



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

Meeting of September 14, 2009

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

AGENDA

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of July 6, 2009 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Measure J Strategic Plan Update:** Last June CCTA approved postponing work on the update to the 2007 Measure J Strategic Plan to get a better handle on actual Measure J revenues and debt service on the first bond. CCTA staff will provide an update on Measure J revenue projections and schedule for next steps. (*Attachments*)
- 6.B TRAFFIX Update:** Staff will provide an update on the Measure J Congestion Relief School Bus Program for the San Ramon Valley, which began service at the start of the Fall 2009 school year.

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

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

8. DISCUSSION: Next Agenda – Final adoptions of the Lamorinda Action Plan and Tri-Valley Transportation Plan/Action Plan

9. ADJOURNMENT to Monday, October 5, 2009, or other meeting as deemed appropriate.

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

Staff Contact: Andy Dillard, Town of Danville

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

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

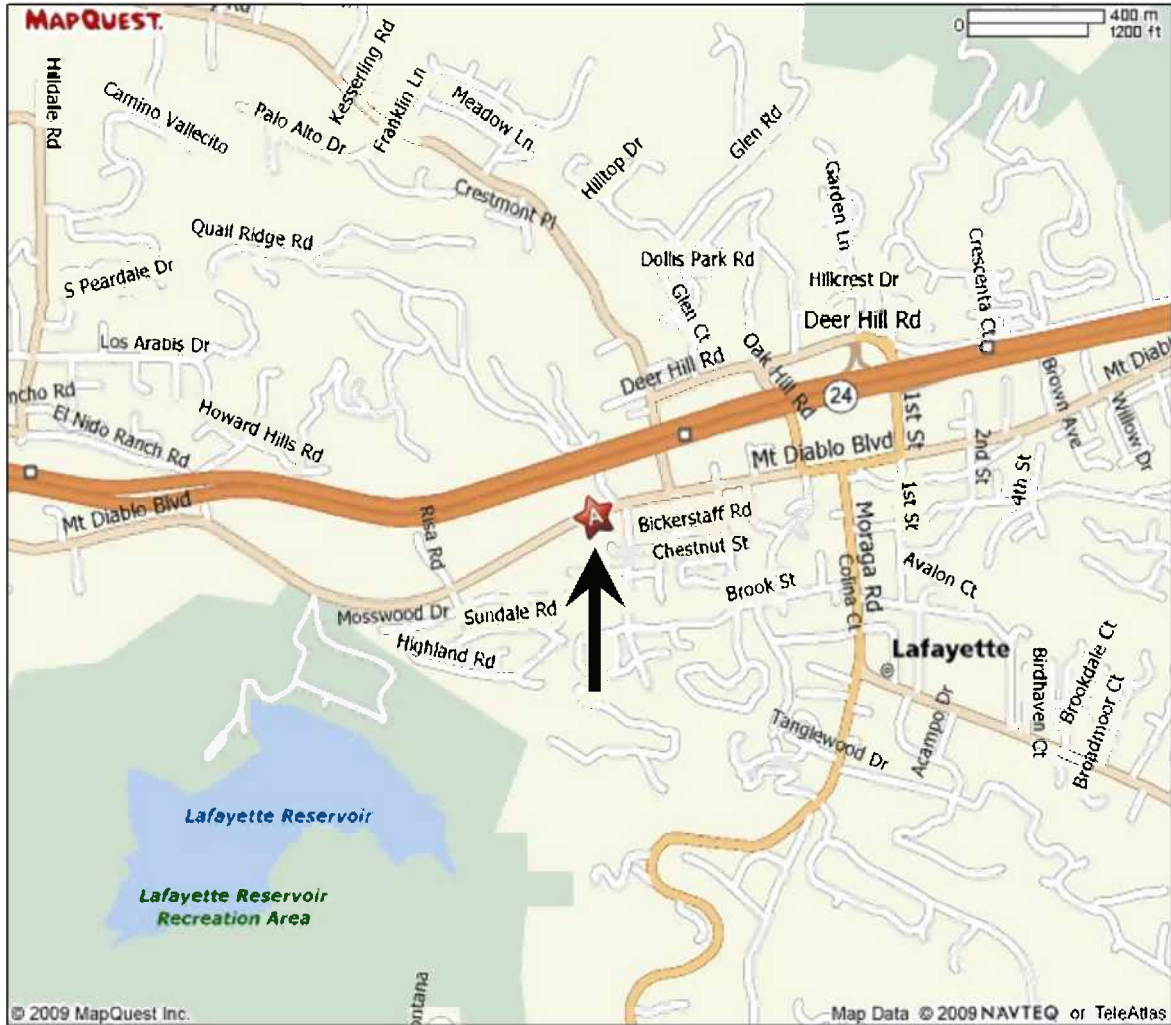
SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

Lafayette City Offices, Room 240

3675 Mt. Diablo Boulevard

Lafayette, CA 94549



ATTACHMENT 5.A



SWAT

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SUMMARY MINUTES

July 6, 2009 – 3:00 p.m.

Lafayette City Offices, Room 240

3675 Mt. Diablo Boulevard

Lafayette, CA

Committee Members Present: Don Tatzin, City of Lafayette; Newell Arnerich, Town of Danville; Mike Metcalf, Town of Moraga. Gayle Uilkema, Contra Costa County arrived at 3:12 p.m.; Amy Worth, City of Orinda arrived at 3:20 p.m. **Absent:** Dave Hudson, City of San Ramon

Staff members present: Lisa Bobadilla, Lori Salamack, Richard Yee, Andy Dillard

Others present: Brad Beck, CCTA; Cheryl Nevares, Caltrans; Charles Hogle, CCTA-CAC,

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting was officially called to order at 3:12 p.m. as a quorum was reached with the arrival of Committee Member Uilkema.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes.
 - 4.A **SWAT Meeting Schedule for remainder of 2009:** The Committee agreed to reschedule the Monday, September 7th SWAT meeting to Monday, September 14th due to the Labor Day holiday. It was reaffirmed that there will not be a SWAT meeting in August.

ACTION: Worth/Arnerich/unanimous
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT minutes of May 4, 2009
ACTION: Worth/Metcalf/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Review of the *Draft 2009 Countywide Bicycle and Pedestrian Plan*:

The Committee received a presentation from Authority staff on the *Draft 2009 CBPP*. Final comments are due to the Authority by August 5th.

Committee Member Uilkema suggested that the *CBPP* should address mass bicycle rides and events, which have seen an increase in popularity throughout the County and which can often create traffic safety hazards, and that this type of bicycle usage should be considered in future project selection criteria.

Chair Tatzin asked staff to explain and further define routine accommodation and complete streets principles as stated in the *CBPP*, as it was unclear as to what exactly these concepts and principles are, and what requirements they may impose in determining funding for future projects.

Committee Member Worth suggested that the plan should place a greater emphasis on safe routes to transit.

Committee Member Metcalf expressed a concern that smaller jurisdictions may have challenges in handling or managing involved federal funding requirements for small bicycle and pedestrian oriented projects, and that perhaps priority should be given to, or at least considered for, small jurisdictions when awarding Measure J funds for bicycle and pedestrian projects.

ACTION: None

6.B Status Update on the I-680 Rehabilitation and Southbound HOV Extension Project:

Ms. Cheryl Nevares, Project Manager with Caltrans District 4, gave a detailed presentation on the upcoming rehabilitation and southbound HOV extension project scheduled for construction in spring 2010.

ACTION: None

6.C Update on TRANSPAC response to comments submitted by the City of Lafayette on the Central County Action Plan:

TRANSPAC submitted a letter dated June 23, 2008 in response to Lafayette's letter of May 31, 2009 which had requested a more thorough response from TRANSPAC on Lafayette's initial comments of the Central County Action Plan. The Committee discussed TRANSPAC's suggestion for all interested parties to consider developing a scope of work for a traffic management plan for the Pleasant Hill Road corridor, and agreed that further discussions need to take place before such a study is developed.

ACTION: None

6.D Consider draft letter to the State of California on behalf of SWAT concerning the State Administration's proposed redirection of local gas tax subvention funds:

The Committee moved to submit a letter to the State Budget Conference Committee on behalf of the SWAT region opposing the State Administration's latest proposal to redirect local gas tax revenues for purposes of balancing the State budget.

ACTION: Arnerich/Worth/unanimous

7. WRITTEN COMMUNICATIONS:

The following written communication items were made available. There were no comments from the Committee:

- SWAT 511 Contra Costa TDM Program Monthly Update
- Authority letter of receipt of SWAT comments on the Draft 2009 CTP
- Summary of Actions from the 5/21/09 and 6/19/09 CCTA Board Meetings
- City of Lafayette Notice of Preparation of Draft EIR for Downtown Lafayette Specific Plan
- City of San Ramon – Request for Comments for a proposed project located at 2017 San Ramon Valley Boulevard
- City of San Ramon – Request for Comments for a proposed project located at 19251 San Ramon Valley Boulevard
- Contra Costa County – Notice of Public Hearing for 2009 Housing Element Update, Contra Costa General Plan, 2005-2020

ACTION: None

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

ACTION: None

9. ADJOURNMENT: The next meeting is scheduled for **Monday, September 14, 2009** at the Lafayette City Offices, Room 240, 3675 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by Chair Tatzin at approximately 4:35 p.m.

Staff Contact:

Andy Dillard

(925) 314-3384 PH

(925) 838-0360 FX

adillard@ci.danville.ca.us

ATTACHMENT 6.A



SWAT

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

DATE: September 14, 2009

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: 2009 Measure J Strategic Plan Update

At the April 6, 2009 SWAT meeting, the Contra Costa Transportation Authority (“Authority”) reported that due to the recent economic downturn, the 2009 Measure J Strategic Plan is faced with a \$204 million shortfall (in escalated dollars) for programmed Capital Projects that are funded within the first seven years of the program. The projected shortfall is due to a combination of a reduction in projected Measure J sales tax revenues and an increase in bond debt service costs. The Authority had asked each RTPC to consider measures in which to help offset this projected shortfall. Specifically, the Authority asked the RTPCs to identify and recommend deferring programmed funding of Measure J Strategic Plan Projects and/or Programs within their respective sub-regions through FY 2015.

At the May 5, 2009 SWAT meeting, it was reported that the Authority would be delaying the adoption of the 2009 Measure J *Strategic Expenditure Plan* for several more months, or through the end of the calendar year, in order to allow more time to analyze and collect more accurate data on future revenue projections, given the instability of the economic climate. The SWAT Committee agreed to revisit this item when more financial information was available and a new adoption date was determined.

IMPACTS TO SOUTHWEST COUNTY

At the August SWAT TAC meeting, Authority staff presented updated financial information regarding Measure J revenues (see attached slide presentation), where sales tax revenues over the next 25 years are estimated to be \$1.55 billion, down from the initial Strategic Plan’s projected \$1.98 billion, which is approximately 23%. For FY2009, revenues are down 15.3% from FY2008 levels, based on 2004 dollars.

As such, the Authority reported that the overall funding cap on “Project Categories” in the proposed *2009 Strategic Expenditure Plan* is now projected to be at 66% in order to account for a 23% reduction in Measure J revenues and higher debt service costs. Due to the required cap restrictions on the Caldecott Tunnel project (no lower than 83% cap) and the State Route 4 East Widening Project (no lower than 90% cap), the regions other projects within the “Project Categories” must be capped accordingly to maintain an overall 66% cap. What this translates to for the SWAT region is that the remaining projects listed in the “Project Category” for the region would have to be capped at 42% in order to meet the overall 66% cap (see slide 24 of presentation).

Impacts on “Program Categories” are similar, where estimated funding levels will be approximately 23% less than what was initially estimated in the initial Strategic Plan approved in 2007 (\$237M v. \$185M). Based on this information, the Authority has requested input from RTPC’s regarding recommendations on indentifying possible projects for deferral through FY2015, consideration and/or recommendations on any funding cap level adjustments for projects within their respective regions, or recommendations on any “Program Category” funding shifts to capital projects. Because of the SWAT region bearing a portion of the cost of the Caldecott Tunnel project, and given the limited amount of other capital projects listed in the *Strategic Plan* for the region, the SWAT TAC concurred that the above recommendations for RTPC consideration are not feasible for the SWAT region.

The adoption of the final *2009 Strategic Expenditure Plan* is tentatively scheduled for December 2009 (given the delay in adoption, will be adopted as the *2010 Strategic Expenditure Plan*). With the latest Measure J revenue projections available, the Authority will be soliciting input from RTPC’s through October.

RECOMMENDATION

Given the reported Measure J revenues and revised funding caps for “Project Categories” as currently estimated for the 2010 Measure J *Strategic Expenditure Plan*, consider the Authority’s request for input from RTPC’s on the following areas of project and/or program expenditure reductions or deferrals, if any:

- a) Identify projects to be delayed beyond FY2015 based on region’s proportional share;
- b) Recommend if certain projects in the region’s project categories can be capped more than others;
- c) Recommend if region’s funding for certain programs (e.g. Sub-Regional Needs or TLC) can be shifted to create more funding for projects within the same region.

As discussed at the August SWAT TAC meeting, staff recommends that none of the above recommendations be considered for the SWAT region, and that the current funding levels as shown by the Authority be incorporated into the *2010 Measure J Strategic Expenditure Plan*.

Staff Contact:

Andy Dillard, Town of Danville

Phone: (925) 314-3384

Email: adillard@ci.danville.ca.us



MEASURE J STRATEGIC PLAN UPDATE

Presentation to SWAT

Sept 14, 2009



Measure J

- Approved by Contra Costa voters in November 2004
- Extends **½ cent Transportation Sales Tax** for 25 years
- **Effective April 1, 2009** through March 31, 2034
- Originally Measure J projected to generate an estimated **\$2 Billion** in sales tax revenues for transportation projects/ programs.
- **Assigns funding** for specific projects in Expenditure Plan (in 2004 dollars).
- Sub-regional Funding in **Expenditure Plan** was based on projected 2020 population.

Capital Project Categories

in Measure J Expenditure Plan (ORIGINAL)

Distribution of Funding By Sub region

Funding Categories	Millions \$	Distribution of Funding By Sub region				
		Central (a)	West (b)	SW (c)	East (d)	
1. Caldecott Tunnel Fourth Bore	\$125	\$62.5		\$62.5		
2. BART - East Contra Costa Rail Extension	150				150.0	
3. State Route 4 East Widening	125				125.0	
4. Capitol Corridor Improvements including Rail Stations at Hercules and Martinez	15	7.5	7.5			
5. East County Corridors: Vasco, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5				94.5	
6. Interchange Improvements on I-680 & State Route 242	36	36.0				
7. I-80 Carpool Lane Extension and Interchange Improvements	30		30.0			
8. I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	75.0		25.0		
9. Richmond Parkway	16		16.0			
10. BART Parking, Access and Other Improvements	41	12.0	15.0	3.0	11.0	
19. Additional Bus Transit Enhancements	1.3		1.3			
24. Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	48.0		14.4	18.0	
27. Capitol Corridor Rail Station Improvements at Martinez	2.5	2.5				
Total	\$816.7	40.8 %	243.5	69.8	104.9	398.5

Programs in Measure J Expenditure Plan

Distribution of Funding By Sub-region

Funding Categories	Millions \$	%	Distribution of Funding By Sub-region			
			Central (a)	West (b)	SW (c)	East (d)
11 Local Streets Maintenance & Improvements	\$360	18.0%	108.0	\$ 82.8	\$79.2	\$90.0
12 Transportation for Livable Communities Project Grants	100	5.0%	29.0	24.0	18.0	29.0
13 Pedestrian, Bicycle and Trail Facilities	30	1.5%	2.5	2.5	2.5	2.5
14 Bus Services	100	5.0%	24.0	52.0	15.0	9.0
15 Transportation for Seniors & People with Disabilities	100	5.0%	25.0	35.0	17.0	23.0
16 Express Bus	86	4.3%	20.0	40.0	20.0	6.0
17 Commute Alternatives	20	1.0%	5.8	4.8	3.6	5.8
18 Congestion Management, Transportation Planning, Facilities & Services	60	3.0%	n/a	n/a	n/a	n/a
19 Additional Bus Transit Enhancements	67.2	3.36%	24.0	43.2		
20 Additional Transportation for Seniors and People with Disabilities	23	1.2%	10.0	13.0		
21 Safe Transportation for Children	90.9	4.5%	10.0	14.5	66.4	
22 Ferry Service in West County	45	2.3%		45.0		
23 Additional Local Streets and Roads Maintenance & Improvements	41.8	2.1%	20.0	11.0	10.8	
25 Additional Transportation for Livable Communities Project Grants	8	0.4%		8.0		
26 Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.0%		0.8		
28 Sub-regional Transportation Needs	30.6	1.5%	16.2	6.0	4.7	3.7
29 Administration	20	1.0%	n/a	n/a	n/a	n/a
TOTAL	\$1183.3	59.2%	\$294.5	\$382.6	\$237.2	\$169



Programs v. Project Categories

- Programs receive annual revenue stream based on set percentages in Measure J Expenditure Plan
Fluctuations in sales tax revenues on year to year basis will be reflected in the annual program distributions.
- Project Categories receive a fixed amount (subject to funding caps) in 2004 \$ that will escalate based on Bay Area CPI (inflation)
- Expenditure Plan did not contain a line item for project financing or contingency for revenue reductions.



Measure J Strategic Plan

- Blueprint for delivering Measure J Capital Projects
- Anticipates funding needs and availability between FY2008 and FY2015
- Commits funding for specific Measure J Projects in specific years – “Program of Projects”
- Authority uses “Program of Projects” to appropriate Measure J funds to Capital Projects



Measure J Strategic Plan

- Authority approved the first Measure J Strategic Plan in December 2007
- At that time, estimated sales tax revenues for next 25 years was \$1.98B (in 2004 dollars)
- Affirmed capacity to issue 3 bonds:
 - \$300M in Sept 2009
 - \$150M in FY2012
 - \$138M in FY2015 – eBART specific
- Excluded East County from competing for future State STIP funding (2012 – 2020 STIP cycles) in return for dedicating 3rd bond to eBART.
- Imposed funding caps on all Project Categories to pay for debt service on proposed bonds.

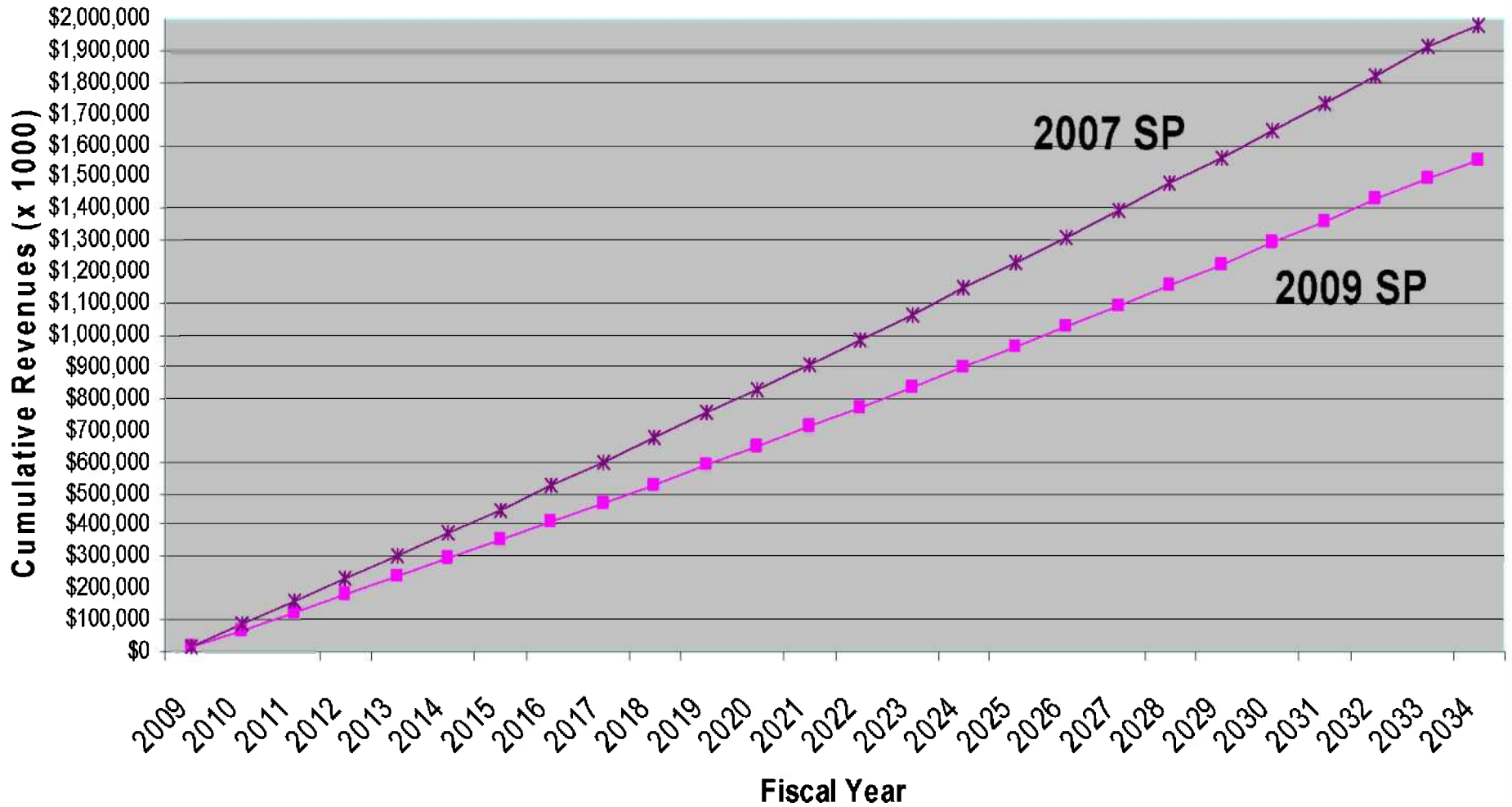


What Changed?

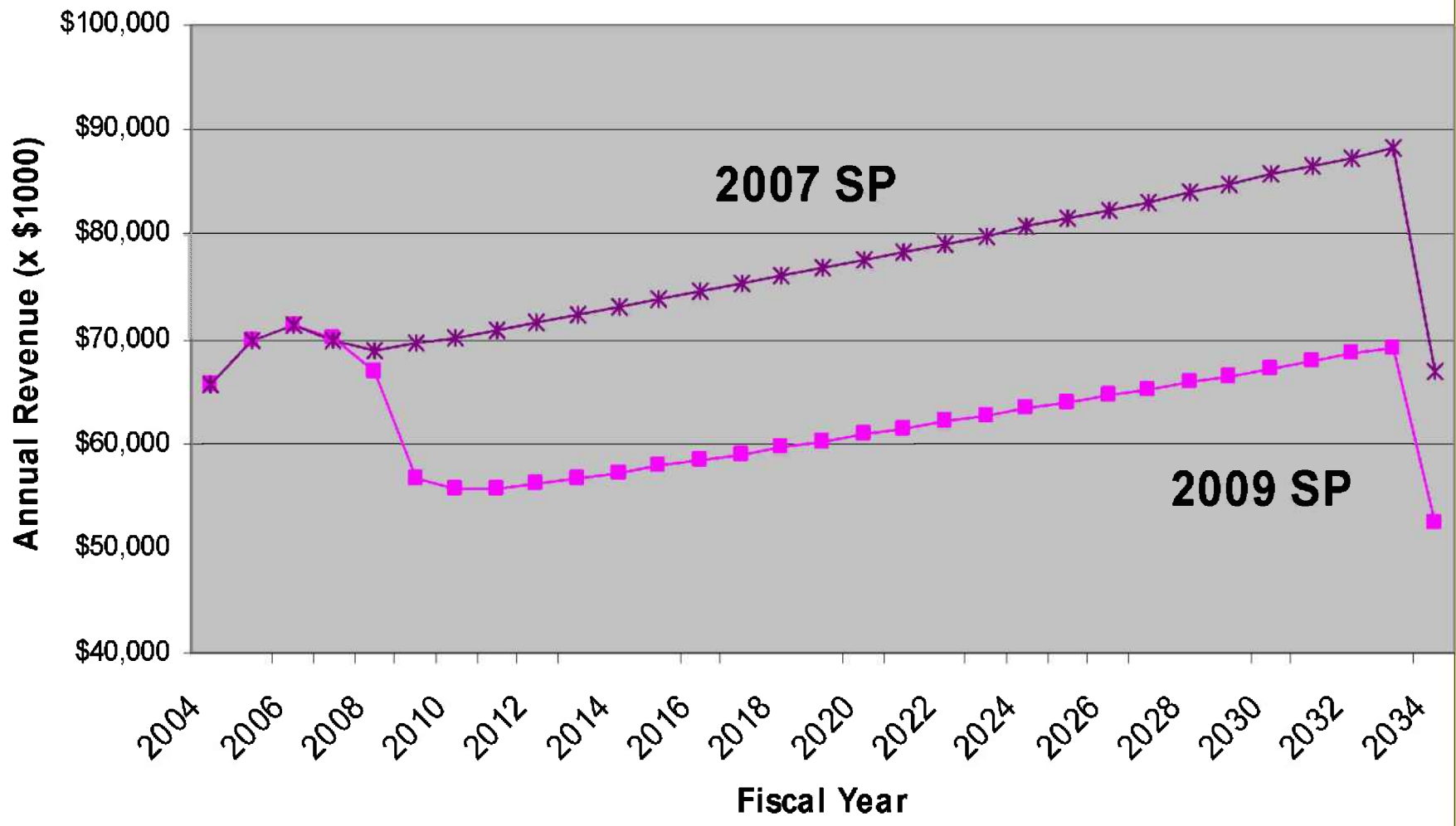
Revenues Down

- Sales tax revenues for next 25 years estimated to be 23% less (\$1.55B v \$1.98B in 2004 dollars)
- Revenues have not been this low since FY2003
- FY2009 revenues are down 15.3% in 2004 dollars from FY2008

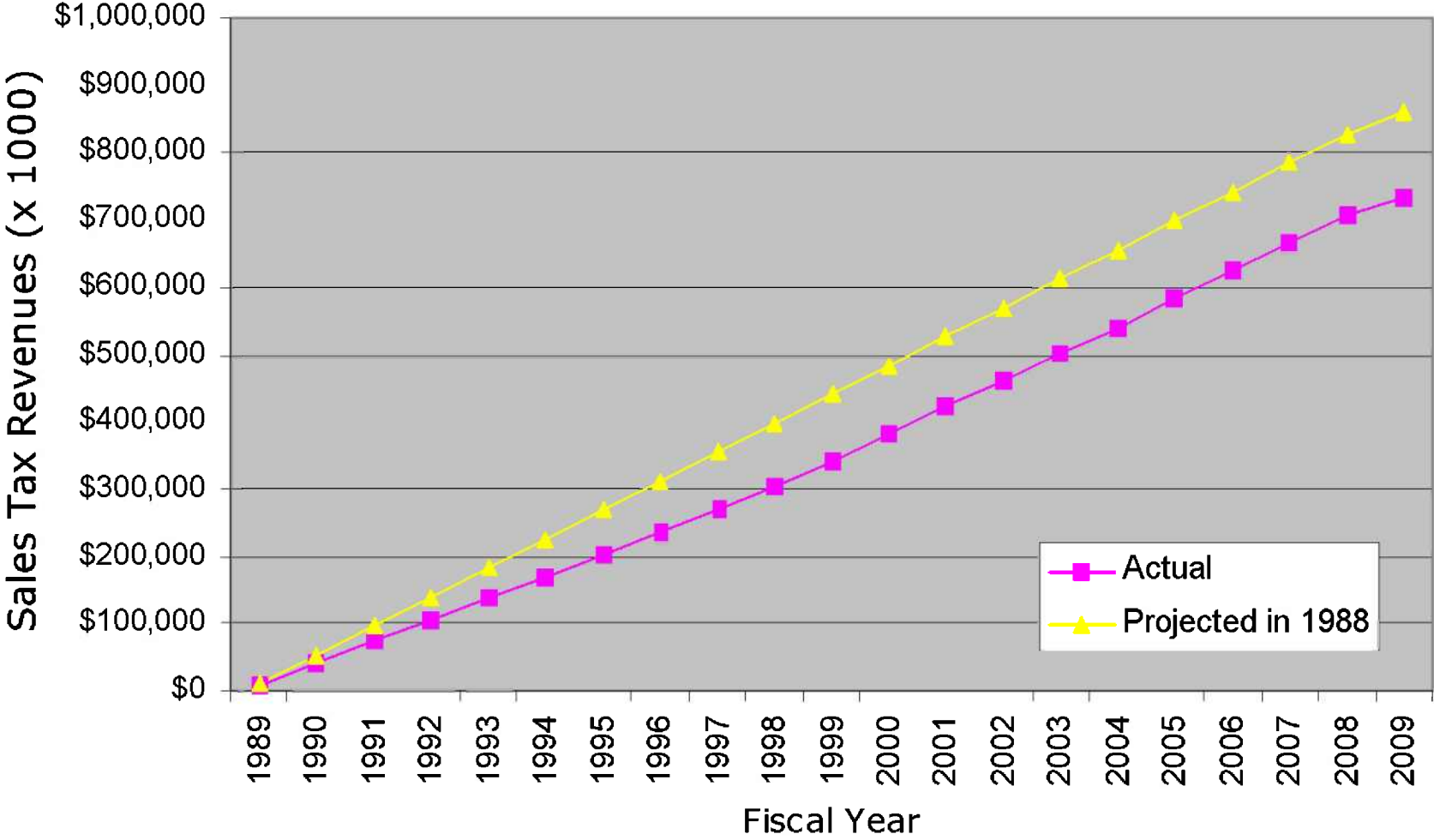
MEASURE J Revenue Projections (2004 dollars)



Annual Sales Tax Revenues (2004 dollars)



Measure C Revenues (1988 dollars)





What Changed?

Credit Crunch

- Debt Service on proposed bonds is higher leaving less funds for projects
- Bond Insurance adds no value – new requirement to reserve funds for debt service results in less proceeds available for projects in short term (~\$49 million)



What Changed?

Housing Market Collapse

- Developer fees dried up – committed to complete funding of Measure J projects
- East County Fees (ECCRFFA) committed \$80M to SR4 East widening
- Only ~\$30M out of \$80M estimated to be available within project timeframe leaving \$50 million funding gap on SR4 East widening



What Changed?

Better Bids, Lower Costs

- More competition for construction jobs
- Lower bids lessening impact of funding shortfalls
- Lower unit prices for materials
- Lower costs to acquire right-of-way for major projects



Impacts to Projects

Short-term:

- Less funds available to carry out projects in the next 6 years
- Some projects need to be delayed

Long-term:

- Overall funding for “Project Categories” must be capped at ~66% to account for 23% reduction in revenues and higher debt service
- Less funding will be available for projects



Impacts to Bonding Capacity

- Four bonds are now planned based on project cashflow needs and debt capacity (*par amounts shown below*):
 - \$200M on Sept 23, 2009 (BAN)
(followed by \$221M take out bond in 2010)
 - \$92M in 2011
 - \$168M in 2012
 - **\$26M in 2015** (eBART specific), *compared to \$138M estimated in 2007*



Impacts to Programs

- Fluctuations in sales tax revenues on year to year basis will be reflected in the annual program distributions (*automatic cap*)
- Program funding levels will be 23% less than Expenditure Plan (\$917M v. \$1183M)
- Impacts on individual programs shown next

Revised Funding Estimates for Measure J Programs

Funding is based on revised revenue forecast of \$1.55B in 2004 dollars

Revised Distribution of Funding By Sub-region

Id	Funding Categories	Millions \$	Millions \$	Central	West	SW	East
		ORIGINAL	REVISED	(a)	(b)	(c)	(d)
11	Local Streets Maintenance & Improvements	\$360	\$279.08	\$ 83.72	\$ 64.19	\$61.4	\$69.77
12	Transportation for Livable Communities Project Grants	100	77.52	21.60	17.73	15.02	23.18
13	Pedestrian, Bicycle and Trail Facilities	30	23.26	1.94	1.94	1.94	1.94
14	Bus Services	100	77.52	18.61	40.31	11.63	6.98
15	Transportation for Seniors & People with Disabilities	100	77.52	19.38	27.13	13.18	17.83
16	Express Bus	86	66.67	15.50	31.01	15.50	4.65
17	Commute Alternatives	20	15.50	4.50	3.72	2.79	4.50
18	Congestion Management, Transportation Planning, Facilities & Services	60	46.51	n/a	n/a	n/a	n/a
19	Additional Bus Transit Enhancements	67.2	52.11	18.60	33.51		
20	Additional Transportation for Seniors and People with Disabilities	23	17.83	7.75	10.08		
21	Safe Transportation for Children	90.9	70.47	7.75	11.24	51.48	
22	Ferry Service in West County	45	34.88		34.88		
23	Additional Local Streets and Roads Maintenance & Improvements	41.8	32.40	15.50	8.53	8.37	
25	Additional Transportation for Livable Communities Project Grants	8	6.20		6.20		
26	Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.62		0.62		
28	Sub-regional Transportation Needs	30.6	23.72	12.56	4.65	3.64	2.87
29	Administration	20	15.4	n/a	n/a	n/a	n/a
	TOTAL	\$1183.3	\$917.24	\$227.41	\$295.74	\$184.95	18 \$131.73

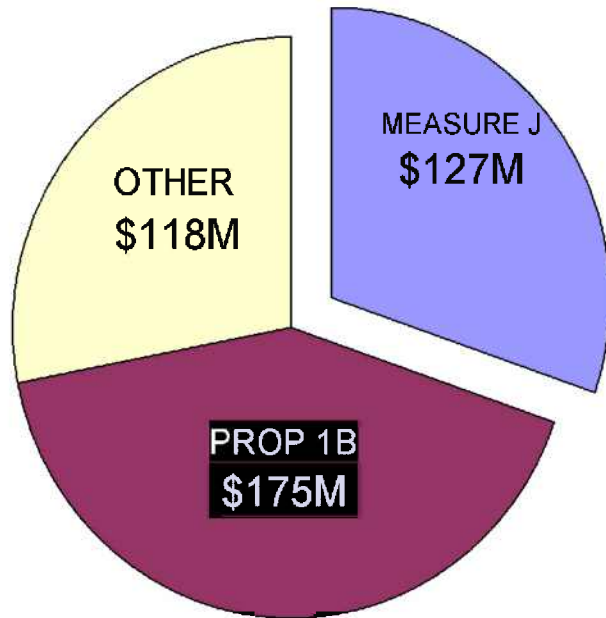


Input Requested from Regions

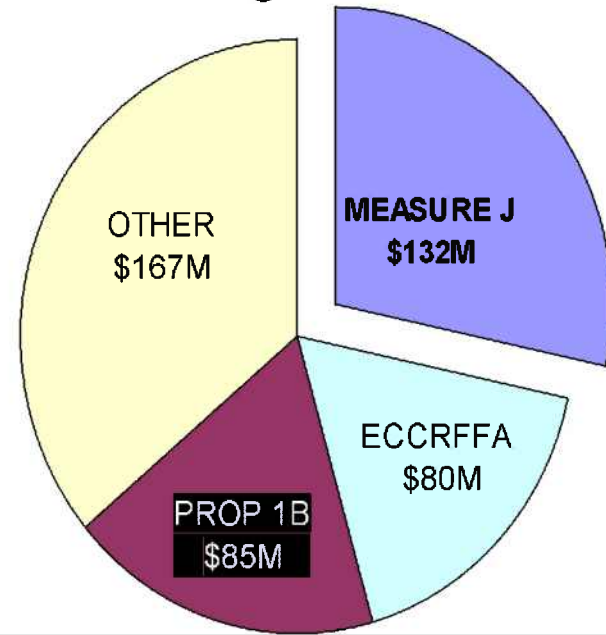
- Identify projects to be delayed beyond FY2015 based on region's proportional share
- Recommend if certain region's project categories can be capped more than others
- Recommend if region's funding for certain programs (e.g. Sub-regional Needs or TLC) can be shifted to create more funding for projects in same region

Constraint 1: “Legal” Commitments of Measure J Funds

Caldecott Tunnel



SR4 East Widening: Somersville to 160



Prop 1B (state bonds) funding commitments **predicated** on specific amounts of Measure J funds. Therefore funding caps cannot be lower than 83% on *Caldecott*, and 90% on *SR4 East*.

Constraint 2: Funding Caps By Sub-region

- Overall funding cap on “Project Categories” must be at ~66% to account for 23% reduction in revenues and higher debt service
- Because caps on *Caldecott*, *SR4 East*, & *East County Corridor* need to be >66% due to prior commitments, other project categories in same region have to be capped at <66%
- Aggregate funding cap for Project Categories in East County will be <66% since eBART would bear the entire 4th bond debt service cost (\$4.6M)

Central County	66.6%
West County	66.6%
Southwest County	66.6%
East County	65.4%

West County Projects

Measure J Strategic Plan Summary

(x \$1000)

PROJECT DESCRIPTION	Expenditure Plan Amounts in 2004\$	% Cap Set	Capped Expenditure Plan Amounts in 2004\$	Capped Expenditure Plan Amounts in Esc \$
Capitol Corridor Improvements <i>West County</i>	\$ 7,500	66.6%	4,995	5,891
I-80 Carpool Lane Extension and Interchange Improvements	\$ 30,000	66.6%	19,980	24,030
Richmond Parkway	\$ 16,000	66.6%	10,656	12,502
BART Parking, Access and Other Improvements <i>West County</i>	\$ 15,000	66.6%	9,990	12,814
Additional Bus Transit Enhancement (capital part of a hybrid program)	\$ 1,274	66.6%	848	1,018
<i>West County TOTALS</i>	\$ 69,774	66.6%	46,469	56,256

Central County Projects

Measure J Strategic Plan Summary

(x \$1000)

PROJECT DESCRIPTION	Expenditure Plan Amounts	% Cap Set	Capped Expenditure Plan Amounts	Capped Expenditure Plan Amounts
	in 2004\$		in 2004\$	in Esc \$
Caldecott Tunnel 4th Bore*	\$ 125,000/2	83.3%	104,176/2	127,000/2
Capitol Corridor Improvements <i>Central County</i>	\$ 7,500	90.0%	6,750	7,685
Interchange Improvement on I-680 and SR4	\$ 36,000	42.5%	15,300	19,796
I-680 Carpool Lane Gap Closure and Transit Corridor Improvements <i>Central County</i>	\$ 75,000	42.5%	31,875	41,497
BART Parking, Access and Other Improvements <i>Central County</i>	\$ 12,000	90.0%	10,800	13,660
Major Streets, Traffic Flow and Safety Improvements <i>Central County</i>	\$ 48,000	90.0%	43,200	54,636
Capitol Corridor Rail Station Improvements at Martinez	\$ 2,500	90.0%	2,250	2,602
Central County TOTALS	\$ 243,500	66.6%	162,263	203,375

* only half is attributed to Central County

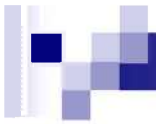
Southwest County Projects

Measure J Strategic Plan Summary

(x \$1000)

PROJECT DESCRIPTION	Expenditure Plan Amounts	% Cap Set	Capped Expenditure Plan Amounts	Capped Expenditure Plan Amounts
	in 2004\$		in 2004\$	in Esc \$
Caldecott Tunnel 4th Bore*	\$125,000/2	83.3%	104,176/2	127,000/2
I-680 Carpool Lane Gap Closure and Transit Corridor Improv. <i>Southwest County - Norris Canyon HOV ramps</i>	\$ 25,000	42.0%	10,500	13,708
BART Parking, Access and Other Improvements <i>Southwest County</i>	\$ 3,000	42.0%	1,260	1,657
Major Streets, Traffic Flow and Safety Improvements <i>Southwest County</i>	\$ 14,400	42.0%	6,052	7,959
Southwest County TOTALS	\$ 104,900	66.6%	69,900	86,824

* only half is attributed to Southwest County



Tentative Schedule

- **Sept 09:** Authority Issues First Bond and reviews Strategic Plan Revenue Estimates
- **Oct 09:** Input from RTPCs on priorities (SWAT, TRANSPLAN pending)
- **Nov 09:** Review Draft 2010 Strategic Plan
- **Dec 09:** Adopt Final 2010 Strategic Plan

ATTACHMENT 7



SWAT


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

MEMORANDUM

DATE: September 14, 2009
TO: SWAT
FR: Darlene Amaral, SWAT TDM Analyst
RE: 511 Contra Costa Countywide Program Review 2006 - 2008

Attached is the 2006 – 2008 511 Contra Costa Countywide Program Review. This program review provides program results, including VMT reductions and GHG emissions reductions, participant data and financials on the 511 Contra Costa programs.

If you have any questions, please contact me at 925-973-2655 or Lisa Bobadilla at 925-973-2651.



511 Contra Costa Countywide Program Review
2006 - 2008



EXECUTIVE SUMMARY

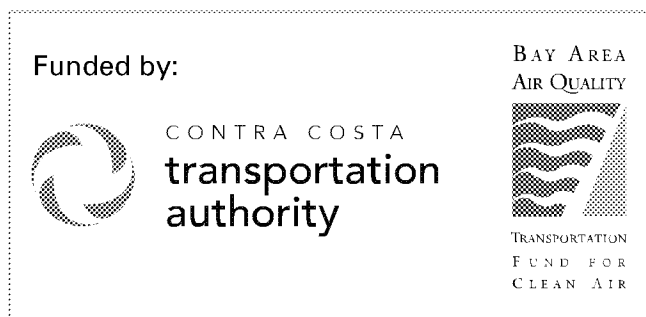
Since the 1980s Contra Costa has been a leader in the development and implementation of Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs. Under the current brand known as "511 Contra Costa," staff implement countywide and local programs that reduce vehicle miles traveled (VMT) and green house gas emissions (GHG) as part of the Contra Costa Growth Management Program, the Congestion Management Program and other legislative mandates (AB 32 and SB 375).

Each jurisdiction in the County is required to have a TSM ordinance or resolution which includes a commitment to promote alternatives to the single occupant vehicle to reduce VMT. With oversight from the Regional Transportation Planning Committees and the Contra Costa Transportation Authority, 511 Contra Costa has the responsibility to provide TDM programs on behalf of the twenty local jurisdictions. Offices are located in San Ramon, Pleasant Hill and San Pablo.

Beginning with the Federal and California Clean Air Acts of 1990/1998; the 1990 Congestion Management legislation (Proposition 111); the Bay Area Air Quality Management District's (BAAQMD) Regulation 13, Rule 1 in 1992 and its rescission in 1995, TDM has flourished over the past two decades. VMT and GHG emission reduction statistics are exemplary in the 511 Contra Costa programs.

This Program Review provides program results, including VMT reductions and GHG emissions reductions, participant data and financials on the 2006-2008 511 Contra Costa programs.

For more information about the 511 Contra Costa Programs, visit www.511contracosta.org.



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Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) is the oversight agency funding the 511 Contra Costa TDM programs. The TDM programs are first approved by the Regional Transportation Planning Committees (which include SWAT, TRANSPAC, TRANSPLAN and WCCTAC). CCTA annually approves TDM funds from sources including: half-cent sales tax funds, the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) and the Metropolitan Transportation Commission (MTC) Congestion Mitigation and Air Quality (CMAQ) program funds. In addition, MTC has delegated Employer Outreach activities in Contra Costa County to 511 Contra Costa through 2010.

Three sub-regional offices administer the 511 Contra Costa programs: the SWAT 511 Contra Costa Program, the TRANSPAC/TRANSPLAN 511 Contra Costa Program and the WCCTAC 511 Contra Costa Program. Due to these collaborative programs, the overall 511 Contra Costa program is able to provide a coordinated approach to TDM in the county, while allowing for responsive project planning at the local level.

511 Contra Costa Data Collection and Reporting

Biennially, 511 Contra Costa staff prepares a report for insertion into the TDM/TSM section of each Contra Costa jurisdiction's Growth Management Compliance Checklist, a requirement for receiving Measure C/J "Return to Source" funds. In addition, the 511 Contra Costa staff works with the twenty Contra Costa jurisdictions to implement actions

in the sub-regional Action Plans for Routes of Regional Significance, and provides assistance for the Municipal and Community Climate Action Plans to reduce greenhouse gas emissions. The 511 Contra Costa staff has provided expertise to Contra Costa jurisdictions on land use planning, the use of alternative modes of travel near BART stations, and to substantiate information provided by transportation consultants.

Three Sub-Regional 511 Contra Costa Offices:

SWAT

The Southwest Area Transportation Committee represents the towns of Danville and Moraga and the cities of Lafayette, Orinda, San Ramon, and the unincorporated areas of Southwest Contra Costa County.

SWAT 511 Contra Costa Program

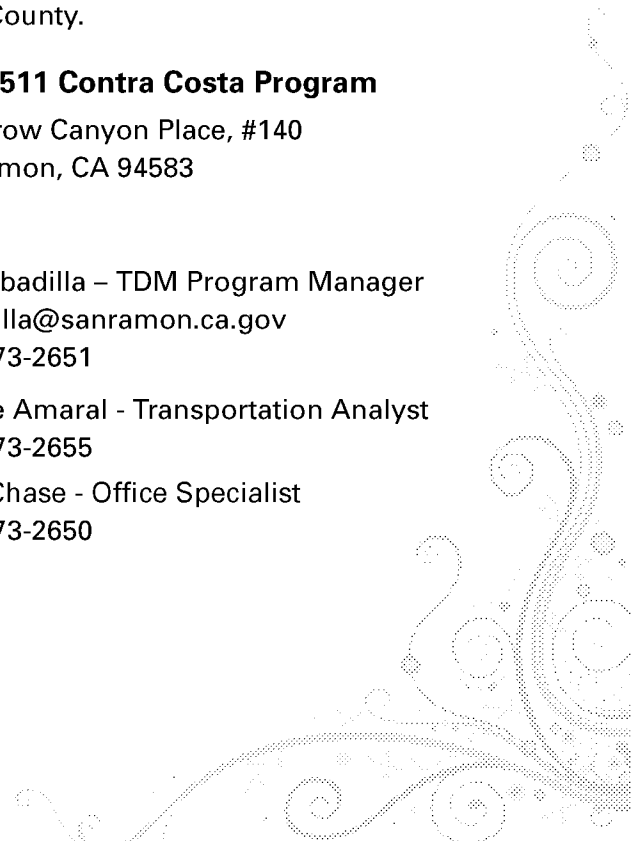
3180 Crow Canyon Place, #140
San Ramon, CA 94583

Staff:

Lisa Bobadilla – TDM Program Manager
lbobadilla@sanramon.ca.gov
(925) 973-2651

Darlene Amaral - Transportation Analyst
(925) 973-2655

Leslie Chase - Office Specialist
(925) 973-2650



OVERSIGHT AGENCIES AND STAFF

TRANSPAC/TRANSPLAN

The Transportation Partnership and Cooperation Committee (TRANSPAC) and the Transportation Planning Committee (TRANSPLAN), represents the Central and East County cities of Antioch, Brentwood, Clayton, Concord, Martinez, Oakley, Pittsburg, Pleasant Hill, Walnut Creek and unincorporated areas of Central and East Contra Costa County.

Barbara Neustadter, TRANSPAC Manager

John Cunningham, TRANSPLAN staff

TRANSPAC/TRANSPLAN 511 Contra Costa Program

2300 Contra Costa Blvd., Suite 360
Pleasant Hill, CA 94523

Staff:

Lynn Overcashier – TDM Program Manager
Lynn@511contracosta.org
(925) 969-0841, ext. 202

Corinne Dutra-Roberts - Program Supervisor

Matt Wood – Project Manager

Leona Gee – Project Manager

Connie Peterson – Office Manager

WCCTAC

The West Contra Costa Transportation Advisory Committee represents the cities of El Cerrito, Hercules, Pinole, Richmond, San Pablo and unincorporated areas of West Contra Costa County, as well as AC Transit, BART, and WestCAT.

Christina Atienza, Executive Director

WCCTAC 511 Contra Costa Program:

13831 San Pablo Avenue
San Pablo, CA 94806

Staff:

Linda Young – TDM Program Manager
linday@ci.san-pablo.ca.us
(510) 215-3008

Nancy Cuneo – Admin. Analyst/Office Manager

Valerie Lipscomb – Administrative Clerk

COMPREHENSIVE INCENTIVE PROGRAM

Comprehensive Incentive Program (CIP)

The Comprehensive Incentive Program includes the Countywide Carpool and Transit Incentive Programs and the Central/East County SchoolPool programs. In order to provide more administrative efficiency, these three programs were bundled together beginning in FY 2007/08.

FY 2007/2008 CIP Program Highlights

Participants: 5,211
Vehicle trips reduced: 927,212
Vehicle miles traveled (VMT) reduced:
22,052,223
CO 2 emissions reduced: 10,266 tons
Program cost: \$682,236

Countywide Carpool Incentive Program

The Countywide Carpool Program, as one of the three elements of the Comprehensive Incentive Program, provides incentives for commuters driving to, from and through Contra Costa County. Commuters are required to form or join a carpool to be eligible to receive financial incentives valued at \$60, as a one-time only offer. Staff also works in cooperation with BART and MTC's 511 Regional Rideshare Program to offer an incentive to those who carpool to BART instead of driving alone.

The CIP program also includes the College Commute Program which promotes carpool ridematching and bus ridership among college students in Contra Costa.

These programs are marketed through employers and directly to the commuting public via city newsletters, worksite transportation and health fairs, Chamber of Commerce publications and the www.511contracosta.org website. A follow-up survey is conducted each year to determine if incentive recipients continued to carpool and if so, how many days per week.

Results From Previous Years' Countywide Carpool Incentive Program:

	FY 2005/06	FY 2006/07
# vehicle trips reduced/day	3,544	3,124
# vehicle miles reduced per year	17,866,160	14,809,068
program cost	\$174,994	\$195,497
CO 2 emissions reduced ¹	7,941 tons	6,643 tons

¹ CO 2 = carbon dioxide

COMPREHENSIVE INCENTIVE PROGRAM

Transit Incentive Program

This project promotes transit use among residents and commuters traveling to, from and through Contra Costa County. Incentives are offered for County Connection, Tri Delta, AC Transit, WestCAT, BART, ACE train, Capitol Corridor, Benicia Breeze, Fairfield/Solano Express, Vallejo Transit, and Wheels/LAVTA. The Transit Incentive Program is promoted via employers, property managers, New Resident packets, advertisements and on the www.511contracosta.org website. Incentives ranged from a \$60 BART pass to a \$240 monthly Capitol Corridor or ACE train pass.



FY 2007/2008 Program Highlights

Participants: 3,708 (1,139 commuters and 2,569 college students)

Follow-up Survey Response Rate: 39%

Majority of participants continued to take transit over 15 months after receiving the incentive

Results From Previous Years' Countywide Transit Incentive Program:

	FY 2005/06	FY 2006/07 ¹
# vehicle trips reduced per day	3,768	22,455
# vehicle miles reduced per year	15,214,618	36,098,104
program cost	\$188,497	\$465,780
CO 2 emissions reduced	6,794 tons	16,019 tons

¹ In May, 2007 an accident forced the closure of the MacArthur Maze section of the I-580 freeway entry to the Bay Bridge. Additional funds were allocated to this program to encourage commuters to take BART and other public transit to avoid driving through this area to get to Oakland or San Francisco.

COMPREHENSIVE INCENTIVE PROGRAM

SchoolPool And School Transit Program (Central/East County)

Very few schools in Contra Costa offer school bus service for the general student population, and more are reducing service each year due to budget cutbacks. As a result, traffic congestion and safety around schools is an increasing problem throughout the County. Free public bus tickets are offered to parents to encourage their children to try transit instead of having a parent drive the student to school. Carpooling is encouraged if transit ridership is not a viable option. SchoolPool brochures are distributed to all public and private schools in the County.



FY 2007/2008 Program Highlights

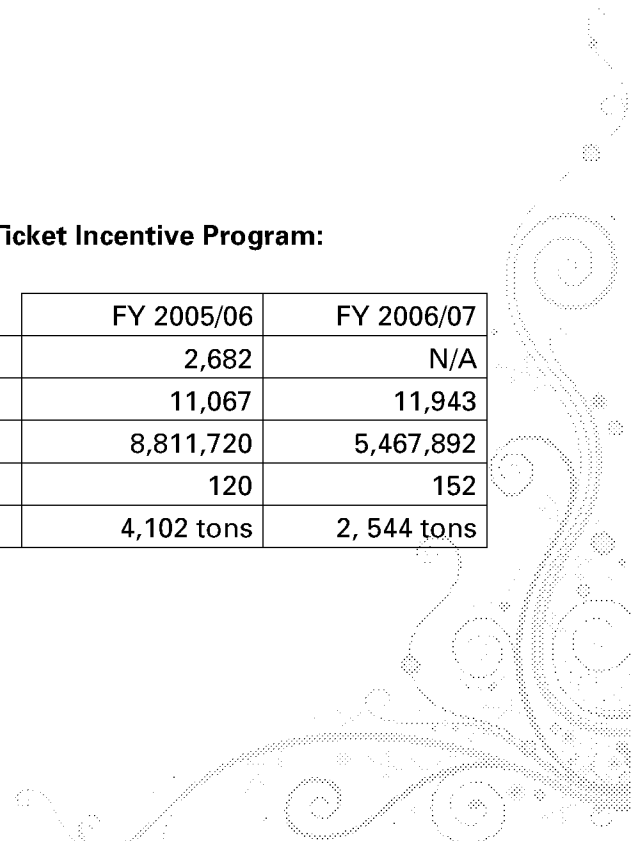
school trips reduced per day: 894

Survey Response Rate: 64%

278 participants continued to take transit seven months after receiving the incentive, and those who didn't, formed carpools instead of driving alone

Results From Previous Years' SchoolPool and School Transit Ticket Incentive Program:

	FY 2005/06	FY 2006/07
# vehicle trips reduced by carpooling students per day	2,682	N/A
# trips reduced by student transit trips per day	11,067	11,943
# vehicle miles reduced	8,811,720	5,467,892
days per year	120	152
CO 2 emissions reduced	4,102 tons	2,544 tons



COUNTYWIDE VANPOOL INCENTIVE PROGRAM

The Contra Costa Countywide Vanpool Incentive Program is designed to encourage drive-alone commuters, with a Contra Costa County origin or destination, to join a vanpool.

Vanpool participants were offered 50% of their vanpool expenses for the first three consecutive months, and new vanpool drivers/coordinators who maintained a vanpool for twelve consecutive months with a minimum of six passengers, received a \$1,000 bonus.

A follow-up survey was conducted to determine the effectiveness of the program, and to gather information about vanpoolers' commutes. Survey questions included:

- Whether the respondent was currently in a vanpool
- What their prior commute mode was
- What commute mode they used to meet the vanpool
- What the average one-way commute distance was
- How they heard about the program.

The survey was distributed to all participating vanpool passengers. The response was 46%, with five individuals randomly selected to receive \$132.00 prize checks for the vanpool commute costs.



Results from the Countywide Vanpool Program:

	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle trips reduced per day (one way)	207	152	115
# vehicle miles reduced per year	1,754,806	1,231,162	1,001,160
program cost	\$80,000	\$90,000	\$83,275
CO 2 emissions reduced	763 tons	519 tons	412 tons

COUNTYWIDE GUARANTEED RIDE HOME PROGRAM

The Countywide Guaranteed Ride Home Program (GRH) offers anyone who works in Contra Costa County and uses a commute alternative to reach the workplace, the option of a free taxi ride or rental car voucher for the trip home in the event of a personal or family illness or injury. Unscheduled overtime and commute vehicle breakdowns are also considered valid emergencies.

Program participants receive a voucher to “pay” for the taxi or rental car. After the participant has used the voucher they complete an Evaluation Questionnaire which asks the nature of the emergency and the quality of the service provided. When the Evaluation Questionnaire is received at the 511 Contra Costa office, another voucher is sent to the participant. Six vouchers per calendar year are available to the participant.

The GRH Program is free of charge to participants and employers in Contra Costa County. The participating employer size ranges from two to more than 2,000 employees.

Over 4,000 participants are enrolled in the Guaranteed Ride Home Program with 605 new enrollments in FY 2007/2008.

FY 2007/2008 Program Highlights

GRH participants reach the workplace by the following methods:

Carpool: 38%

Transit—Bus/BART/Train: 30%

Vanpool: 22%

Bike/Walk: 5%

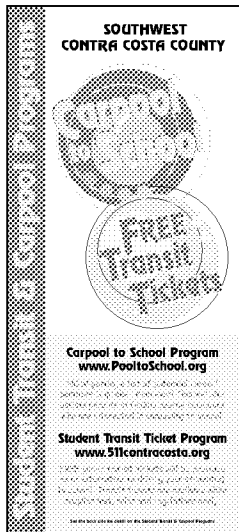
75% of the GRH participants say they normally use a commute alternative four or more days per week.

Results From the Countywide Guaranteed Ride Home Program:

	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle trips reduced per day (one way)	640	560	587
# vehicle miles reduced per year	6,144,000	5,376,000	5,635,200
program cost	\$150,000	\$165,300	\$127,018
CO 2 Emissions Reduced	2,860 tons	2,503 tons	2,623 tons

CARPOOL TO SCHOOL & TRANSIT PROGRAM

Southwest Area Program (SWAT)



The online Carpool to School Ridematching program allows families to use a secure website at www.pooltoschool.org and follow the step-by-step instructions for obtaining a match-list registration form. Once a family registered, a list of other interested parents looking for a carpool is generated. If a family was unable to locate a carpool partner after the first visit to the website, they were advised to try again at

a later date. The ridematching program provides a list of parents within the same neighborhood whose children attend the same school. SWAT staff provide program oversight and was the liaison between the school district, parents, and the community for the on-line Carpool to School Ridematching program.

For those students who did not find a successful carpool match or those who chose to ride public transit, the Student Transit Ticket program provided two 12-ride public bus passes. The passes were distributed at the beginning of the school year to eligible students.

FY 2007/2008 Program Highlights

Carpool to School Ridematching Program

Participants: 1,158

Newly formed carpools: 301 (26%)

% who made fewer trips in a course of a day: 54%

Student Transit Ticket Program

Participants: 1,636

Survey Response Rate: 40%

% of students who used the two 12-ride passes: 77%

Results from the Southwest County School Ridematching Program and Student Transit Program:

	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle trips reduced by carpooling students per day	344	Program not offered	1,158
# trips reduced by student transit trips per day	188	1,500	1,636
# vehicle miles reduced	454,860	531,000	3,017,520
days per year	180	120	120
program cost	\$50,000	\$97,453	\$95,648
CO 2 emissions reduced	212 tons	247 tons	1,405 tons

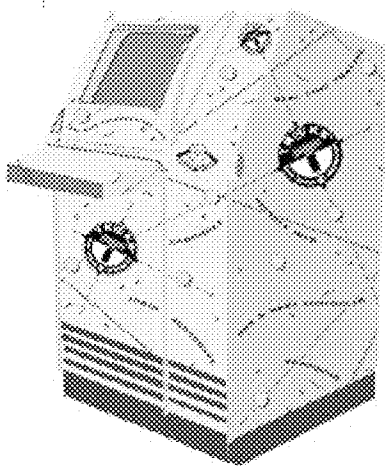
SHOWCASE PROGRAMS

Showcase programs are successful demonstration projects or advertising campaigns that promote the use of commute alternatives. Some of the programs highlighted here have received national recognition.

The original Contra Costa SchoolPool program was developed in 1995 in response to concerns about traffic congestion near schools. SchoolPool promotes carpooling and public transit ridership for elementary, middle school and high school students. The success of the program was highlighted in the 1997 Federal Highway Administration (FHWA) publication "TDM Best Practices."

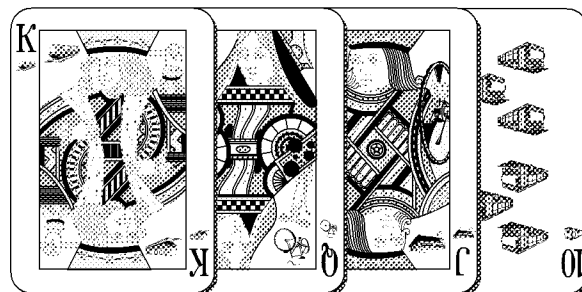
The first Bay Area transportation information website was launched by the TRANSPAC TDM program in 1997 under the TR@KS.org URL.

As part of this project, 22 kiosks with real-time transportation information and touch screen technology were placed at key locations throughout the County.



This project was highlighted for its innovation in the Federal Transit Administration's 1998 publication "Advanced Public Transportation Systems/State of the Art."

The BART Pilot Student Discount Program was developed in response to the BART Board's concern over the fiscal implications of offering discounts to students taking BART to school. The TRANSPAC/TRANSPAN TDM staff implemented a three-month pilot program in the fall of 1997 in Alameda and Contra Costa counties. The program was such a success that in the fall of 1998, BART instituted a discounted school-trip fare.



A special promotional campaign was developed to encourage employers to register with 511 Contra Costa. The "Shuffle Your Commute" campaign was featured at the Association for Commuter Transportation Annual conference. Specially designed playing cards depicting alternative transit modes: bicycles, carpools, buses and trains were produced. In a number of prize drawings, iPod Shuffles were awarded to employers who registered with 511 Contra Costa. These cards continue to be very popular give-aways.

EMPLOYER-BASED TRIP REDUCTION

511 Contra Costa offers complimentary services to all employers in Contra Costa County by providing commute assistance that encourages employees to rideshare, take transit or use other options to the single occupant vehicle. Services include:

- Providing Bay Area transportation and commute alternative information on the www.511ContraCosta.org website
- Coordinating commuter campaigns
- Developing parking management programs
- Providing presentations on “transportation options” to employers and commuters in the process of corporate relocations
- Distributing and providing analyses of employee transportation surveys
- Promoting ridematching and transit at transportation and health fairs
- Providing training and informational workshops on telework, car-sharing and e-lockers
- Purchasing and install bicycle racks, lockers and e-lockers at employment sites
- Developing on-site assessments of commute alternative options, including shuttles, express bus service, alternative work schedules, preferential parking and electric charging station infrastructure

Employee Transportation Surveys

Each year staff assists employers with the development, distribution and analysis of site-specific employee transportation surveys. These surveys provide information about employee commute behavior and help to identify opportunities for employees to take an alternative to the single occupant vehicle. This information is used by staff to optimize employee home-to-work travel patterns, to form carpools, vanpools, and to encourage transit ridership. This reduces vehicle miles travelled and reduces GHG emissions.



EMPLOYER-BASED TRIP REDUCTION

Results From The Three Sub-Regional Employer Programs:

SWAT (Southwest County) Employer Outreach Program:

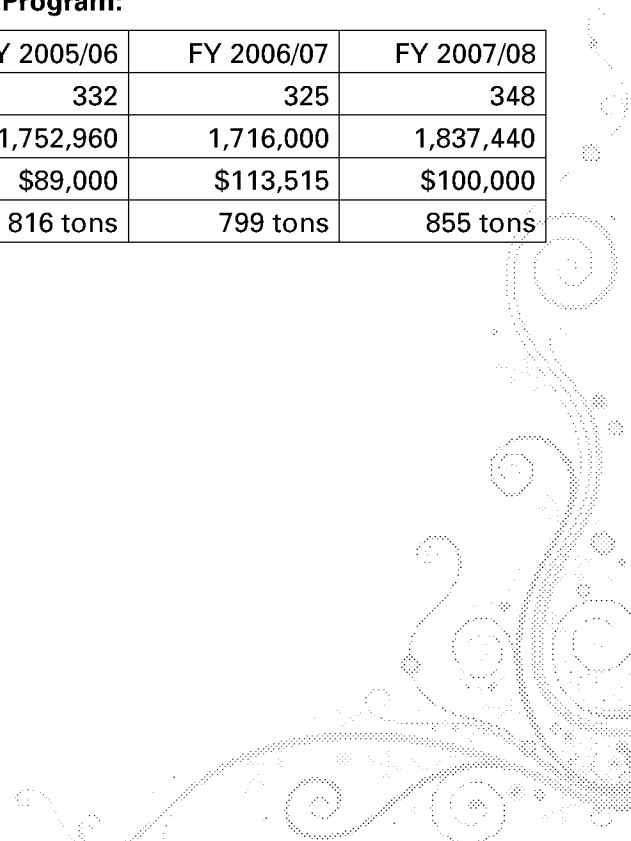
	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle trips reduced per day	550	300	257
# VMT reduced per year	2,805,000	1,530,000	1,301,520
program cost	\$65,000	\$100,190	\$109,990
CO 2 emissions reduced	1,306 tons	712 tons	606 tons

TRANSPAC/TRANSPLAN (Central and East County) Employer Outreach Program:

	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle trips reduced per day	594	2,260	2,405
# vehicle miles reduced per year	3,136,320	11,932,800	12,178,920
program cost	\$119,972	\$207,268	\$109,988
CO 2 emissions reduced	1,440 tons	5,328 tons	5,845 tons

Results from the WCCTAC (West County) Employer Outreach Program:

	FY 2005/06	FY 2006/07	FY 2007/08
# vehicle miles reduced per day	332	325	348
# vehicle miles reduced per year	1,752,960	1,716,000	1,837,440
program cost	\$89,000	\$113,515	\$100,000
CO 2 emissions reduced	816 tons	799 tons	855 tons



COUNTYWIDE BICYCLE PROGRAMS



Bike To Work Day

Bike to Work Day is an annual Bay Area-wide campaign that promotes bicycling to work for the month of May.

This one-day event is marked by thousands of commuters riding their bikes to work instead of driving. Staff coordinates volunteers that host bicycle rest stops called “Energizer Stations” throughout the County. Refreshments, bicycle maps, sponsor-products and additional commuter information are provided to all of the Energizer Stations.

Bike to Work Day packets are sent to all employers registered with 511 Contra Costa. Employers are encouraged each year to form teams for the Team Bike Challenge, and the public is encouraged to nominate a Bicycle Commuter of the Year.

Bicycle Parking Infrastructure

Each year throughout the county, bicycle racks and lockers are installed at various locations for public use. Whenever possible, new locker installations utilize the electronic, on-demand, paid, bicycle system developed by eLock™. This technology allows multiple parking sessions in a 24-hour period.

Ten bicycle lockers were installed at the Martinez City Hall and Corporation Yard to encourage employees to cycle to work and for the public to use when conducting business at the City Hall. Four bicycle racks with an 11-bike capacity were installed at Ygnacio Valley High School in Concord and four were provided to the Martinez Sheriff’s department to encourage correctional facility staff to cycle to work instead of driving.

Staff continues to work with local jurisdictions and transit agencies to identify locations for locker and rack installations in order to provide more bicycle parking infrastructure throughout Contra Costa County.



On-demand bicycle lockers with eLock™ technology

COUNTYWIDE BICYCLE PROGRAMS

Bicycle Commuter Assistance Program

The 2008 Bicycle Commuter Assistance Program (BCAP) attracted over 125 applications from around Contra Costa County. Thirteen individuals were chosen to participate in a two-day class that covered Department of Motor Vehicle code which reinforces the rights and responsibilities of cyclists. Class participants also learned bicycle handling skills and basic bicycle mechanics.

Participants were given financial incentives based on the number of miles they rode their bicycles to work. They also received free helmets, locks and bicycle tune-ups if needed, as well as free transit if transit was used as part of their bicycle commute.

BCAP Results

Program: June through September 2008

Average bicycle commute: 12 days per month

Average length of bicycle commute: 12 miles.

3 bicycle commuters used BART plus bike.

The BCAP is the only program of its kind in the United States. Participants not only gain confidence in their ability to ride their bicycles on city streets, but they learn that a bicycle can become their main mode of transportation.

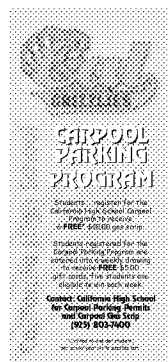


Contra Costa County employee who started cycling to work as a result of his participation in the BCAP.

ADDITIONAL SWAT PROGRAMS

In addition to implementing local commuter and employer programs and the Countywide Vanpool Program, the SWAT 511 Contra Costa staff also developed the following programs in Fiscal Year 2007/2008:

In December 2006, County Connection, the City of San Ramon, Contra Costa County, and developers Shapell and Windemere initiated bus Route 135 through the Dougherty Valley. The Route originates at the San Ramon Transit Center and travels along Bollinger Canyon Road to the Dublin/Pleasanton BART Station. In two years, ridership has exceeded expectations.



The SWAT 511 Contra Costa program has worked with Miramonte High School in Orinda and California High School in San Ramon to promote a Carpool Incentive Program for student drivers. The purpose of the program is to reduce traffic congestion during morning and afternoon school bell times. The Carpool Incentive Program includes a \$10.00 gas card for the driver of each carpool. All participants are entered in a weekly drawing to receive gift cards at local merchants.



In September of 2007, the City of Lafayette distributed a "Downtown Strategy Survey" which was used to gather input from the downtown community to assist the City in planning the downtown area. Parking and traffic congestion are key concerns for both employers and patrons of local businesses.

To encourage cycling to work, funds have been made available to employers to install bike racks and/or bicycle lockers. In 2007, for example, bicycle lockers were installed at the Lafayette Mercantile Exchange to encourage residents and employees to bike into the downtown area rather than driving alone.

The Lamorinda School Bus Program provided daily school bus service to nearly 1,900 K-8 grade students in the Lafayette, Orinda, and Moraga School Districts. A Joint Powers Authority composed of elected officials from the three cities and school districts in Lamorinda oversee the program. The purpose of this program is to reduce traffic congestion and to provide safe, convenient and reliable transportation.

A collaborative partnership between County Connection, SWAT and TRANSPAC/TRANSPLAN provided supplemental funding for the Altamont Commuter Express (ACE) shuttle service from the San Ramon Transit Center and the Sycamore Park & Ride lot in Danville to the Pleasanton ACE Train Station.

During the 2007/2008 Spare the Air Summer and the Spare the Air Tonight programs, the 511 Contra Costa Countywide Vanpool Incentive Program offered an extra incentive to increase participation by offering the first five "new" vanpools with two "free" months of their vanpool leasing costs (not to exceed \$1000 per month). As a result, four vanpools were formed.

High Gas Prices Hurt Commuters... NO END IN SIGHT

COMMITTEES SAVE THE MONEY! THE MONEY! THE MONEY!

New Funding Is Available for Vanpool Start-ups

SPARE THE AIR SEASON July-October 2007...

Start a Vanpool... NEW Driver Incentive BUY 1 GET 2 FREE!

Join a Vanpool... NEW Rider Incentive 50% OFF FIRST 3 MONTHS!

ADDITIONAL WCCTAC PROGRAMS

In Fiscal Year 2007/20008, the WCCTAC 511 Contra Costa staff implemented the Countywide Guaranteed Ride Home Program and the West County Employer Outreach Program. In addition, the staff also developed the following programs.



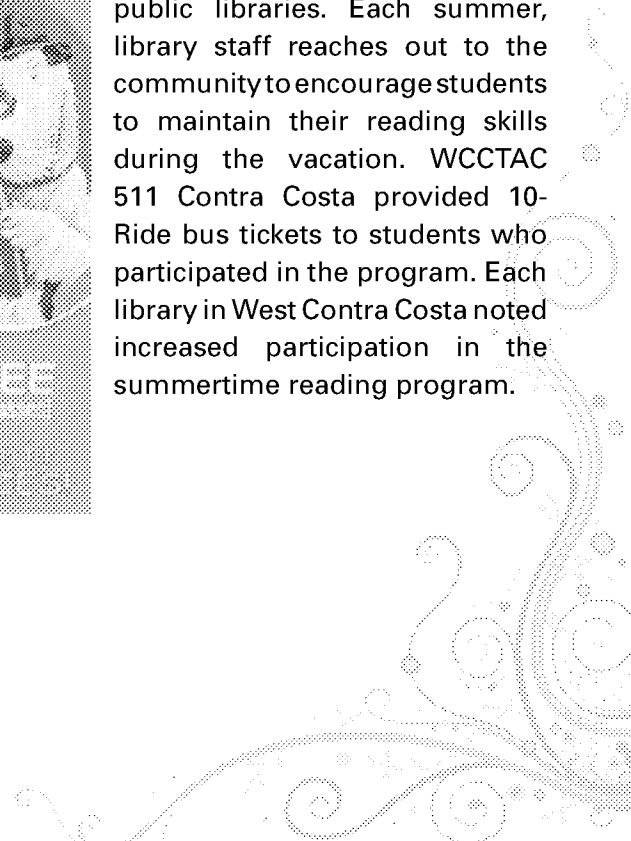
Installation of bicycle storage facilities at businesses, schools and transit hub locations has increased the use of bicycles as a commute mode. The popular eLock™ bicycle lockers have provided commuters with a safe and secure method to park bicycles at work or when taking public transit to complete a trip. The City of Richmond installed eLock™ lockers at City Hall to encourage the use of “shared bikes” for city employees accessing the Richmond Intermodal facility. The California Department of Health Services (DHS) installed a state-of-the-art bicycle facility at their Richmond campus with help from WCCTAC.

In response to the increased moving of Biotech firms to the East Bay, WCCTAC 511 Contra Costa staff has participated in the Bay Bio Association Network which provides assistance to companies looking to relocate research and development facilities to West Contra Costa.

In September of 2007, the Climate Change Committee at the California Department of Health Services (DHS) hosted an event challenging commuters to become part of a Global Warming Solution campaign. The highlights of this day-long event were presentations by international experts, detailed findings of the Kyoto Summit and the introduction the “Surfer Dude Penguin – Endless Summer” mascot. As a result of the work by the Committee, DHS has adopted a campus-wide workplan from a book by David Gershon entitled, *The Low Carbon Diet – A 30-Day Program to Lose 5,000 Pounds*.



Staff worked with West County READS!, the City of Richmond and the West Contra Costa County Libraries to promote the use of public transit to access the public libraries. Each summer, library staff reaches out to the community to encourage students to maintain their reading skills during the vacation. WCCTAC 511 Contra Costa provided 10-Ride bus tickets to students who participated in the program. Each library in West Contra Costa noted increased participation in the summertime reading program.



ADDITIONAL TRANSPAC/TRANSPLAN PROGRAMS

In addition to implementing the Countywide Transit Program, Countywide Carpool Program and the 511ContraCosta.org website, the TRANSPAC/TRANSPLAN 511 Contra Costa staff also developed the following programs:

The Commuter Resource Guide continues to be a popular resource for Bay Area commuters. The guide includes contact information (phone numbers, addresses and website addresses) for transit operators, ferry services, rideshare agencies, carpool and vanpool companies, bicycle organizations, shuttle and taxi services and commute programs. The guide is updated biennially and is also posted on the 511contracosta.org website.

511 Contra Costa partnered with the Associated Student Union and Tri Delta Transit to implement a Class Pass program which allowed students, faculty and staff of Los Medanos College (LMC) to purchase a \$15 decal good for unlimited rides on Tri Delta Transit. In addition, the Class Pass decal could be used to receive discounts at participating local retail establishments. Approximately 1,150 Class Pass decals were distributed in the 2008 winter semester and 1,368 Class Pass decals were distributed in the 2008 fall semester. Prior to the Class Pass, only 150 students had Tri Delta Transit passes. But as a result of this program, ridership on all weekend routes increased by 72%.

A reusable canvas tote bag was designed to encourage motorists to "Come On and Take a Green Ride." The bag is distributed at transportation fairs, farmers' markets and at other events to promote "green" commuting.



511 Contra Costa joined Contra Costa County's Green Business Program Partnership in the fall of 2008. This partnership of 25 public agencies meets quarterly to develop program guidelines and strategies for the County's Green Business certification process. As a result of 511 Contra Costa's involvement in the Partnership, clean transportation strategies were added to the Certification Checklist. In 2009, 511 Contra Costa was certified as a Green Business. To date there are 390 certified Green Businesses in Contra Costa County.

WWW.511CONTRACOSTA.ORG WEBSITE

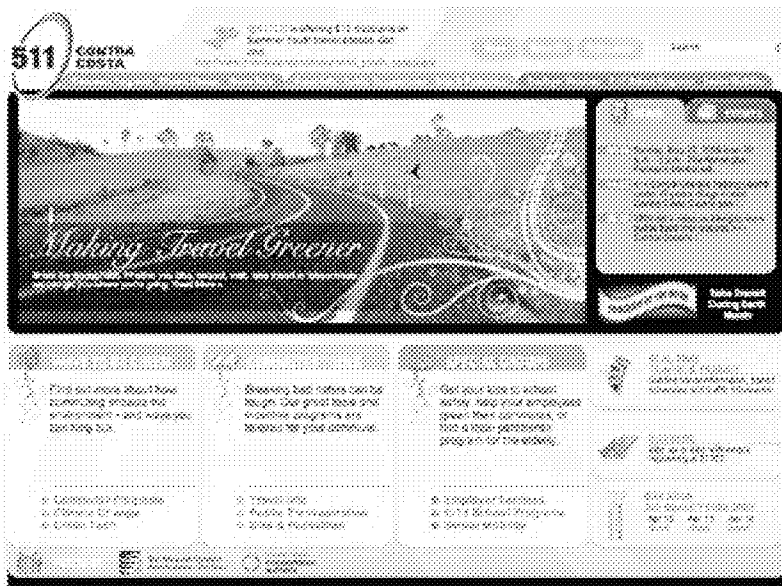
The 511 Contra Costa TDM website has been the comprehensive one-stop Bay Area transportation information website since 1997. The website has a growing number of users, many of whom return to the site regularly since the site is easy to navigate and retrieve information. The website was developed and operated by the TRANSPAC/TRANSPLAN 511 Contra Costa staff on behalf of all of the 511 Contra Costa Programs.

All of the 511 Contra Costa incentive programs are described in detail, with downloadable applications. Real time traffic is available as well as transit trip planning information, train, airport, bicycle along with rideshare campaign details, such as Bike to Work Day, Spare the Air, Rideshare Rewards and Vanpool Appreciation Week.

Staff posts daily promotions and transportation news updates, local, regional and statewide events pertaining to climate change. The site utilizes social networking tools such as Twitter and blogging to encourage on-line dialog about the 511 Contra Costa programs and transportation in general.

This website not only provides visitors with an opportunity to retrieve information, it allows them to submit on-line incentive applications and pledge forms, and to register for rideshare campaigns. The public can also access countywide transportation studies via the 511 Contra Costa website.


During the Spare the Air season, announcements continue to be highlighted with tips for reducing drive-alone trips. Individuals can link directly to the BAAQMD registration site to sign up for on-going Spare the Air announcements.



Google ranking: 5
Number of on-line forms: 7
Number of Links to other sites: 494
Number of Pages: 63

Clean Air.
Ignore it and it will go away.



 Printed on recycled paper

511 Contra Costa
2300 Contra Costa Blvd, Suite 360
Pleasant Hill, California 94523
925-969-0841



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

DATE: **28 August 2009**
TO: **RTPCs**
FROM: **Bob McCleary, Executive Director**
SUBJECT: **Summary of 2009 Transportation Financing Actions, as Approved by the Authority on August 26, 2009**

At its meeting of August 26, 2009, the Authority unanimously approved revisions to the financial strategy that it adopted in November 2005 when it approved a \$300 million forward interest rate swap (the “Swap”). While the underlying Swap continues to perform as designed, both the Authority’s financial needs and the business parameters surrounding the Swap have changed as a result of changes in the financial market and project funding requirements.

The Authority’s revised strategy is as follows:

- Reduce the \$300 million Swap to \$200 million by “buying out” \$100 million.
 - \$100 million less in bond debt is needed over the next two years because \$208 million in Federal American Recovery and Reinvestment Act (ARRA) funds were committed to the Caldecott Tunnel Fourth Bore project in April and will be expended first.
 - Interest costs of carrying the \$100 million for two years would have been \$10 million, while deferring it two years as part of the Swap was estimated to cost \$5 million.
 - Consequently, the Authority decided to improve its risk profile and reduce uncertainties by “buying out” \$100 million of the Swap at a cost estimated between \$8 and \$11 million.
- To cover the next year, sell \$200 million in fixed rate, approximately one year Bond Anticipation Notes (BANs) rather than issuing Variable Rate Demand Bonds (VRDBs).
 - The cost and business terms associated with issuing variable rate debt have changed significantly since 2005 when the Authority entered into the Swap contract: there are no AAA rated bond insurers, liquidity costs have risen by approximately one percent, thereby increasing the cost of the Swap from approximately 4 percent to 5 percent, and the cap on the potential interest rate charged if liquidity providers actually have to “buy” our bonds for a period of time increased from 12 percent to 18 percent. The Authority was therefore reluctant to enter into VRDBs at this time, and will monitor the market conditions carefully as the BANs near maturity.
 - The Authority expects to be able to sell BANs at a cost of approximately 0.8 percent or less, which will result in an interest cost on the order of a net of 4.1 percent (incorporating offsetting Swap payments) for a savings of at approximately \$1.8 million over the next year compared to using VRDBs, and with greater certainty as to the actual cost.
- Continue to plan for the conversion to the \$200 million Swap in one year, while actively monitoring the financial markets.
 - The Authority remains committed to issuing VRDBs in 2010 as the “take-out” bonds to the BANs.
 - The Authority will continue to monitor the financial markets in case opportunities arise that would lower the Authority’s long-term costs and/or reduce the Authority’s financial risk profile.



CONTRA COSTA
transportation
authority

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

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

FROM: Robert K. McCleary, Executive Director

DATE: July 16, 2009

SUBJECT: **Items approved by the Authority on July 15, 2009, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest**

At its **July 15, 2009** meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Presentation by Caltrans regarding monitoring and managing the HOV lanes in the Bay Area (District 4).** Caltrans is proposing to extend the evening HOV hours for the I-680 segment between Livorna Road and Alcosta Boulevard to 7 p.m. instead of 6 p.m. In addition, the morning HOV hours along the entire I-680 corridor is proposed to begin at 5 a.m. instead of 6 a.m. *Caltrans staff briefed the APC on this proposal.*
2. **Release of Draft 2009 Contra Costa Congestion Management Program.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Authority staff is in the process of preparing the draft 2009 CMP for public review. The 2009 CMP will update the required seven-year capital improvement program, revise the performance measures, and outline the relationship of the CMP to the goals of MTC's recently adopted Regional Transportation Plan, T-2035. *A number of changes are in process and will be incorporated prior to the next review in September.*
3. **Legislation.** Staff provided a status report on:
 - Developments concerning the state budget and potential impacts on transportation;
 - AB 744 (Torrico) Bay Area HOT Lane Network. (See attached summary of changes.) *The bill passed out of Senate Transportation on July 16th.*
 - AB 1175 (Torlakson) Bay Area Toll Bridges. *The bill was revised in Senate Transportation Committee and now deals solely with adding the Antioch and Dumbarton bridges to the Bay Area Bridge Seismic retrofit program and related matters. Authorization for MTC to place future bridge toll increases on the ballot without returning to the legislature was deleted from the bill.*

In addition, staff reviewed the provisions of SB 406 (DeSaulnier) Vehicle Registration Fee Increase to fund regional blueprints/sustainable communities strategies/alternative planning strategies and recommended a 'support if amended' position. *The Authority approved a "support if amended" position on SB 406.*

4. **Measure J Expenditure Plan Amendment - Ordinance 09-03.** This amendment was proposed to make SR4 East widening from Loveridge to Somersville eligible for funding from the "SR4 East Widening in East County" Measure J funding category. Staff recommended approval of Ordinance 09-03 following the public hearing which was held at the July 15, 2009 Authority meeting. *The Authority approved the amendment.*

AB 744 (Torrico)
Bay Area HOT Lanes
Report to the Contra Costa Transportation Authority
July 15, 2009

This bill has been amended significantly since the Authority's June meeting, when the members took an 'oppose unless amended' position. Staff has reviewed the amendments contained in the draft mockup of the bill dated July 14, 2009 and considers them to adequately address the concerns communicated to the author.

Language has been added to:

- Provide that no component can be added to the HOT lanes network plan that would not result in a 'significant net benefit' to travelers residing along a given corridor;
- Acknowledge that if a determination is made that a component of the network is impracticable or infeasible or does not provide a significant net benefit, a gap in the network may exist
- Preclude the conversion of general purpose lanes to HOT lanes .
- Provide that priority for the use of net corridor revenue will be the funding of transit capital and operations in the corridor.
- Provide that toll bridge revenues used to fund HOT lanes are to be treated as loans that will have to be repaid.
- Require that each corridor investment plan must include a proposal for improving public transit services in the corridor.
- Establish the goal of the network as 'higher person throughput' and to reduce delays for all travelers, especially those on transit or using ridesharing.
- Limit MTC's authorization to increase the vehicle occupancy required to use an express lane to one passenger above the level required on January 1, 2010.

Language was removed giving BATA the option to change or add components to the plan at its sole discretion.

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

August 17, 2009

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

Dear Chair Viramontes:

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

1. Received a presentation by Brad Beck on the Draft Countywide Bicycle and Pedestrian Plan. TRANSPAC will transmit its comments on the Plan to the Authority under separate cover.
2. Adopted the Final Central County Action Plan.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Mark Ross *cp*
TRANSPAC Chair

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

August 14, 2009

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

Dear Mr. McCleary:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on August 14, 2009.

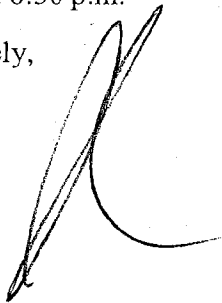
Strategic Plan Update: The Committee received a report on the update process. Staff will return in September with a detailed report, options for consideration, and a recommendation from the TRANSPLAN Technical Advisory Committee.

Adopt Final East County Action Plan: The Committee adopted the final East County Action Plan for Routes of Regional Significance.

Technical Coordinating Committee Appointment: The Committee appointed Leigha Schmidt (Pittsburg) to the Contra Costa Transportation Authority's Technical Coordinating Committee.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, September 10, 2009 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN staff

c: TRANSPLAN Committee
 TRANSPLAN Technical Advisory Committee
 A. Dillard, SWAT
 B. Neustadter, TRANSPAC
 C. Atienza, WCCTAC
 L. Bobadilla, TVTC
 D. Rosenbohm CCTA

G:\Transportation\Committees\Transplan\2009\letters\summary letter CCTA aug 2009.doc



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: September 2, 2009
Project Name: St. James Park Mixed Use Development
File Numbers: VTM 9272, RZ 09-600-001, DP 09-300-002, MJ 09-900-001,
 AR 09-200-041, IS 09-250-004
Project Planner: Cindy Yee, Associate 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 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"/> TRIVALLEY 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 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 copies of plans.

<u>Applicant</u> Dan Boatwright for Castle Companies 12885 Alcosta Boulevard, Suite A San Ramon, CA 94583	<u>Owner</u> Dan Boatwright for Castle Companies 12885 Alcosta Boulevard, Suite A San Ramon, CA 94583	<u>Date Revised Plans Filed</u> August 21, 2009
<u>Project Address</u> 4700 Norris Canyon Road	<u>Project Name</u> St. James Park	<u>Assessor's Parcel Number</u> 213-020-055

Completeness/Incompleteness of Application/CEQA Comments

COMMENTS DUE: September 11, 2009

Project Conditions of Approval

COMMENTS DUE: September 11, 2009

Tentative Action Dates

ARCHITECTURAL REVIEW BOARD: TBD
PLANNING COMMISSION: TBD
CITY COUNCIL: TBD (for Rezone Application Only)

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: Cindy Yee, Associate Planner (925) 973-2562.

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: September 2, 2009
Project Name: St. James Park
File Numbers: VTM 9272, RZ 09-600-001, DP 09-300-002, MJ
09-900-001, AR 09-200-041, IS 09-250-004

Project Description

The applicant proposes to develop 128 multi-family, for-sale condominium units and a new 17,370 sq. ft. service commercial building at 4700 Norris Canyon Road. The site was previously used as a cement batch plant until 2008 when the structures on-site were demolished. The site, which currently sits vacant, is zoned for mixed use development. The Iron Horse Trail is located to the west, various office and commercial uses are located to the north and south, and service commercial uses to the east. The site is relatively flat and is highly visible from Norris Canyon Road. A total of 13 three-story residential buildings and one single-story commercial building is proposed along with associated parking and landscape improvements. An environmental assessment will be conducted as part of the development review process.

Attachments:

1. Vicinity map
2. Project Plans and Description, date received August 21, 2009

Project Description

Site

The Project site is located on Norris Canyon Road, immediately east of the Iron Horse Trail. The parcel was previously used as a cement batch plant. The site was demolished in 2008 and is currently vacant. The topography is essentially flat, with approximately two feet of fall from back to front (north to south). A stucco wall currently stands on the south, east, and west sides. There is a wrought iron fence on the north side. The Project frontage is fully improved, with curb, gutter sidewalk, and landscaping. There are two driveway curb cuts on Norris Canyon Road. PG&E electric transmission lines and a Central Contra Costa Sanitary District force main run along the western boundary. The soil is stable. There is no apparent animal life. There are no scenic views.

Surrounding Property Uses

South: Norris Canyon Road

West: Iron Horse Trail—low intensity

East: various 2-story office and industrial uses—medium intensity

North: 2-story Castle Companies office and newspaper distribution center—medium intensity

Subdivision

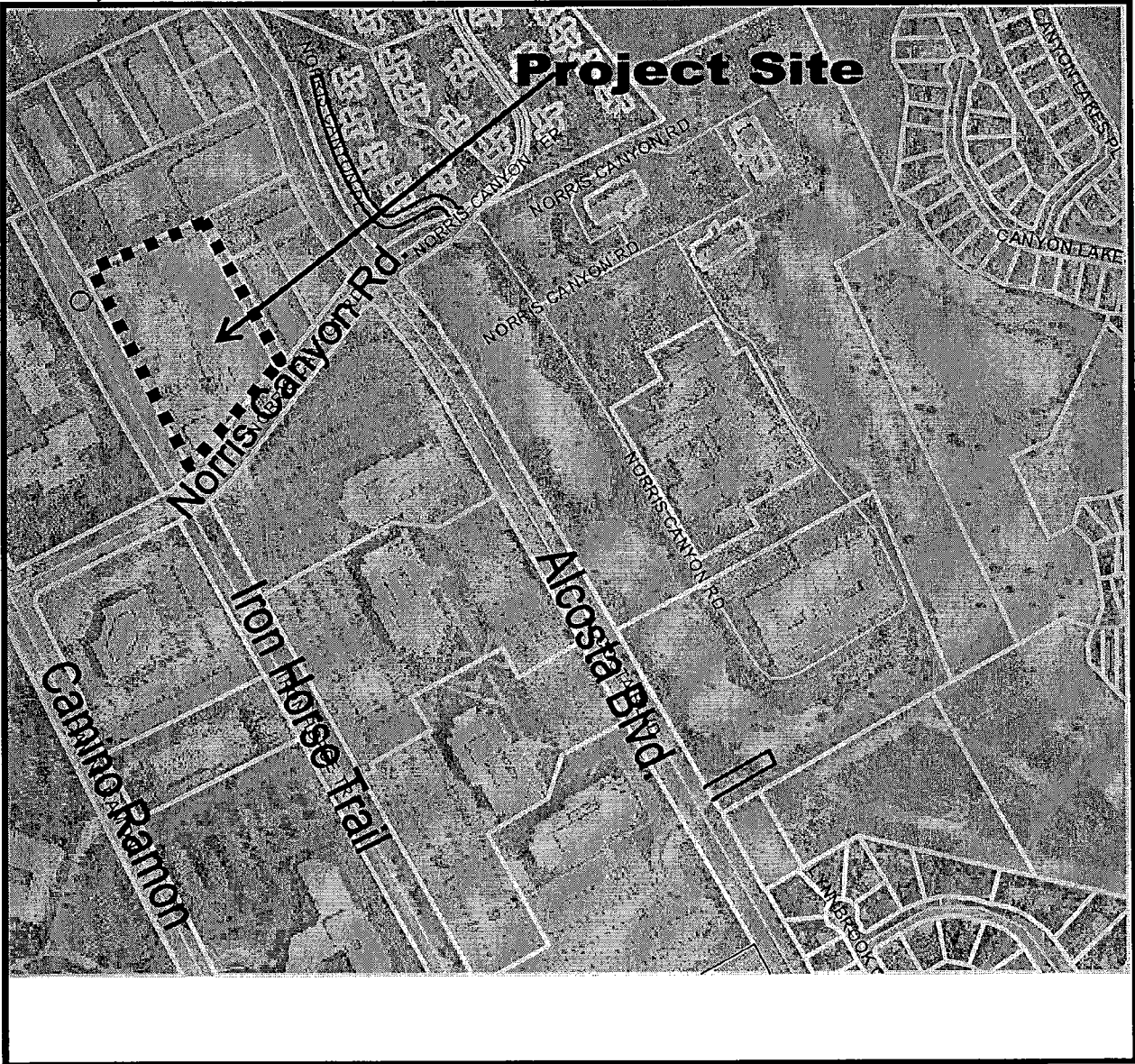
The property is proposed to be subdivided into four (4) numbered parcels and four (4) lettered parcels. The lettered parcels are generally for the parking lot and alleyways, whereas the number parcels are for the buildings and their adjacent landscaped areas. In addition, the project proposes subdividing the site into 128 condominium units, including a separate, privately owned tandem garage for each unit.

Structures

The proposed Project is comprised of thirteen (13) different residential buildings, with either eight (8) or twelve (12) attached dwelling units per structure in a “carriage unit” configuration. All dwelling units are located on either the second or third floor. The ground floor is comprised entirely of the tandem garages.

Reasons for the Project

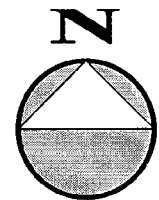
The Project meets the requirements of the site’s MU zone, and provides needed housing and employment at a relatively affordable price. It is located near the Bishop Ranch employment corridor, reducing the need for commuting. The nearby San Ramon intermodal transit facility will provide residents with easy access to alternative means of transportation. All of the necessary offsite infrastructure is already installed—there will be no additional capital costs to the City of San Ramon. Marginal ongoing costs to the City should be minimal due to the Project’s compact size and central location. The tax revenues received from the project should be slightly higher than average due to its desirable location (enhance assessed value), higher density (greater assessed value per sq. ft. of land) and its commercial component. In addition, residents are likely to shop locally.



CITY OF SAN RAMON PLANNING SERVICES
Vicinity Map



St. James Park Mixed Use Development
VTM 9272, RZ 09-600-001, DP 09-300-002,
MJ 09-900-001, AR 09-200-041, IS 09-250-004
4700 Norris Canyon Road
(APN: 213-020-055)



(Not to Scale)



NOTICE OF PUBLIC HEARING AND INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN THAT THE
CITY OF SAN RAMON PLANNING COMMISSION
WILL HOLD A PUBLIC HEARING ON
TUESDAY, SEPTEMBER 15, 2009, TO CONSIDER:

Applications: General Plan Amendment (GPA 08-400-001) and Initial Study/ Negative Declaration (IS 09-250-003), filed on April 18, 2008, to update the Housing Element of the General Plan. The amendment sets forth the City's five-year strategy to preserve and enhance the community's character, expand housing opportunities for all economic segments, and provide guidance and direction for local government decision-making in all matters related to housing. The Housing Element Update covers the five-year period of July 1, 2009 through June 30, 2014, and provides an implementation strategy for effectively addressing the housing needs of San Ramon during this period.

Applicant: City of San Ramon

Location: Citywide. To view the General Plan 2020 Map, go to the City's website:
www.sanramon.ca.gov

Posting Period: August 15, 2009 to September 15, 2009

CEQA: Pursuant to the California Environmental Quality Act of 1970, as amended, an Initial Study/ Negative Declaration has been prepared for the project. The Negative Declaration and Initial Study are available for public inspection at the City of San Ramon Planning Services Division, 2226 Camino Ramon, San Ramon, CA 94583.

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

SAID HEARING will be held by the City of San Ramon Planning Commission in the Council Chamber commencing at 7:00 p.m. on Tuesday, September 15, 2009, at 2222 Camino Ramon, San Ramon.

If you have any questions regarding this notice, please contact Associate Planner Cindy Yee at (925) 973-2562.

A handwritten signature in cursive script that reads "Patricia Edwards".

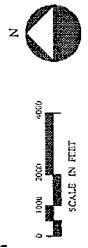
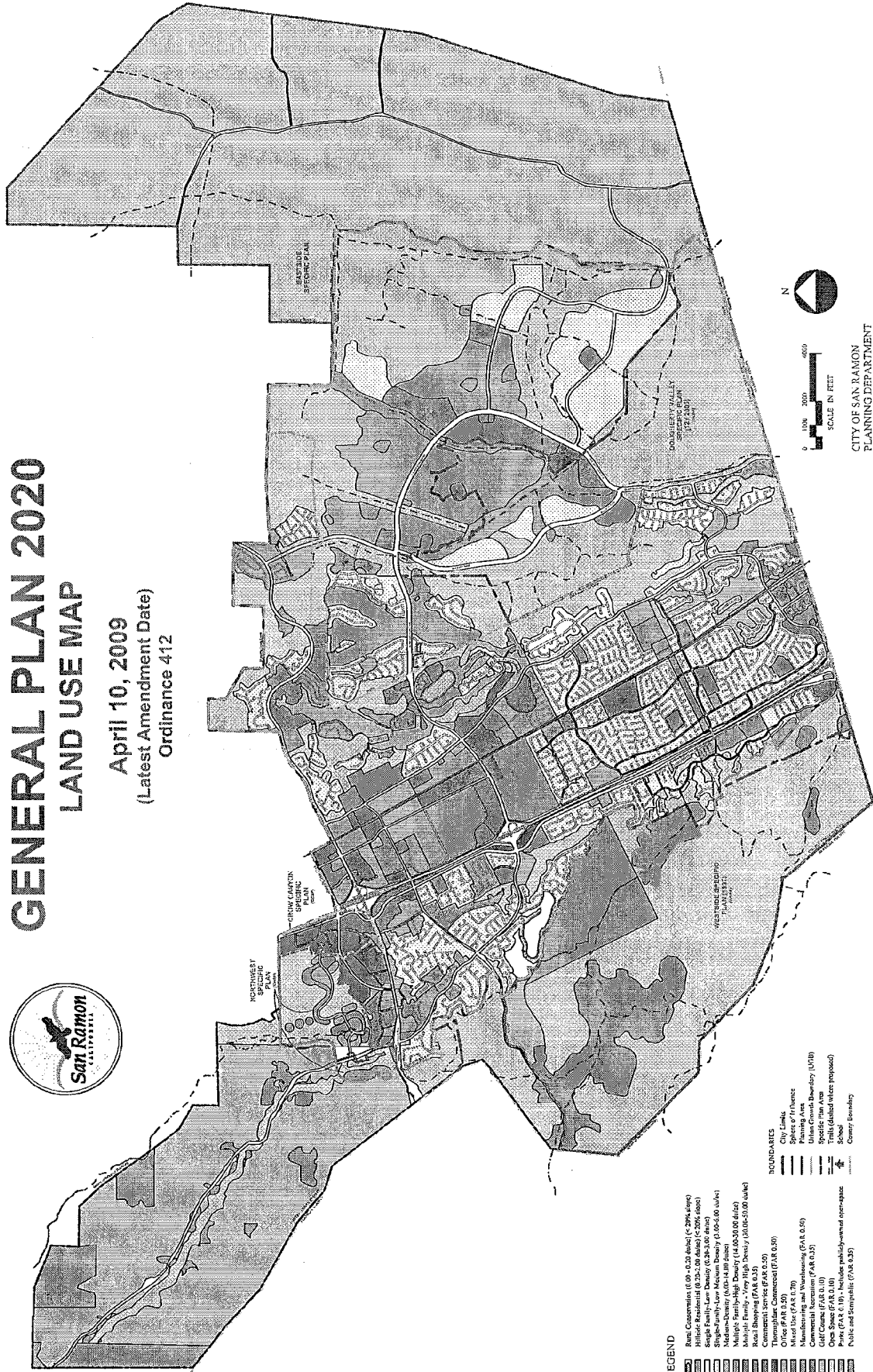
Patricia Edwards, City Clerk

Dated: August 14, 2009

<< see reverse for project vicinity map >>

GENERAL PLAN 2020 LAND USE MAP

April 10, 2009
(Latest Amendment Date)
Ordinance 412



CITY OF SAN RAMON
PLANNING DEPARTMENT

LEGEND

- Basic Residential (R-1) (0.20-0.20 du/acre) (< 20% imperv)
- High-Density Residential (R-2) (0.30-0.30 du/acre) (< 20% imperv)
- Medium-Density Residential (R-3) (0.40-0.40 du/acre) (< 20% imperv)
- Single-Family-Low-Medium Density (R-4) (0.50-0.60 du/acre)
- Medium-Density (R-5) (0.60-1.00 du/acre)
- Multiple-Family-High-Density (R-6) (1.00-2.00 du/acre)
- Office (O) (0.50-0.50 du/acre)
- Business (B) (0.50-0.50 du/acre)
- Community Services (FAR 0.50)
- Therapeutic, Commercial (FAR 0.50)
- Manufacturing (M) (0.50-0.50 du/acre)
- Manufacturing and Warehousing (FAR 0.50)
- Commercial Recreation (FAR 0.15)
- Gift Center (FAR 0.10)
- Arts and Entertainment (FAR 0.10)
- Park (FAR 0.10) - include publicly-owned open-space
- Public and Semipublic (FAR 0.25)

- ### BOUNDARIES
- City Limits
 - Sheet of Plan
 - Planning Area
 - Urban Growth Boundary (UGB)
 - County Boundary
 - Public (shaded other proposal)
 - School
 - County Boundary

TRANSMITTAL



DATE: August 13, 2009
TO: Responsible Departments and Agencies
FROM: Cindy M. Yee, Associate Planner
City of San Ramon, Planning Services Division

SUBJECT: Distribution of Notice of Intent to Adopt an Initial Study / Mitigated Negative Declaration for an update to the Housing Element of the General Plan (GPA 08-400-001 and IS 09-250-003)

The attached Notice of Intent to Adopt an Initial Study / Mitigated Negative Declaration is being forwarded to potentially interested or affected responsible public agencies for review and/or comments.

A 30-day posting period for this environmental review has been established from August 15, 2009 to September 15, 2009. Written comments should be submitted and received by September 15, 2009 or submitted verbally during the public hearing. A public hearing before the Planning Commission to consider the adoption of the Initial Study / Mitigated Negative Declaration and to consider the application is scheduled for September 15, 2009 at 7:00 p.m.

Copies of all supporting documents are available for review at the Planning Services Division office, 2226 Camino Ramon, San Ramon, CA 94583. Agencies marked with an asterisk (*) below have been provided with a copy of the Initial Study / Mitigated Negative Declaration. If additional agencies would like to review a copy of the Initial Study / Mitigated Negative Declaration or if you have any questions or comments regarding this notice, please contact Associate Planner, Cindy M. Yee at (925) 973-2562.

Distribution List:

City of San Ramon

X	City Manager*	Building and Safety Services Division
X	Economic Development*	Engineering Services – Development
	Engineering Services – Traffic	Parks & Community Services Department
	Police Department	Public Services
	Transportation Services Division	

Other Agencies

X	Bay Area Air Quality Management District	Alameda County
	CA Department of Fish & Game	X Contra Costa Transit Authority*
X	Contra Costa County Clerk*	X SWAT (Southwest Area Trans.)*
	Contra Costa County LAFCO	X Dublin San Ramon Services District
X	Contra Costa Central Sanitary District	X San Ramon Valley Unified School District
X	East Bay Municipal Utilities District	X City of Dublin
X	San Ramon Valley Fire Protection District	X TVTC (Tri-Valley Trans. Council)*
	California Assoc. LAFCO	X Town of Danville
X	Contra Costa County Comm. Development*	X State Dept. of Housing and Community Development
X	TRANSPAC (Central County)*	X State Clearinghouse
X	TRANSPLAN (East County)*	CA Department of Transportation (Caltrans)
X	WCCTAC (West County)*	Other