35



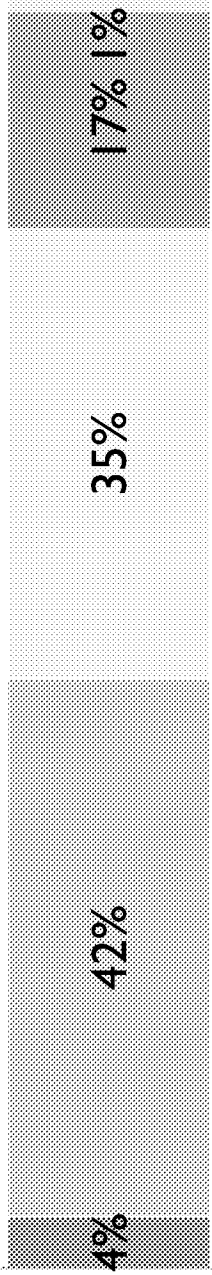
# Attitudes and perceptions

# Ratings of traffic

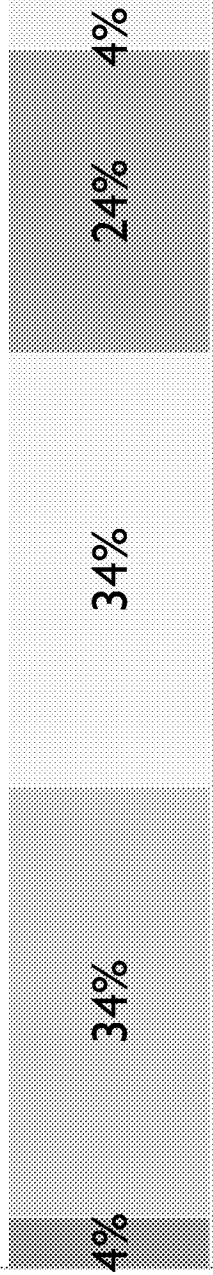
Using a scale of excellent, good, only fair, or poor, how would you rate each of the following in Contra Costa County? (Q5-11)

Excellent  
  Good  
  Only Fair  
  Poor  
  Don't Know/ Can't Rate

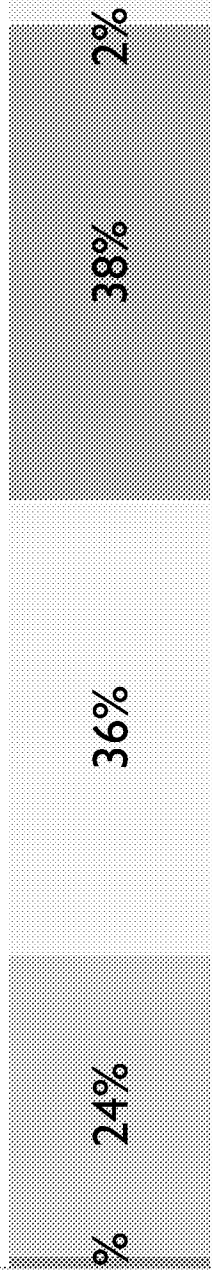
Traffic on local streets and roads



Traffic on the roads and freeways in your area



Traffic on freeways



# Ratings of road conditions

Using a scale of excellent, good, only fair, or poor, how would you rate each of the following in Contra Costa County? (Q5-11)

■ Excellent   ■ Good   ■ Only Fair   ■ Poor   ■ Don't know/ Can't Rate



# Recommendation & Other Considerations

- ▶ The recommendation of CCTA staff and consultants is to move forward with the next steps to develop an expenditure plan for a \$10 VRF ballot measure in Contra Costa County for November 2010.
  - ▶ It will be important that consensus develop around an expenditure plan that is generally consistent with the survey results.
- ▶ **Other considerations:**
  - Timing** Passing the measure sooner means the money is available sooner.
  - Cost** The cost of the ballot measure is constant.
  - Context** A better ballot may never come.
    - There are potential synergies with other Bay Area counties in November 2010, both in message and collaborative communications.
  - Threshold** Current law allows for creation of a local VRF by simple majority.

# Next Steps

Date	Event	Action
April 21	Authority Board meeting	Presentation of survey results
April 23	Advisory committee meeting	Develop expenditure plan options
April 30	WCCCTAC meeting	Gather input on expenditure plan options
May 3	SWAT meeting	Gather input on expenditure plan options
May 6	APC meeting	Review expenditure plan options
May 13	TRANSPLAN meeting	Gather input on expenditure plan options
May 13	TRANSPAC meeting	Gather input on expenditure plan options
May 19	Authority Board meeting	Approve expenditure plan options
May 21	Advisory committee meeting	Recommend expenditure plan
May 24 or 25	Public workshop	Gather input on expenditure plan options
June 3	APC meeting	Review draft expenditure plan, ballot language, nexus study findings
June 16	Authority Board meeting	Approve draft expenditure plan, ballot language, nexus study findings
July 1	APC meeting	Review final expenditure plan, ballot language, nexus study findings
July 21	Authority Board meeting	Public hearing; Approve final expenditure plan, ballot language, nexus study findings
August 6	Last day to place measure on the ballot	None should be required

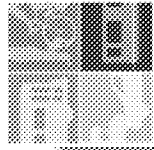
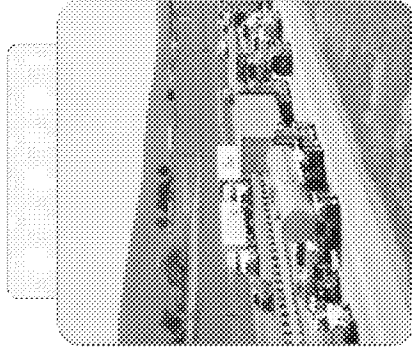
*All events are opportunities for public input.*





## BACKGROUND

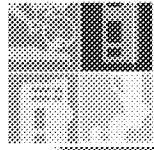
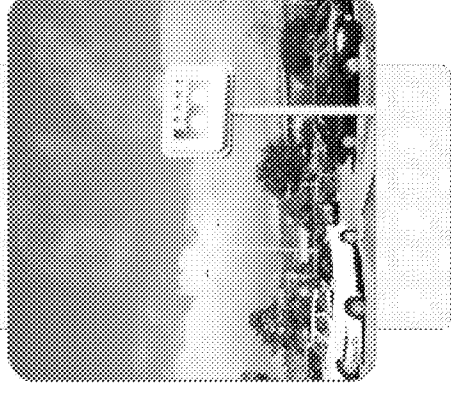
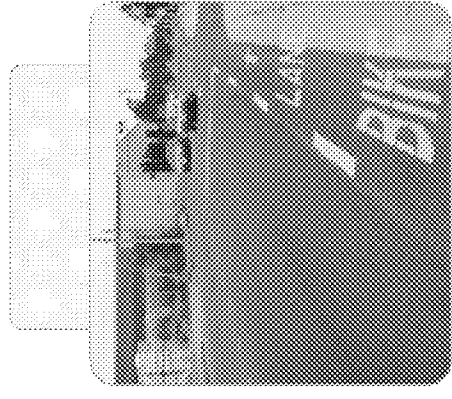
- Proposed Countywide Vehicle Registration Fee for November 2, 2010 Ballot (SB 83):
  - Up to \$10 increase in current vehicle registration fee
  - Funds for transportation programs/projects in Contra Costa
  - Fee—not tax (= majority vote/nexus)
  - Administrative costs limited to 5%
  - \$8.5 M/year in Contra Costa





## ELIGIBLE PROGRAMS UNDER SB 83

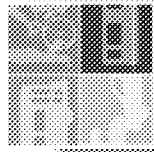
- Local Streets and Roads :
  - Maintenance and Rehab
  - Operations Improvements/Technology
  - Striping/bike-pedestrian access
- Transit service expansion/technology<sup>b1</sup>
- Highway Operation Improvement/Technology
- Travel Information
- Pollution mitigation
  - \*Nexus requirement applies to all



## HOW COULD THE VEHICLE REGISTRATION FEE BE USED?

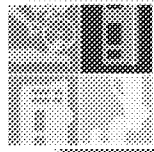
Vehicle Registration Fee could fund programs that:

- Repair and maintain local streets and roads to make them safer for vehicles, cyclists, and pedestrians
- Make public transportation easier to use and more efficient
- Make it easier to get to work or school, whether driving or using public transportation, bicycling or walking
- Result in the reduction of pollution from cars and trucks
- Result in the reduction of congestion on local streets and roads



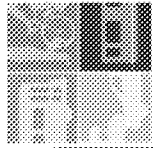
## POTENTIAL BENEFITS OF THE VEHICLE REGISTRATION FEE

- Fee money stays in Contra Costa
- Fee money goes back to the people paying the fee (% tbd)
- Funding is predictable and reliable
- Funding pays for projects and programs that make roads safer for vehicles, bicyclists, pedestrians and people with disabilities



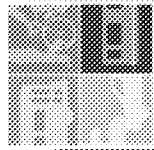
## ACTIONS TO DATE BY CCTA

- Feb 18-Issue RFP for polling consultant and direct staff to work with Nolte/Gray-Bowen team to develop framework for potential measure
- March 17-CCTA Approves:
  - EMC as Polling Consultant
  - Approach and Schedule for Development of Expenditure Plan
  - Advisory Committee Composition
  - Estimated Budget these Activities
- April 1-APC Approves Polling Questions
- April 8-15-EMC Conducts 804 Interviews
- April 21-CCTA Receives Polling Results and Approves Development of Expenditure Plan



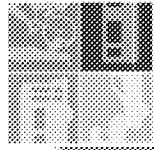
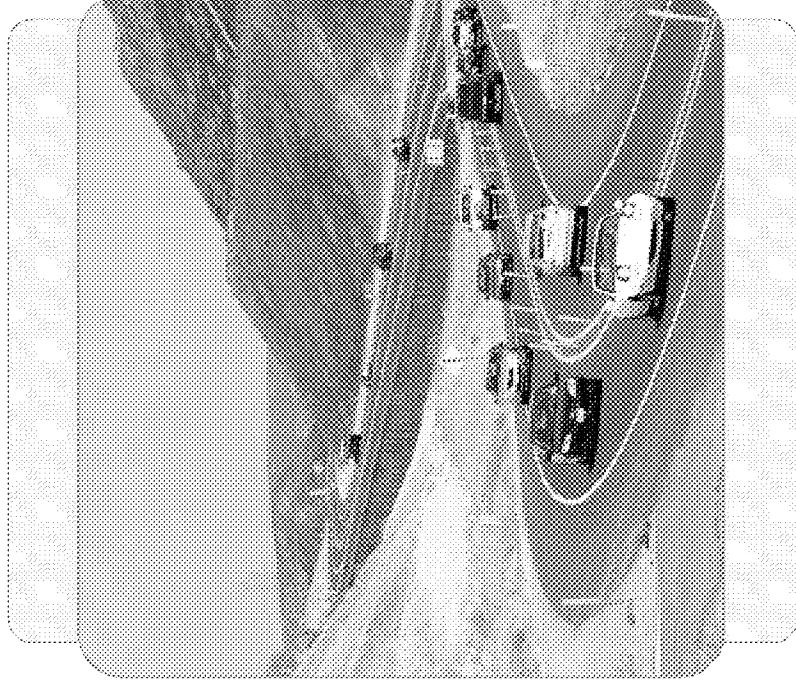
## POTENTIAL REVENUE PROJECTIONS

- 850,000 registered vehicles in county
- Additional fee could generate up to \$8.5 million per year in Contra Costa County



## NEED FOR ADDITIONAL FUNDING SOURCES

- All programs face significant shortfalls
- Funding resources are decreasing across the Country and State
- The Vehicle Registration Fee would help to off set this shortfall

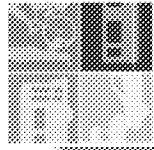


CCTA

VEHICLE REGISTRATION FEE  
EXPIRES 2018

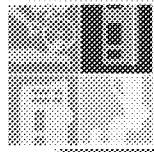
## EXPENDITURE PLAN ADVISORY COMMITTEE ROLE

- Development Expenditure Plan options
- Review Draft Expenditure Plan
- Two scheduled meetings: April 21, May 21
- Members include:
  - Regional Transportation Planning Committee members
  - Bicycle and pedestrian organizations
  - Transit advocates
  - Business representatives
  - Open space organizations



## PROGRAM OPTIONS FOR EXPENDITURE PLAN

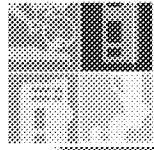
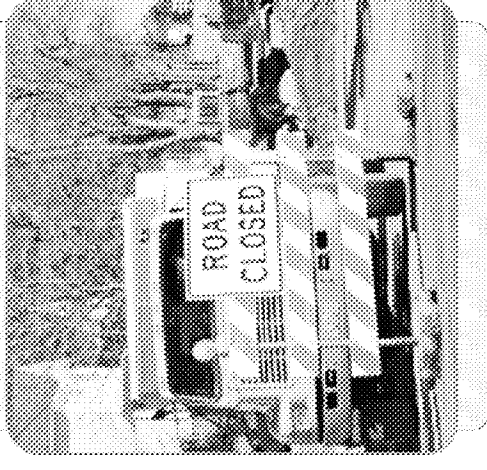
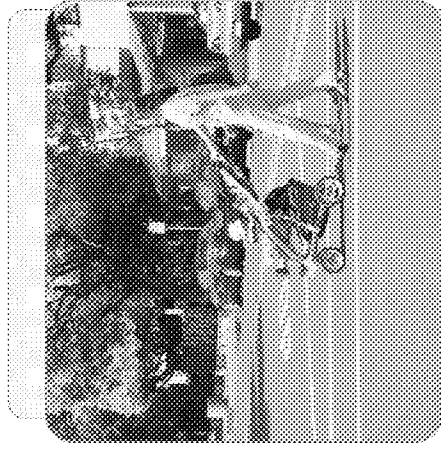
- Local Road Improvement and Repair
- Local Transportation Technology
- Transit for Congestion Relief
- Pedestrian and Bicycle Access and Safety





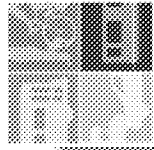
## LOCAL ROAD IMPROVEMENT AND REPAIR

- Street repaving and rehabilitation (to benefit all users)
- Signal maintenance
- Pedestrian and bicycle signals
- Signing and striping, crosswalks and bicycle lanes
- Curbs and gutters
- Traffic signal upgrades



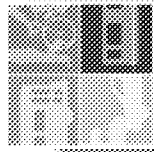
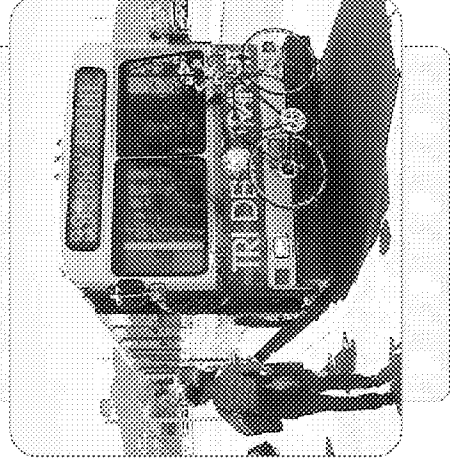
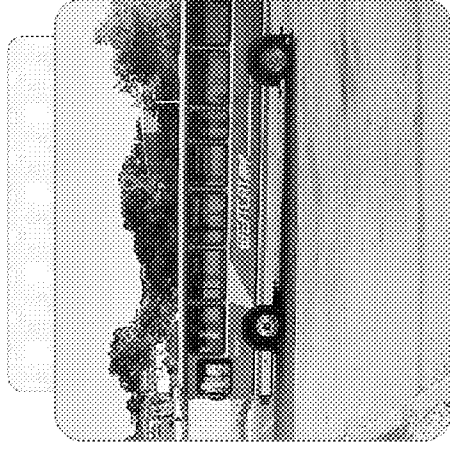
## LOCAL TRANSPORTATION TECHNOLOGY

- Traffic signal interconnection
- Transit and emergency vehicle priority
- Advanced traveler information systems
- Ramp meters
- Carpool and express lanes
- Smart Corridor operations



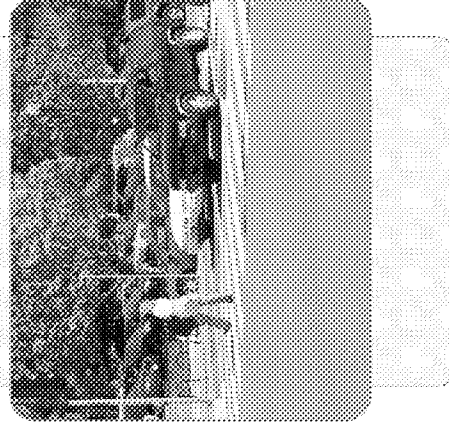
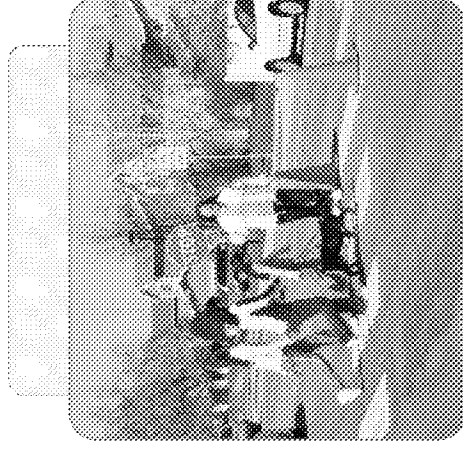
## TRANSIT FOR CONGESTION RELIEF

- Transit service expansion and preservation
- Express buses in congested corridors
- Transit priority/ speed protection
- Park-and-ride lots
- Rail/BART station access improvements
- Supplement Measure J transit programs



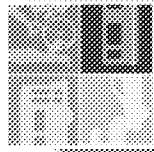
## PEDESTRIAN AND BICYCLE ACCESS AND SAFETY

- Safe Routes to School programs
- Bicycle and pedestrian signalization
- Access to transit hubs
- Supplement Measure J bicycle and pedestrian programs



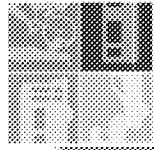
## DRAFT EXPENDITURE PLAN OPTIONS

- **Local Road Improvement and Repair**
- **Local Transportation Technology**
- **Transit for Congestion Relief**
- **Pedestrian and Bicycle Access and Safety**



## NEXT STEPS

- **Public workshop:** May 24
- **APC meetings:** May 6, June 3, July 1
- **Authority Board meetings:** May 19, June 16, July 21
  - **June 16, 2010:** approve Draft Expenditure Plan, ballot language and nexus study
  - **July 21, 2010:** approve final Expenditure Plan, ballot language and nexus study
- **August 6:** Submit ballot measure



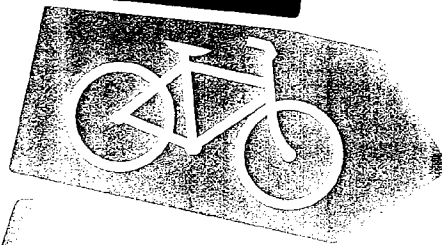




**ATTACHMENT 7**

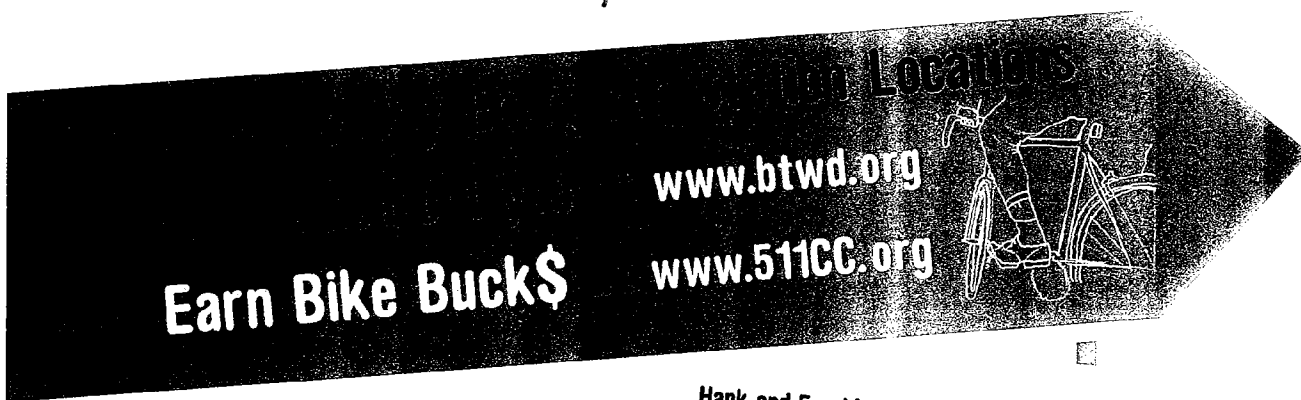


# BIKE TO WORK DAY



## MAY 13, 2010

PRESENTED BY **511** &  
 KAISER  
 PERMANENTE.



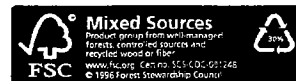
### Calendar of Events:

- Hank and Frank's Bike Shop Lafayette**  
 Free bike safety checks - discount on commuter accessories!  
 Pre-event dates: May 3rd - May 7th during store hours
- Encina Bike Shop Walnut Creek**  
 15% discount on bikes and accessories not already on sale. May 1st - May 14th  
 Free bike safety checks May 1st & 2nd and May 8th & 9th during store hours.
- Sports Basement Walnut Creek**  
 Bike Clinic Tues. May 4th and Thurs. May 6th 6:30 - 7:30pm  
 Free bike safety checks April 26th - May 7th
- REI Brentwood** Free bike safety checks Sat. May 1st and Sat. May 8th 10am - 2pm
- REI Concord** Free bike safety checks May 5 - May 12 during store hours.



REGIONAL SPONSORS

COUNTY SPONSORS



# 5 EASY WAYS

**BIKE TO  
WORK DAY**

**MAY 13, 2010**



## TO INSPIRE YOUR EMPLOYEES TO BIKE TO WORK ON MAY 13TH

**1**

### **TELL THEM ABOUT BIKE TO WORK DAY**

- Hang the enclosed poster in a common area
- Use internal communications to inform your staff
- Visit [511.org](http://511.org) for a sample email and PDFs of the poster

**2**

### **SHOW THEM THE ROPES**

- Have someone who bicycles be a “Bike Ambassador” to answer coworkers’ questions about best bicycle routes to work, bike parking, and other helpful tips
- Invite your local bicycle coalition to talk to your employees about latest bike improvements in your area. Your local bicycle coalition can be found at [511.org](http://511.org)

**3**

### **TAKE PART IN THE TEAM BIKE CHALLENGE**

- Challenge other Bay Area commuters and win great prizes for bike commuting during the month of May
- Win recognition for your company and great prizes too!
- Register your company’s team online at [511.org](http://511.org). Registration opens March 16th

**4**

### **THANK YOUR EMPLOYEES FOR BIKING TO WORK**

- Plan a quick and easy Bike to Work Day activity like a breakfast or lunch
- Highlight the office Bike Ambassador in your communications to inspire others
- Offer employees the morning off so they can volunteer in their community on Bike to Work Day
- More helpful ideas can be found at [511.org](http://511.org)

**5**

### **MAKE EVERYDAY BIKE TO WORK DAY**

The Employer Resources section of [511.org](http://511.org) is there to make it easy for you to encourage bicycle commuting to your workplace



Visit [511.org](http://511.org) for more information on bicycle commuting, Bike to Work Day, and the Team Bike Challenge.

# BENEFITS OF

# BIKE COMMUTING

## FOR YOUR BUSINESS

**Make an impact at your workplace by supporting a fun, cost-effective commute that will benefit the company for years to come.**

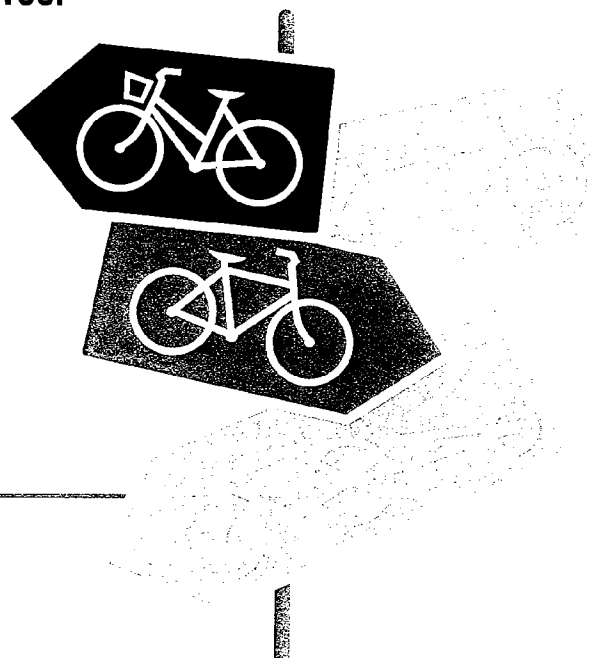
### **JOIN BUSINESSES ACROSS THE BAY AREA THAT ARE ALREADY REAPING THE BENEFITS OF ENCOURAGING EMPLOYEES TO COMMUTE BY BICYCLE:**

- Save money by reducing parking needs & health insurance costs
- Benefit from a healthy, happy and more productive work force—  
Biking to work reduces absenteeism by 900% and increases productivity by 300%\*
- Reduce your company's impact on the environment—  
employees like to work for socially responsible businesses

### **EMPLOYEES BENEFIT FROM BICYCLE COMMUTING, TOO!**

- Save money on gas, parking and transit
- Get 40 minutes of exercise during an average commute leading to better physical and mental health
- Revel in the convenience of a door-to-door commute and hassle-free parking
- Go where they need to go and have fun getting there
- Get to work on time. No waiting in traffic or missing the bus

\* [www.cycle2job.co.uk/index.php/Latest](http://www.cycle2job.co.uk/index.php/Latest)



To find out more about what your company can do to promote bicycle commuting, visit the Bike to Work Day website at [511.org](http://511.org).





CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Robert Taylor,  
Chair

David Durant,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

Maria Viramontes

Paul Maxwell,  
Interim  
Executive Director


3478 Buskirk Avenue  
Suite 100  
Pleasant Hill  
CA 94523  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

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## MEMORANDUM

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To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
John Cunningham, TRANSPAN  
Christina Atienza, WCCTAC  
Richard Yee, LPMC

From: Paul Maxwell, Interim Executive Director 

Date: March 18, 2010

Re: Items approved by the Authority on March 17, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

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At its March 17, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- Office Relocation.** *In February, the Authority authorized a relocation and lease for office space at 2999 Oak Road in Walnut Creek. As of March 17, 2010, the lease has been fully executed, with a tentative move-in date of July 1, 2010.*
- Approval of FY 2010-11 Transportation Fund for Clean Air (TFCA) 40% Expenditure Plan.** *The Authority approved Resolution 10-08-G, incorporating the Authority's FY 2010-11 TFCA Expenditure Plan and the allocation of 40% TFCA funds, and submittal of the application to the Bay Area Air Quality Management District (BAAQMD) by March 22, 2010.*
- November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee Increase to Fund Transportation Programs and Projects.**

**Overall Approach, Schedule and Work Plan.** *In 2009, the passage of Senate Bill 83 gave countywide transportation planning agencies the option of imposing an annual fee of up to \$10 to fund transportation programs and projects, providing that a nexus between the programs and projects being funded and the benefit to vehicle owners paying the fee could be established. In February, the Authority considered the possibility of placing a measure on the Contra Costa ballot in November 2010, and*

*directed staff to begin work immediately to develop a general approach, timeline, and budget.*

*At the March meeting, the Authority approved the overall approach, schedule and work plan, advisory committee structure, and revenue estimate for the development of an expenditure plan, nexus analysis and measure language per SB 83.*

*The Authority also approved augmentation to Nolte Contract No. 230 in the amount of \$90,000 for consulting services associated with the expenditure plan, nexus study and ballot measure language.*

**Approval of Public Opinion Polling Consultant:** *The Authority approved Contract No. 283 with EMC Research, Inc. for an amount not to exceed \$40,000.*

4. **Strategic Plan for MTC's CMA Block Grant Program for Regional Bicycle, County TLC, and Regional Streets and Roads.** *MTC has given the CMAs the responsibility for allocating funds for the Regional Bicycle Program, the county portion of MTC's Transportation for Livable Communities program, and the Local Streets and Roads Shortfall program through a new CMA Block Grant. In addition, CMAs are to lead the development of the new regional Safe Routes to School program. As a first step, each CMA must prepare a strategic plan, due to MTC by April 1, 2010, that outlines its approach to carrying out the block grant responsibilities. The Authority approved submittal of the proposed CMA Block Grant Strategic Plan as amended to MTC by April 1, 2010.*

# **TRANSPAC Transportation Partnership and Cooperation**

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

March 17, 2010

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

Dear Chair Viramontes:

At its meeting on March 11, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

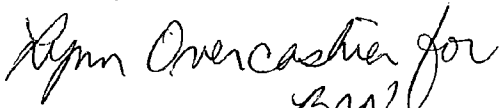
1. Received a presentation by Martin Engelmann on the development of the SB 375 Sustainable Communities Strategy in Contra Costa. It was suggested that during the process of developing this strategy, MTC consider using webinar technology to host meetings for all regions, given the potential size of the audience and the goal of reducing VMT. This technology, using both telephone and internet, would allow CMAs, RTPCs and any other interested parties from Contra Costa to "attend" the meeting via a local venue (e.g., the Authority, City Council Chambers, etc.). One person would be delegated as the meeting spokesperson to field questions and transmit comments from the group to the webinar moderator at MTC via the webinar platform, which would be visible to all attendees. Answers would be given orally or written for everyone to see as well.
2. Accepted the 2008-2009 Conditions of Compliance Report which was prepared by TRANSPAC and 511 Contra Costa staff to assist jurisdictions in fulfilling the requirement to summarize the various steps taken to implement the Central County Action Plan when preparing the Growth Management Program Compliance Checklist.
3. Accepted 511 Contra Costa's report which included:
  - EContent Magazine's recognition of 511 Contra Costa alongside the EPA, the BAAQMD and PG&E as organizations that effectively use Twitter and blogging to spread information and environmental awareness
  - Details on the financial support provided by 511 Contra Costa to lease the City of Pleasant Hill's new Wheego, the plug-in electric vehicle that will utilize the recently-installed Coulomb electric vehicle plug-in charging stations also sponsored by 511 Contra Costa
  - Information about Staff's meeting with Assemblywoman Skinner to share ideas about additional locations for electric charging stations

TRANSPAC Status Report  
March 17, 2010  
Page 2

- Plans for Staff's presentation to the City of Antioch's Climate Action public workshop in March

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

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



# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841 <http://transpac.us>

April 15, 2010

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

Dear Chair Taylor:

At its meeting on April 8, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the Use of Recycled Water in Transportation Projects by Michael McGill, P.E., President and Principal in Charge, MMS Design Associates and President of the Central Contra Costa Sanitary District (CCCSD) Board of Directors.
2. Accepted 511 Contra Costa's report which included:
  - **Clean Air Plan 2010.** 511 Contra Costa staff will be attending the Public Workshop for the Bay Area 2010 Clean Air plan on April 8th from 1:30-4:30 at the County of Alameda's offices. More information will follow that meeting. Written comments on the Draft CAP and the DEIR must be received by the Air District no later than 5:00 pm on April 26, 2010.
  - **Commuter Information Guide.** The Commuter Information Guide has been updated and is in distribution. The current guide focuses on alternative transportation programs and services in Contra Costa County. Rather than duplicating information on programs outside of Contra Costa, the guide refers to the reader to the various websites for details.
  - **Bicycle Road Safety Training to be held in Pleasant Hill.** 511 Contra Costa is reviewing the 40 applications received for the two-day "Traffic Skills 101" course that will be held at the Pleasant Hill City Hall April 17<sup>th</sup> and 18<sup>th</sup>, with the assistance of the League of American Bicyclists.
  - **Bike to Work Day, May 13, 2010.** 511 Contra Costa is running a co-promotional element of Bike to Work Day targeted at families becoming more familiar with the local Canal Trail and Iron Horse Trail on Bike to Work Day. Families will be encouraged to use the trails to access four energizer stations located at neighborhood parks. Each energizer station is located a mile from one another and include: Larkey Park, Walden Park at Iron Horse Canal Trail crossing, Canal Trail at Heather Farms, and the Iron Horse Trail at Walnut Creek Civic Park.
  - **City of Martinez has installed two of their three electric charging stations.** An official unveiling will be forthcoming.

April 15, 2010

Page 2

- **Reminder that Earth Day is April 22nd.** 511 Contra Costa will be attending two Earth Day events; one at the John Muir Celebration at the John Muir Historical site in Martinez and one hosted by County Connection at Civic Park in Walnut Creek to showcase their new hybrid buses.
  
- **City of Antioch Climate Action Plan Workshop.** 511 Contra Costa staff attended the City of Antioch's Climate Action Plan workshop on March 30. Students from the Green MBA Program at Dominican College are working on the City of Antioch's Climate Action Plan and facilitated the community involvement. The process utilized the "Systematic Tools" approach which had the meeting attendees working in groups for "conversation mapping" and then on to "emerging themes", followed by creating "opportunity statements".

TRANSPAC hopes that this information is useful to you.

Sincerely,



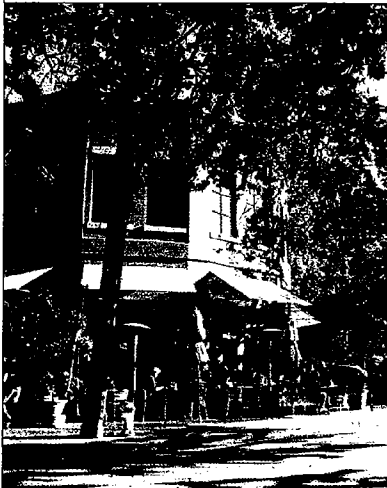
Barbara Neustadter  
TRANSPAC Manager

sp

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

CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR

STATE CLEARINGHOUSE NUMBER: 2009062056



City of Lafayette | January 26, 2010



DESIGN, COMMUNITY & ENVIRONMENT

**CITY OF LAFAYETTE  
DOWNTOWN LAFAYETTE SPECIFIC PLAN EIR**

THE PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART BY GRANTS FROM THE U.S. DEPARTMENT OF TRANSPORTATION. THE CONTENTS OF THIS REPORT DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION.

City of Lafayette | January 26, 2010



**DESIGN, COMMUNITY & ENVIRONMENT**

**1625 SHATTUCK AVENUE, SUITE 300  
BERKELEY, CALIFORNIA 94709**

**TEL: 510 848 3815  
FAX: 510 848 4315**

in association with  
Environmental Collaborative  
Illingworth & Rodkin  
Knapp Architects  
Seifel Consulting  
TJKM

## I INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared to assess the potential environmental consequences of adopting the Revised Draft Downtown Lafayette Specific Plan (the Plan), September 2009. Additionally, the report identifies feasible mitigation measures and alternatives that would avoid or reduce significant impacts. This Draft EIR is intended to inform City decision-makers, other responsible agencies, and the public of the nature of the project. This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA). The City of Lafayette is the lead agency for this project. The preparation of this EIR is funded, in part, through the Metropolitan Transportation Commission's Station Area Planning Program.

This document is a programmatic EIR, as described in Section 15168 of the CEQA Guidelines. A program-level document is appropriate when a project consists of a series of smaller projects or phases that may be implemented separately. Under the programmatic EIR approach, future projects or phases may require additional, project-specific environmental analysis. In order to identify whether additional analysis would be necessary when the project is implemented, the Lead Agency (the City) will need to determine the following:

- ◆ Whether the planned characteristics of the project are substantially different from those defined in the Programmatic EIR;
- ◆ Whether the project would require additional mitigation measures; or
- ◆ Whether specific impacts were not evaluated in sufficient detail in the Program EIR.

If any of these conditions apply, then a project-specific Initial Study or EIR would be necessary to identify how the impacts of the project differ from those identified in this EIR or what additional mitigation measures would be necessary. This EIR is anticipated to provide a basis for future project-level CEQA analysis.

*A. Proposed Action*

The proposed project, the Downtown Lafayette Specific Plan (the Plan), contains land use, urban design, and circulation goals, policies, and actions to guide investment and development in downtown Lafayette over the next 20 years (2010 to 2030). The Plan is described in more detail in Chapter 3, Project Description.

*B. Report Organization*

This EIR is organized into the following chapters:

- ◆ **Chapter 1: Introduction.** Provides a preface and overview describing both the intended use of the document and the review and certification process of both the Plan and the EIR.
- ◆ **Chapter 2: Report Summary.** Summarizes environmental consequences that would result from the Plan, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation. A Summary Table is also included for clarity.
- ◆ **Chapter 3: Project Description.** Describes the Plan in detail, including the Plan Area location and characteristics; Plan objectives; the planning process used to create the Plan; proposed capital improvements; and implementation.
- ◆ **Chapter 4: Environmental Evaluation.** Provides an analysis of the potential environmental impacts of the Plan and presents recommended mitigation measures, if required, to reduce their significance.
- ◆ **Chapter 5: Alternatives to the Proposed Project.** Considers three alternatives to the proposed project, including the CEQA-required “No Project Alternative.”

- ◆ **Chapter 6: CEQA-Required Assessment Conclusions.** Discusses growth inducement, unavoidable significant effects, and significant irreversible changes as a result of the project.

*C. Environmental Review Process*

This Draft EIR will be available for review by the public and interested parties, agencies and organizations for a 45-day comment period. During the comment period, the public is invited to submit written or e-mail comments on the Draft EIR and/or requested entitlements to the City of Lafayette Community Development Department. The City will also hold one or more public hearings on the Draft EIR during the review period. The public is invited to attend the hearing(s) to offer oral comments on the Draft EIR. Written comments should be submitted to:

Ann Merideth, Community Development Director  
City of Lafayette  
3675 Mount Diablo Boulevard, Suite 210  
Lafayette, CA 94549  
amerideth@ci.lafayette.ca.us

## DOWNTOWN LAFAYETTE SPECIFIC PLAN / EIR SCHEDULE

*April 19, 2010  
(Subject to Revision)*

<b>Date</b>	<b>Events</b>	<b>Comments</b>
Apr 5	Planning Commission review of Draft SP	Downtown Residential and Downtown Residential – West Districts
Apr 22	City Council / Planning Commission joint meeting	Presentation of Financial Feasibility Study by Seifel Consulting
Apr 19	Planning Commission review of Draft SP	Key Plan principles, including: <ul style="list-style-type: none"> <li>♦ Vision Statement</li> <li>♦ Districts</li> <li>♦ Density</li> <li>♦ 25' height limit</li> <li>♦ Menu of standards</li> <li>♦ Sustainability</li> <li>♦ Focus on key areas</li> </ul>
May 3	Planning Commission review of Draft SP	
May 10 or 24	City Council meeting	Update by Planning Commission Chair and Vice-Chair
May 17	Planning Commission review of Draft SP	
Mid-May	Release of Final EIR	Date to be determined
Jun 7	Planning Commission review of Draft SP	
Jun 21	Planning Commissioner review of Final EIR	
Jun 28	City Council / Planning Commission joint meeting	Update on Plan and Final EIR review
Jul 6	Planning Commission review of Draft SP	
Jul 19	Planning Commission review of Final EIR	
Aug	No meetings	
Sep 7	Planning Commission workshop	Shield Block
Sep 20	Planning Commission workshop	Golden Gate Way
Oct 4	Planning Commission review of Draft SP	Develop final recommendations and provide direction to staff
Oct 25	Planning Commission review of Draft SP	Develop final recommendations and provide direction to staff
Nov - Dec	Preparation of revised Draft SP	By staff
Jan - Feb	Planning Commission public hearings on Final EIR and revised Draft SP	Draft recommendations to City Council on Final EIR certification and revised SP adoption
Mar - May	City Council public hearings	Final EIR certification and revised SP adoption



# General Plan 2030 Update



**NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON  
CITY COUNCIL AND PLANNING COMMISSION WILL HOLD  
JOINT PUBLIC HEARINGS ON:**

**TUESDAY - APRIL 20, 2010      TUESDAY - MAY 18, 2010      TUESDAY - JUNE 1, 2010**

**TO CONSIDER:**

**Applications:** General Plan Amendment (GPA 09-400-001) filed on February 24, 2009 for *Planning the City's Future - The General Plan 2030* update including Climate Action Plan, and General Plan Amendment (GPA 09-400-002) filed on June 16, 2009 to re-designate the El Nido Property from Parks to Multi-Family High Density Residential.

**Location:** Citywide and 19251 San Ramon Valley Blvd.

**Applicants:** City of San Ramon and Randall Planning and Design, Inc.

**Property Owners:** Various Property Owners and El Nido Trust

**CEQA:** A Draft EIR (SCH# 2000082002) has been prepared for the project pursuant to Sections 15146 and 15162 of the California Environmental Quality Act Guidelines and circulated for a 45-day review period from April 5, 2010 to May 19, 2010.

**Posting Period:** April 9, 2010 to June 1, 2010

**SAID HEARINGS will be held by the City of San Ramon City Council and Planning Commission in the Council Chamber at 2222 Camino Ramon, San Ramon:**

1. Commencing at 7:00 p.m. on Tuesday, April 20, 2010
2. Commencing at 7:00 p.m. on Tuesday, May 18, 2010
3. Commencing at 7:00 p.m. on Tuesday, June 1, 2010

The General Plan 2030 is available for review at [www.sanramon.ca.gov](http://www.sanramon.ca.gov) and also at the following locations:

City of San Ramon  
Planning/Community Development Department  
2226 Camino Ramon  
San Ramon, CA 94583

San Ramon Community Center  
12501 Alcosta Boulevard  
San Ramon, CA 94583

Dougherty Station Community Center  
17011 Bollinger Canyon Road  
San Ramon, CA 94582

San Ramon Senior Center  
9300 Alcosta Boulevard  
San Ramon, CA 94583

Dougherty Station Library  
17017 Bollinger Canyon Road  
San Ramon, CA 94582

San Ramon Library (Marketplace)  
100 Montgomery Street  
San Ramon, CA 94583

If you challenge these applications in court, you may be limited to only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the City Council and Planning Commission at, or prior to, the public hearings.

If you have any questions regarding this notice, please contact the Planning Services Division at (925) 973-2560.

Patricia Edwards, City Clerk

Dated: April 9, 2010

# Notice of Availability/Completion



April 5, 2010

## NOTICE OF AVAILABILITY/COMPLETION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN RAMON GENERAL PLAN 2030

**Notice is hereby given** that pursuant to the California Environmental Quality Act, a Draft Environmental Impact Report (DEIR) (SCH# 2000082002) has been prepared for the proposed project: *Planning the City's Future - The General Plan 2030*.

This update is necessitated by General Plan Land Use Element policy 4.6-I-3 that requires voter review of the Urban Growth Boundary in the year 2010. The Draft General Plan 2030 also: updates background information; consolidates all General Plan Elements adopted to date to ensure internal consistency; includes our newest planning area, North Camino Ramon; as well as the addition of a new Air Quality/Greenhouse Gas Emissions Element and a Climate Action Plan.

The DEIR is being made available for a 45-day review and comment period in conformance with the California Environmental Quality Act of 1970 (CEQA) and State Guidelines. Substantive comments or information will be included, and, if necessary, responded to in the Final EIR.

Both the DEIR and the Draft General Plan 2030 can be found on the City of San Ramon's website at [www.sanramon.ca.gov](http://www.sanramon.ca.gov) and are also available for public review at the following locations:

City of San Ramon  
Planning/Community Development Department  
2226 Camino Ramon  
San Ramon, CA 94583

San Ramon Community Center  
12501 Alcosta Boulevard  
San Ramon, CA 94583

Dougherty Station Community Center  
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San Ramon, CA 94583

Dougherty Station Library  
17017 Bollinger Canyon Road  
San Ramon, CA 94582

San Ramon Library (Marketplace)  
100 Montgomery Street  
San Ramon, CA 94583

For accuracy of record, written comments are desirable and encouraged and should be supported by factual information whenever possible. Comments on the adequacy of the DEIR must be submitted by **5:00 p.m. on Wednesday, May 19, 2010**, to the attention of Lauren Barr, Senior Planner, at the following address:

**City of San Ramon  
Planning Services Division  
2226 Camino Ramon  
San Ramon, CA 94583**

If written comments cannot be provided, an oral presentation on the adequacy of the DEIR may be made at the public hearing before the Planning Commission on **Tuesday, May 4, 2010, at 7:00 p.m. in the City Council Chamber at 2222 Camino Ramon, San Ramon.**

Your views and comments are welcomed. Please contact Lauren Barr, Senior Planner, at (925) 973-2560 if you have any questions or need additional information.



**CITY OF SAN RAMON**  
**PLANNING SERVICES DEPARTMENT**  
 2226 CAMINO RAMON; SAN RAMON, CA 94583  
 (925) 973-2560 FAX: (925) 806-0118

**REQUEST FOR COMMENTS**

**DRC Meeting Date:** March 31, 2010  
**Project Name:** Budget Rental Development  
**File Numbers:** DP 09-300-001, AR 09-200-031, VAR10-320-001, IS 09-250-002, and MSP 09-700-002  
**Project Planner:** Ryan Driscoll, Assistant Planner

**This application is subject to Time and Material (T&M) Charges**

- |     |   |   |   |
|-----|---|---|---|
| TO: | <input checked="" type="checkbox"/> BUILDING              | <input checked="" type="checkbox"/> EBMUD             | <input type="checkbox"/> ALAMEDA CO PLNG                |
|     | <input checked="" type="checkbox"/> PUBLIC SERVICES       | <input checked="" type="checkbox"/> ENVIRON. HEALTH   | <input checked="" type="checkbox"/> TOWN OF DANVILLE    |
|     | <input checked="" type="checkbox"/> PARKS & COMMUN. SER   | <input checked="" type="checkbox"/> CCCSD             | <input type="checkbox"/> CITY OF DUBLIN                 |
|     | <input checked="" type="checkbox"/> ENGINEERING*          | <input type="checkbox"/> DSRSD                        | <input checked="" type="checkbox"/> TRI VALY TRAN COUNL |
|     | <input checked="" type="checkbox"/> ENGINEERING – TRAFFIC | <input checked="" type="checkbox"/> SRVFPD*           | <input checked="" type="checkbox"/> CCTA                |
|     | <input checked="" type="checkbox"/> TRANSPORTATION (Lisa) | <input checked="" type="checkbox"/> SRVUSD            | <input checked="" type="checkbox"/> WCCTAC              |
|     | <input checked="" type="checkbox"/> ECONOMIC DEVELOPMENT  | <input checked="" type="checkbox"/> FISH & GAME       | <input checked="" type="checkbox"/> SWAT                |
|     | <input checked="" type="checkbox"/> POLICE SERVICES       | <input checked="" type="checkbox"/> CALTRANS          | <input checked="" type="checkbox"/> TRANSPAC            |
|     | <input checked="" type="checkbox"/> AT&T/TCI CABLE        | <input checked="" type="checkbox"/> VALLEY WASTE MGMT | <input checked="" type="checkbox"/> TRANSPLAN           |
|     | <input checked="" type="checkbox"/> PG&E                  | <input type="checkbox"/> CONTRA COSTA C&D             |   |

Note: Agencies marked with an "\*" receive full-size, hard copies of plans.

<b><u>Applicant</u></b> Mr. Michael Martin Flynn, Craig + Grant Architects 301 Hartz Ave., Suite 213 Danville, CA 94526	<b><u>Owner</u></b> Mr. John McHugh 2272-D Arnold Industrial Way Concord, CA 94520	<b><u>Date Revised Plans Submitted</u></b> March 16, 2010
<b><u>Project Address</u></b> 2017 San Ramon Valley Blvd.	<b><u>Project Name</u></b> Budget Rental Development	<b><u>Assessor's Parcel Number</u></b> 208-250-082

**Completeness/Incompleteness of Application/CEQA Comments**

**COMMENTS DUE:** April 7, 2010

**Project Conditions of Approval**

**COMMENTS DUE:** May 14, 2010

**Tentative Public Hearing Date**

**ZONING ADMINISTRATOR:** N/A  
**PLANNING COMMISSION:** June or July, 2010  
**CITY COUNCIL:** N/A

This referral is being forwarded to all responsible agencies for review and written comments. As required by state law (Govt. Code 65943), the responsible agencies must provide written comments in a timely manner. Please return this form with your comments prior to the designated due date.

The Development Review Committee (DRC) meeting is held alternate Wednesday's beginning at 2:00 P.M. in the Planning Services Department Conference Room, 2226 Camino Ramon. The scheduled DRC meeting date is noted on page 1. All interested agencies are invited to attend; it is recommended that you contact the project planner prior to attending the DRC meeting to confirm that it is still on the agenda.

Please direct all correspondence to the project planner: Ryan Driscoll, Assistant Planner (925) 973-2568

**CITY OF SAN RAMON  
REQUEST FOR COMMENTS**

**DRC Meeting Date:** March 31, 2010  
**Project Name:** Budget Rental Development  
**File Numbers:** DP 09-300-001, AR 09-200-031, VAR10-320-001  
IS 09-250-002, MSP 09-700-002

**Project Description**

The applicant has submitted revised plans in response to an Incomplete Letter dated July 9, 2009. A DRC meeting was previously held on June 24, 2009 to discuss this application. Since the last DRC review, the property owner has contracted with a new architect, Flynn, Craig + Grant Architects, and addressed the concerns in the Incomplete Letter. A Variance has also been added to application request to allow retaining walls to exceed 4 feet in height, allow perimeter landscaping less than 5 feet, and to allow the Budget Rental building a 1 foot corner-side setback along Hooper Drive where the Crow Canyon Specific Plan requires 10 feet.

The applicant is requesting a Development Plan application (DP 09-300-001) along with associated Architectural Review (AR 09-200-031), Variance (VAR10-320-001), Environmental Review (IS 09-250-002), and Master Sign Program (MSP 09-700-002) applications to develop an existing 1.74 acre parcel at 2017 San Ramon Valley Boulevard. The property is zoned CMU – Commercial Mixed Use and is within the Crow Canyon Specific Plan.

The revised proposal would still consist of two phases; the first phase would relocate the existing Budget Rental business to the rear of the property with a 625 square foot office and 35 parking spaces while the second phase would construct a new 14,275 square foot retail building at the corner of Hooper Drive and San Ramon Valley Blvd. Upon completion of both phases, the proposal would provide a total of 84 parking spaces, exceeding the required number of parking spaces in the Crow Canyon Specific Plan (62 spaces). In addition to the off-street parking provided, an additional 12 street parking spaces would be provided along Hooper Drive and San Ramon Valley Blvd.

Hooper Drive is a private roadway with shared ownership with a property owner to the north. The proposal would include right-of-way improvements along Hooper Drive and dedicate 22-feet to the City to convert Hooper Drive to a public right-of-way.

A Development Review Committee (DRC) meeting is schedule for **Wednesday, March 31, 2010** at 2:00 p.m. in the Planning Conference Room at 2226 Camino Ramon, San Ramon, CA 94583.

Please provide all application completeness comments by **Wednesday, April 7, 2010** and all Conditions of Approval by **Friday, May 14, 2010**.

**Attachments:**

1. Vicinity map
2. Project Plans, date received March 16, 2010