

# **TRANSPAC Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, CA 94523 (925) 969-0841

**TRANSPAC TAC**  
**MEETING NOTICE AND AGENDA**  
**THURSDAY, MAY 27, 2010**  
**9 AM TO 11:30 AM**  
**in the**  
**COMMUNITY ROOM**  
**PLEASANT HILL CITY HALL**  
**100 GREGORY LANE**  
**PLEASANT HILL**  
**(925) 969-0841**

**1. SB375 Sustainable Communities Strategy (SCS) Kickoff (attachment)**

MTC and ABAG staffs are moving forward with the effort to develop an SCS for the 2013 Regional Transportation Plan (RTP). To kickoff the three-year process, ABAG staff has developed, at the census tract level, preliminary "baseline" forecasts for households and jobs based upon ABAG Projections 2009. Local review of the baseline assumptions is critical to establishing a successful regional/local partnership.

**2. Recommendation on the Use of TRANSPAC's Measure J Additional Bus Transit (line item 19) and the Transportation for Seniors and People with Disabilities (line item 20) funding categories for FY 2010/11 (attachment)**

In 2009, as detailed below, TRANSPAC approved the use of Measure J items 19 and 20 for existing County Connection service and the allocation of line item 19 funds to County Connection for routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. All future funding from these line items remain subject to annual allocation recommendation by TRANSPAC.

For 2010/11, County Connection is requesting TRANSPAC's approval to use line 19 funds for new Express Bus route #98 in addition to routes #16 and #316. CCTA staff advises that route #16 and #316 still qualifies as new since both were part of a restructuring in late 2008/09. Route #98 was initiated in 2006 and was funded by RM2. A recommendation to TRANSPAC is requested.

**BACKGROUND:** In May 2008, TRANSPAC sent a letter to CCTA (copy in packet) to clarify its position that Measure J funding for "Additional Bus Transit Enhancements" (line item 19) is intended to augment bus services through annual payments over the 25 year life of Measure J, with such funds to be used by County Connection at its discretion to best address Central County's bus transit needs. County Connection must report annually to TRANSPAC on how the funds were used, and must consider using annual disbursements to establish a fund reserve to ease expected Measure J revenue variances over its 25-year span.

In February 2009, the Authority approved a policy that, with respective RTPC approval, would allow eligible bus and paratransit operators to use funds from the Measure J Additional Bus Transit (line item 19) and the Transportation for Seniors and People with Disabilities (line item 20) funding categories for existing services as well as enhanced and supplemental services. TRANSPAC and WCCTAC are the two RTPCs with allocation recommendation authority over Measure J line items 19 and 20.

The CCTA's action was taken in response to the serious funding cuts experienced by bus and paratransit service providers during this economically challenging time. The need for this flexibility is driven by the serious funding cutbacks experienced by transit and paratransit operators. CCTA also noted that the use of these funds to start new service while cutting existing service also may be confusing to the public.

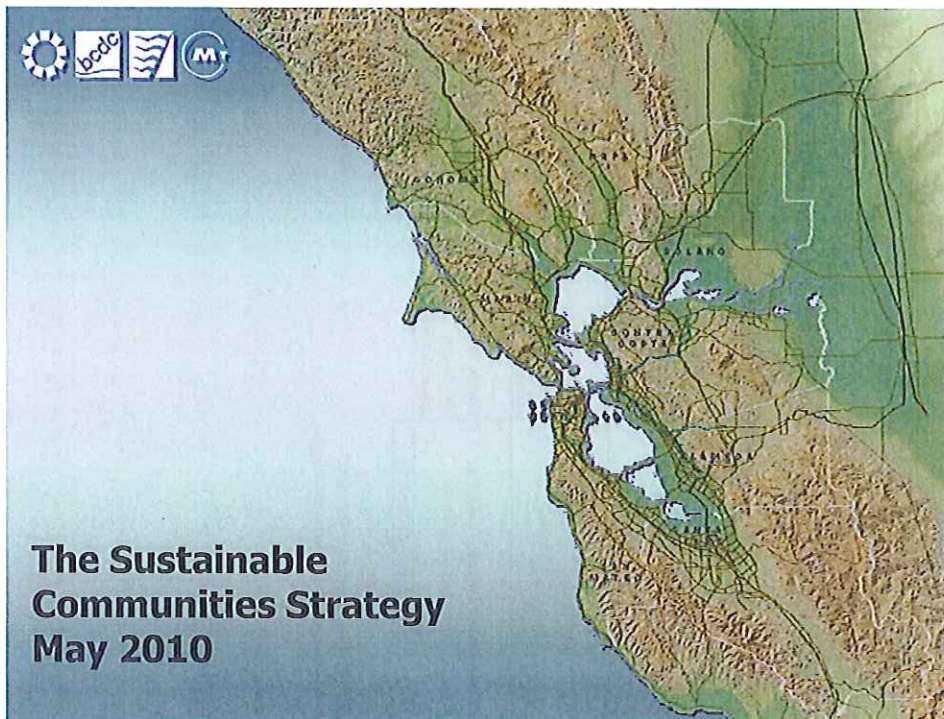
At its March 12, 2009 meeting, TRANSPAC approved a request to CCTA for a Measure J amendment to add funding existing service to the approved uses for Measure J line items 19 and 20 and to allocate line item 19 funds to County Connection for new routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. All future funding from these line items remains subject to annual allocation recommendation by TRANSPAC.

The new route #16 provides a direct connection between the Monument corridor and the County Hospital in Martinez. In the past riders were forced to transfer at the Amtrak station. The new weekend route, #316, provides service linking Martinez to the Pleasant Hill BART station via Sun Valley Mall, DVC, and downtown Pleasant Hill creating a new and improved connection between downtown Pleasant Hill and the Pleasant Hill BART station. Express Bus route 98 operates express between Martinez and Walnut Creek, on Highways 4 and 680 with a trip down Contra Costa Boulevard between Chilpancingo and Willow Pass Road (Sun Valley Blvd).

3. CCTA is expected to move into its new offices at 2999 Oak Road at the end of July. Please note that the new Boardroom will not be ready for use until February 2011 and the current Boardroom will remain in use until the new Boardroom is available.

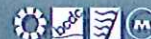
Committee	Date	Time	Location	RTPC Manager	TAC Members	Additional Planning/Land Use Attendee	ABAG Staff	CCTA Staff	Remarks/Status
WCCCTAC Hercules Pinole Richmond San Pablo El Cerrito	5/27/2010	11:00 a.m. - 1:00 p.m. (Sandwiches)	City of San Pablo City Council Chambers 1385r San Pablo Ave. San Pablo	Christina Atienza John Rudolph	Noel Iballo, El Cerrito Dennis Tagashira, Hercules Winston Rhodes, Pinole Hector Rojas, Richmond A. Gungapuram, San Pablo Patrick Roche, County		Christy Riviera Hing Wong Jason Monkres	Martin Engelmann Brad Beck Matt Kelly	Special meeting of Planning Directors
TRANSPAC Concord Clayton Pleasant Hill Walnut Creek Martinez	5/27/2010	9:00 a.m.	City of Pleasant Hill Community Room 100 Gregory Lane Pleasant Hill	Barbara Neubastder	David Woltering, Clayton Eric Hu, Pleasant Hill Ray Kuzbari, Concord Steve Goetz, County Tim Tucker, Martinez Jeremy Lochirco, Walnut Creek	Terry Blount, Martinez Andrew Smith, Walnut Creek Cathy Munneke, Concord Steve Wallace, Pleasant Hill	Christy Riviera Hing Wong Jason Monkres	Martin Engelmann Brad Beck Matt Kelly	Expanded TAC Meeting
TRANSPAC Pittsburg Antioch Brentwood Oakley	5/28/2010	1:30 p.m.	City of Antioch City Hall 3rd Floor Third & H Streets Antioch, CA	John Cunningham	Paul Reinders, Pittsburg Steve Kersevan, Brentwood Jason Vogan, Oakley Steve Goetz, County Ahmed Abu-aly, Antioch	Tina Wehrmeister, Antioch Rebecca Willis, Oakley Casey McCann, Brentwood Leigha Schmidt, Pittsburg	Christy Riviera Hing Wong Jason Monkres	Martin Engelmann Brad Beck Matt Kelly	Expanded TAC Meeting
SOUTH Danville San Ramon	5/27/2010	2:30 p.m.	Danville Town Offices Large Conference Room 510 La Gonda Way Danville, CA	Tai Williams Andy Dillard	Tai Williams, Danville Lisa Bobadilla, San Ramon	Kevin Gailey, Danville Phill Wong, San Ramon Debbie Chamberlain, San Ramon	Christy Riviera Hing Wong Jason Monkres	Martin Engelmann Brad Beck Matt Kelly	Special meeting of Planning Directors
LAMORINDA Lafayette Moraga Orinda	5/26/2010	3:00 p.m.	Lafayette City Offices 3675 Mt. Diablo Boulevard Conf. Rm 240 or 265 Lafayette, CA	Richard Yee	Leah Greenblat, Lafayette Richard Yee, Orinda Lori Salamack, Moraga	Niroop Srivatsa, Lafayette Emmanuel Ursu, Orinda	Christy Riviera Hing Wong Jason Monkres	Martin Engelmann Brad Beck Matt Kelly	Expanded TAC Meeting
						Patrick Roche, County (All)			

Agenda Item: SB375 Sustainable Communities Strategy (SCS) Kickoff: MTC and ABAG staff are moving forward with the effort to develop an SCS for the 2013 forecasts for households and jobs based upon ABAG Projections 2009. Local review of the baseline assumptions is critical to establishing a successful regional/local partnership.



## Discussion Items

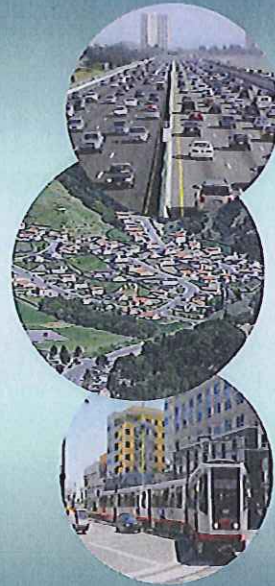
1. Targets
  - a. Greenhouse Gas Target
  - b. Housing Target
  
2. Public Participation and Local Government Engagement





## Background: SB 375 Basics

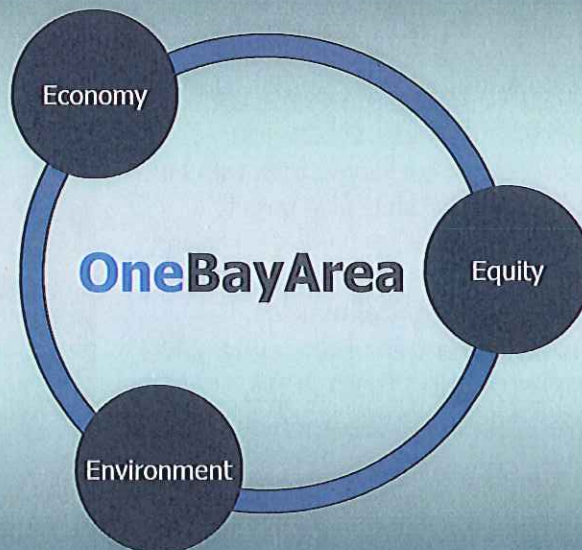
- Uses the regional transportation planning process to help achieve reductions in GHG emissions consistent with AB 32
  - Directs CARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
  - Adds Sustainable Communities Strategy as new element to Regional Transportation Plans
- Provides CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG emission reductions
- Coordinates the regional housing needs allocation process with the regional transportation planning process while maintaining local authority over land use decisions



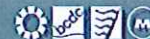
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## Targets Supported by 3 Es from T2035 and Projections



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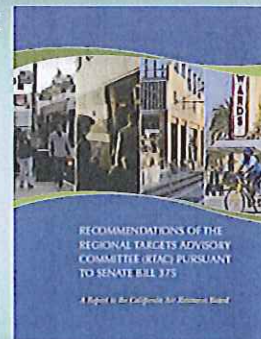
## Greenhouse Gas Target

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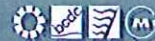


### Key Regional Targets Advisory Committee Recommendations

- Calls for CARB to implement a consistent target-setting process statewide
  - Collaborates and exchanges data with MPO
  - Identifies an initial statewide target
  - Adjusts initial target for particular regions, if needed
  - Sets draft and then final targets
- Target metric: percent per-capita GHG emissions reduction from 2005
- Extensive state-local interaction



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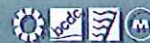




## GHG Target Setting Under SB 375

- Regional Targets Advisory Committee (RTAC) advises CARB on target methodology (Completed: September 30, 2009)
- CARB exchanges data with MPOs (Underway)
  - MPOs are developing investment/land use scenarios to assist CARB with GHG target-setting
- CARB issues draft targets by June 30, 2010
  - CARB is considering the release of draft target *range*
- MTC, in consultation with ABAG, BAAQMD, and BCDC, will prepare a response to draft targets following Commission discussion on July 28
- CARB issues final targets by September 30, 2010
  - CARB is considering the issuance of region-specific targets

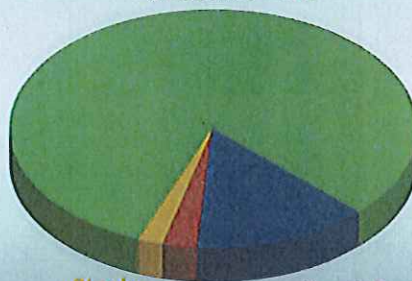
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## Transportation 2035 Plan

Expenditures by Function  
(25-Year Total revenues: \$218 Billion)

Maintenance & Operations  
\$178 billion – 81%

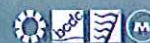


Bicycle,  
Pedestrian  
& Other  
\$4 billion – 2%

Road  
Expansion  
\$6 billion – 3%

Transit Expansion  
\$30 billion – 14%

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## How Does T2035 Investments Perform Compared to 2005 Base Year?

	2005 Base Year	2020 Interim Year	T2035 Plan	Change 2005 to 2020 Project		Change 2005 to 2035 Project	
				Numeric	Percent	Numeric	Percent
Average Weekday Pounds Per Capita CO <sub>2</sub> Emissions from Passenger Vehicles and Light Duty Trucks*	21.0	19.9	20.3	-1.1	-5%	-0.7	-3%

- Reduction of 5 percent in CO<sub>2</sub> emissions in 2020
- Reduction of 3 percent in CO<sub>2</sub> emissions in 2035

\* Excludes Pavley and LCF standards; preliminary data subject to change.

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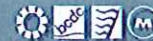
## How Does the "Best" Alternative Scenario Perform Compared to 2005 Base Year?

	2005 Base Year	2035 "Best"	Change 2005 to 2020 Project	
			Numeric	Percent
Average Weekday Pounds Per Capita CO <sub>2</sub> Emissions from Passenger Vehicles and Light Duty Trucks*	21.0	18.7	-2.3	-11%

- Reduction of 11 percent in CO<sub>2</sub> emissions in 2035

\* Excludes Pavley and LCF standards; preliminary data subject to change.

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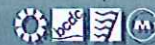




## What Would It Take to Achieve the Best Alternative Scenario?

- **Increase auto operating costs four-fold**
  - Carbon tax that increases cost of gas by 20%
  - 25-cents per mile congestion charge
  - Charged parking increases by \$1.00 per hour
  - Total auto operating cost increases from \$0.21/mi to \$1.15/mi
  
- **Aggressive Land Use Policies – increase projected urban population growth and decrease projected suburban/rural population growth**
  - San Francisco/San Mateo – Add 270,000 people beyond projections
  - Sonoma/Solano – Reduce projected growth by 160,000 people

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## Q&A: Greenhouse Gas Target

1. How high do we aim?
2. What kind of target makes the most sense – uniform target or region-specific target?
3. Where and how should we be focusing our efforts – infrastructure, pricing, and/or land use?

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## Housing Target

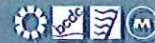
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## Housing Target

- SCS changes regional land use forecasts
  - House the entire population, all income segments
  - Regional Housing Needs Assessment (RHNA )  
Consistent with the SCS
  - Identify density and intensity of land use
  - Forecast alternative scenarios
  
- Developing Regional Housing Target Requires Extensive Local Government Engagement
  - PDA Assessment: input on local growth potential
  - Local engagement will continue through Fall 2010

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## Adopted Projections 2009 Forecast

Year 2035				
	Projections 2007		Projections 2009	
	Jobs	Population	Jobs	Population
Alameda	1,099,550	1,938,600	1,039,680	1,966,300
Contra Costa	591,650	1,300,600	555,650	1,322,900
Marin	165,180	283,100	158,280	274,300
Napa	98,570	155,700	91,480	148,800
San Francisco	832,860	956,800	806,830	969,000
San Mateo	522,000	861,600	505,860	893,000
Santa Clara	1,365,810	2,380,400	1,412,620	2,431,400
Solano	227,870	585,800	211,880	506,500
Sonoma	344,290	568,900	325,110	561,500
Bay Area	5,247,780	9,031,500	5,107,390	9,073,700

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## Current T2035 Regional Funding Commitments that Can Support the SCS

- Transportation for Livable Communities
- Climate Initiative Program
- Local street/roads maintenance
- Regional Bike Plan Program

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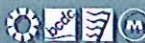




## Q&A: Housing Target

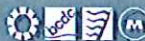
1. Housing target is intended to prevent growth in in-commuting by 2035. This may mean approximately 150,000 more households. Can region accommodate these additional housing units?
2. Where can these units be best accommodated?
3. How can the RTP/SCS help local agencies that want to implement more focused growth?
4. Should those willing to take on more housing growth get more regional discretionary funding?

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## Public Participation and Local Government Engagement

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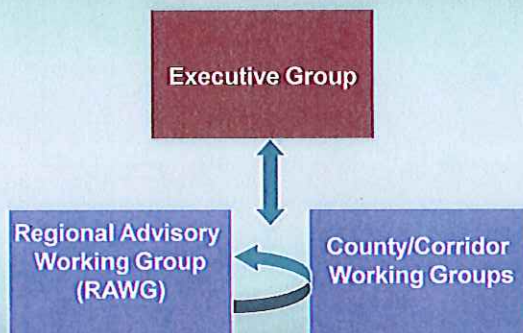
## Public Participation Plan Update

- SB 375 requires MPOs to adopt public participation plan for the SCS
  - MTC will update federally-required Public Participation Plan (Res. 3821) and ABAG will adopt similar plan in September 2010
- Plan Elements include:
  - Engagement of broad spectrum of stakeholders
    - Local governments, transportation partners, community and business organizations, low-income communities, etc.
  - Use of various participation techniques
    - Workshops, grants to community organizations to host community meetings, visualization tools, public opinion polls and Web surveys, etc.
  - Use of new and existing advisory groups

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## Regional and Local Government Engagement Structure



### COMPOSITION

**Executive Group:**  
Regional Agencies  
Executive Directors,  
Congestion Management  
Agencies Executive  
Directors, and City  
Managers

**RAWG:**  
Primarily planning staffs  
from Regional Agencies,  
CMAs, transit agencies,  
and local governments,  
plus stakeholders

**County/Corridor Working  
Groups:**  
Primarily planning staffs  
from Regional Agencies,  
CMAs, transit agencies,  
and local governments  
across county  
boundaries, plus  
stakeholders

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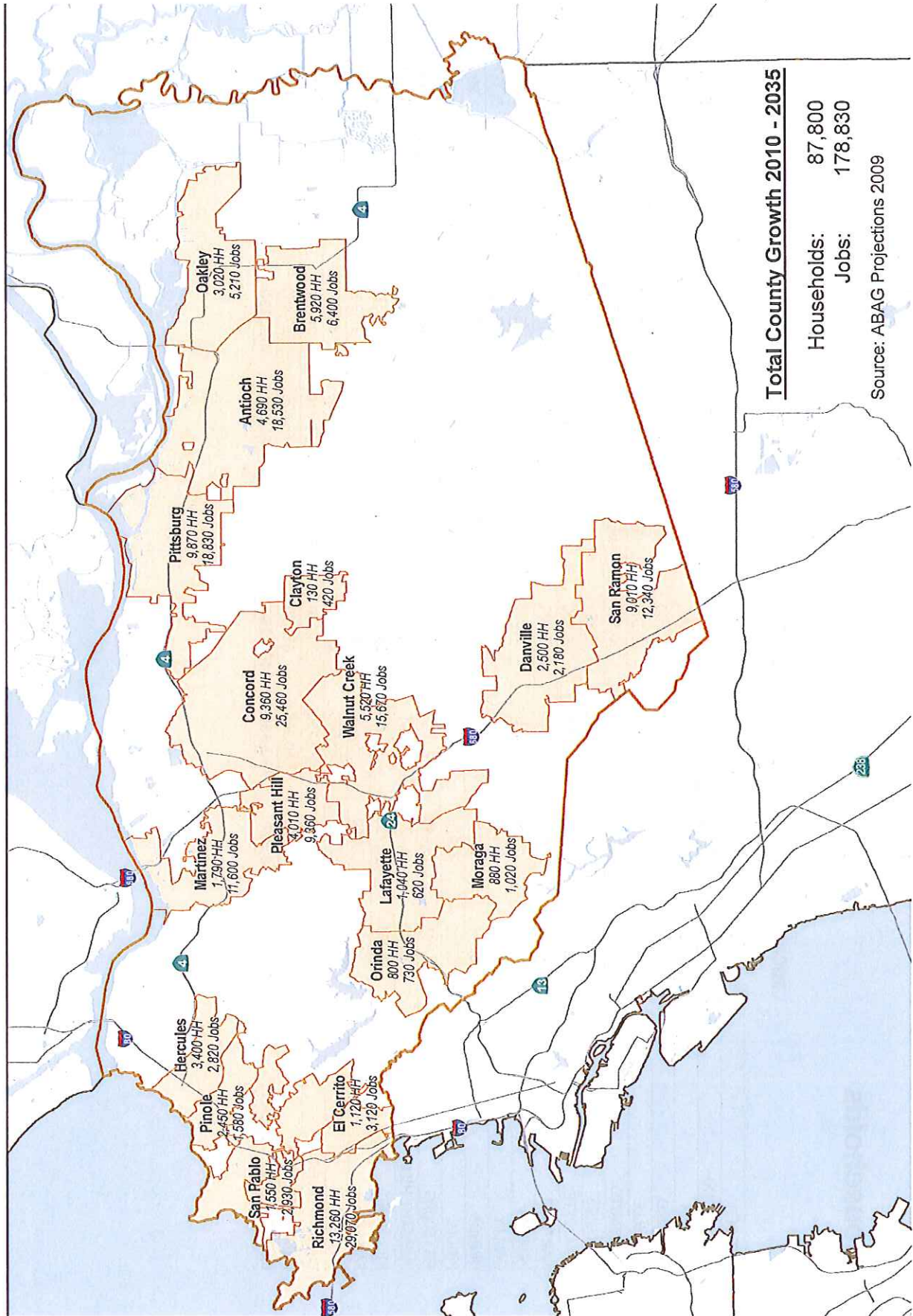


## Next Steps: 2010 Timeline





# Costra Costa County Growth 2010 - 2035



**Total County Growth 2010 - 2035**  
 Households: 87,800  
 Jobs: 178,830  
 Source: ABAG Projections 2009

# Households

## Jurisdictional Boundary

	2000	2005	2010	2015	2020	2025	2030	2035	Growth 2010 - 35
ANTIOCH	29,338	32,760	34,770	35,720	36,670	37,610	38,520	39,460	4,690
BRENTWOOD	7,497	13,860	19,030	20,610	21,630	22,710	23,820	24,950	5,920
CLAYTON	3,883	3,960	4,020	4,050	4,080	4,100	4,120	4,150	130
CONCORD	44,020	44,900	46,860	47,760	49,250	51,450	53,780	56,220	9,360
DANVILLE	14,816	15,360	15,620	16,140	16,650	17,150	17,640	18,120	2,500
EL CERRITO	10,208	10,340	10,420	10,590	10,820	11,070	11,310	11,540	1,120
HERCULES	6,423	7,740	8,360	8,860	9,530	10,270	11,010	11,760	3,400
LAFAYETTE	9,152	9,290	9,350	9,500	9,670	9,890	10,120	10,390	1,040
MARTINEZ	14,300	14,620	14,770	15,120	15,460	15,830	16,190	16,560	1,790
MORAGA	5,662	5,720	5,810	5,890	6,050	6,260	6,460	6,690	880
OAKLEY	7,832	9,140	10,720	11,300	11,890	12,490	13,090	13,740	3,020
ORINDA	6,596	6,670	6,700	6,880	7,060	7,230	7,370	7,500	800
PINOLE	6,743	6,920	7,080	7,570	8,050	8,550	9,030	9,530	2,450
PITTSBURG	17,741	19,440	20,990	22,160	24,100	26,070	28,450	30,860	9,870
PLEASANT HILL	13,753	14,020	14,770	14,990	15,980	16,800	17,830	18,780	4,010
RICHMOND	34,625	35,710	36,940	39,440	41,930	44,490	47,320	50,200	13,260
SAN PABLO	9,051	9,340	9,680	9,860	10,210	10,570	10,900	11,230	1,550
SAN RAMON	16,944	19,490	23,660	25,170	26,960	28,860	30,760	32,670	9,010
WALNUT CREEK	30,301	31,050	32,230	33,110	34,160	35,310	36,450	37,750	5,520
UNINCORPORATED	55,244	57,980	60,900	62,530	64,190	65,620	67,160	68,380	7,480
<b>CONTRA COSTA COUNTY</b>	<b>344,129</b>	<b>368,310</b>	<b>392,680</b>	<b>407,250</b>	<b>424,340</b>	<b>442,330</b>	<b>461,330</b>	<b>480,480</b>	<b>87,800</b>

# Total Jobs

## Jurisdictional Boundary

	2000	2005	2010	2015	2020	2025	2030	2035	Growth 2010 - 35
ANTIOCH	19,700	20,510	20,160	24,390	28,670	31,790	35,190	38,690	18,530
BRENTWOOD	6,670	6,750	6,520	7,700	8,980	10,190	11,570	12,920	6,400
CLAYTON	1,350	1,400	1,390	1,480	1,560	1,640	1,740	1,810	420
CONCORD	59,860	61,170	60,800	63,150	65,700	70,900	78,260	86,260	25,460
DANVILLE	13,670	13,980	13,860	14,930	15,760	15,830	15,960	16,040	2,180
EL CERRITO	5,580	5,750	5,720	6,140	6,810	7,350	8,120	8,840	3,120
HERCULES	2,780	2,870	2,790	3,310	3,490	4,120	4,890	5,610	2,820
LAFAYETTE	10,790	11,380	11,320	11,350	11,370	11,450	11,600	11,940	620
MARTINEZ	18,150	18,860	18,510	20,620	23,010	25,140	27,540	30,110	11,600
MORAGA	4,940	5,040	5,030	5,370	5,820	5,890	5,960	6,050	1,020
OAKLEY	3,170	3,220	2,980	3,770	4,790	5,880	7,040	8,190	5,210
ORINDA	6,230	6,230	6,220	6,450	6,750	6,810	6,880	6,950	730
PINOLE	5,570	5,840	5,720	6,020	6,280	6,660	7,010	7,300	1,580
PITTSBURG	15,000	15,770	15,370	19,390	23,140	26,800	30,590	34,200	18,830
PLEASANT HILL	16,870	17,160	17,090	19,660	22,770	23,840	25,110	26,450	9,360
RICHMOND	39,250	41,050	40,660	47,170	54,000	58,990	64,120	69,730	29,070
SAN PABLO	6,010	5,950	5,900	5,970	6,040	6,900	7,940	8,830	2,930
SAN RAMON	40,030	40,000	39,730	41,890	43,870	46,650	49,490	52,070	12,340
WALNUT CREEK	54,900	54,830	54,510	55,700	58,170	62,090	65,880	70,180	15,670
UNINCORPORATED	40,790	41,270	42,540	45,190	48,570	50,430	52,020	53,480	10,940
<b>CONTRA COSTA COUNTY</b>	<b>371,310</b>	<b>379,030</b>	<b>376,820</b>	<b>409,650</b>	<b>445,550</b>	<b>479,350</b>	<b>516,910</b>	<b>555,650</b>	<b>178,830</b>



# Total Population

## Jurisdictional Boundary

	2000	2005	2010	2015	2020	2025	2030	2035	Growth 2010 - 35
ANTIOCH	90,532	101,500	107,700	110,200	112,700	114,600	116,800	119,200	11,500
BRENTWOOD	23,302	43,200	59,700	64,200	67,500	70,900	74,200	77,500	17,800
CLAYTON	10,762	11,000	11,100	11,200	11,300	11,400	11,400	11,500	400
CONCORD	121,780	125,000	129,700	131,800	135,700	141,500	147,100	153,000	23,300
DANVILLE	41,715	43,400	43,800	45,400	46,900	48,400	49,600	51,000	7,200
EL CERRITO	23,171	23,400	23,600	23,800	24,400	25,000	25,600	26,200	2,600
HERCULES	19,488	23,600	25,300	26,600	28,400	30,600	32,800	34,900	9,600
LAFAYETTE	23,908	24,400	24,400	24,900	25,500	26,000	26,400	26,900	2,500
MARTINEZ	35,866	36,900	36,900	37,900	38,700	39,200	40,300	41,400	4,500
MORAGA	16,290	16,400	16,600	16,900	17,400	17,800	18,300	18,900	2,300
OAKLEY	25,619	29,850	35,250	37,250	39,050	40,650	42,550	44,450	9,200
ORINDA	17,599	17,800	17,800	18,100	18,400	18,900	19,200	19,600	1,800
PINOLE	19,039	19,700	20,000	21,500	22,700	24,100	25,300	26,500	6,500
PITTSBURG	56,769	62,400	67,200	70,100	76,200	82,100	89,300	96,700	29,500
PLEASANT HILL	32,837	33,600	35,200	35,600	37,800	39,300	41,100	43,200	8,000
RICHMOND	99,216	102,700	105,000	112,200	118,700	126,000	132,600	139,600	34,600
SAN PABLO	30,215	31,000	32,200	32,800	34,100	35,400	36,700	37,700	5,500
SAN RAMON	44,722	51,700	63,500	68,400	73,800	79,600	85,200	90,900	27,400
WALNUT CREEK	64,296	66,200	68,300	70,500	72,900	75,400	77,400	79,300	11,000
UNINCORPORATED	151,690	159,650	167,050	171,350	175,250	178,650	181,850	184,450	17,400
<b>CONTRA COSTA COUNTY</b>	<b>948,816</b>	<b>1,023,400</b>	<b>1,090,300</b>	<b>1,130,700</b>	<b>1,177,400</b>	<b>1,225,500</b>	<b>1,273,700</b>	<b>1,322,900</b>	<b>232,600</b>









CONTRA COSTA COUNTY CENSUS TRACTS - P-2009 HOUSEHOLDS JOBS FORECASTS

3840.00 El Cerrito	1,671	1,685	1,700	1,737	1,781	1,826	1,878	193	321	354	238	324	389	414	508	604	386
3851.00 El Cerrito	1,105	1,121	1,125	1,130	1,135	1,139	1,141	20	153	155	38	100	120	143	214	288	250
3852.00 El Cerrito	579	585	591	611	635	655	678	98	112	111	108	54	77	98	169	241	133
3860.00 El Cerrito	1,437	1,454	1,508	1,631	1,701	1,743	1,776	270	1,873	2,028	1,983	2,088	2,194	2,349	2,452	2,660	867
3870.00 El Cerrito	988	1,009	1,029	1,039	1,060	1,075	1,101	82	772	794	687	763	796	828	913	987	310
3880.00 El Cerrito	1,164	1,176	1,188	1,195	1,216	1,231	1,277	91	613	629	536	623	671	719	815	913	377
3881.00 El Cerrito	910	920	928	955	980	973	977	49	652	661	625	768	672	676	1,129	1,284	659
3882.00 El Cerrito	307	815	822	829	844	859	887	75	345	358	260	340	381	422	514	605	345
3901.00 El Cerrito	912	922	930	938	970	981	1,010	80	200	209	90	157	177	243	263	335	245
3902.00 El Cerrito	776	784	791	798	815	835	878	88	547	570	465	542	580	615	701	787	322
3910.00 County	1,090	1,101	1,107	1,111	1,119	1,124	1,124	17	380	385	274	333	351	370	440	508	234
3920.00 County	1,033	1,044	1,046	1,048	1,048	1,050	1,050	4	442	448	324	376	381	455	500	534	210

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard; Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

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

March 13, 2009

Dear Chair Viramontes:

In February 2009, the Authority approved the development of a mechanism that, with respective RTPC approval, would allow eligible bus and paratransit operators to use funds from the Measure J Additional Bus Transit (line item 19) and the Transportation for Seniors and People with Disabilities (line item 20) funding categories for existing services as well as enhanced and supplemental services. The Authority's action was taken in response to the serious funding cuts experienced by bus and paratransit service providers during this economically challenging time.

TRANSPAC is one of the two RTPCs with allocation recommendation authority over Measure J line items 19 and 20. TRANSPAC takes this responsibility very seriously.

At its March 12, 2009 meeting, TRANSPAC approved the following actions:

- 1) Submit this request to CCTA for a Measure J amendment to add funding for existing service to the approved uses for line items 19 and 20 Measure J funding; and
- 2) Submit this request to allocate line item 19 funds to County Connection for routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. Note that all future funding from these line items remains subject to annual allocation recommendation by TRANSPAC.

TRANSPAC views these actions as short-term measures and looks forward to working with County Connection to provide transportation alternatives for Central Contra Costa in the future.

Please do not hesitate to contact the TRANSPAC Manager if you require any additional information.

Sincerely,



Mark Ross  
Chair

cc: TRANSPAC Representatives  
Greg Manning, Chair and Members of the County Connection Board of Directors  
Robert McCleary, Peter Engel, CCTA  
Cindy Dahlgren, Anne Muzzini, County Connection



# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, California 94523 (925) 969-0841

May 15, 2008

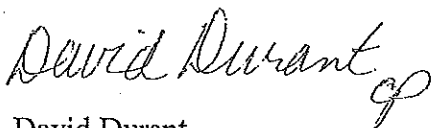
The Honorable Dave Hudson, Chair  
Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite 100  
Pleasant Hill, California 94523

Dear Chair Hudson:

Please be advised that at its May 8, 2008 meeting, TRANSPAC approved the use of Central County's Measure J "Additional Bus Transit Enhancements" funding by County Connection which is the only eligible recipient in the TRANSPAC area. This funding meets Measure J objectives, because it will "be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection." The \$24 million in this line item is intended to augment bus services through annual payments over the 25 year life of Measure J, with such funds to be used by County Connection at its discretion to best address Central County's bus transit needs. County Connection must report annually to TRANSPAC on how the funds were used, and must consider using annual disbursements to establish a fund reserve to ease expected Measure J revenue variances over its 25-year span. TRANSPAC looks forward to continuing its long partnership with County Connection to the benefit of Contra Costa residents.

Please do not hesitate to contact the TRANSPAC Manager should you require additional information.

Sincerely,



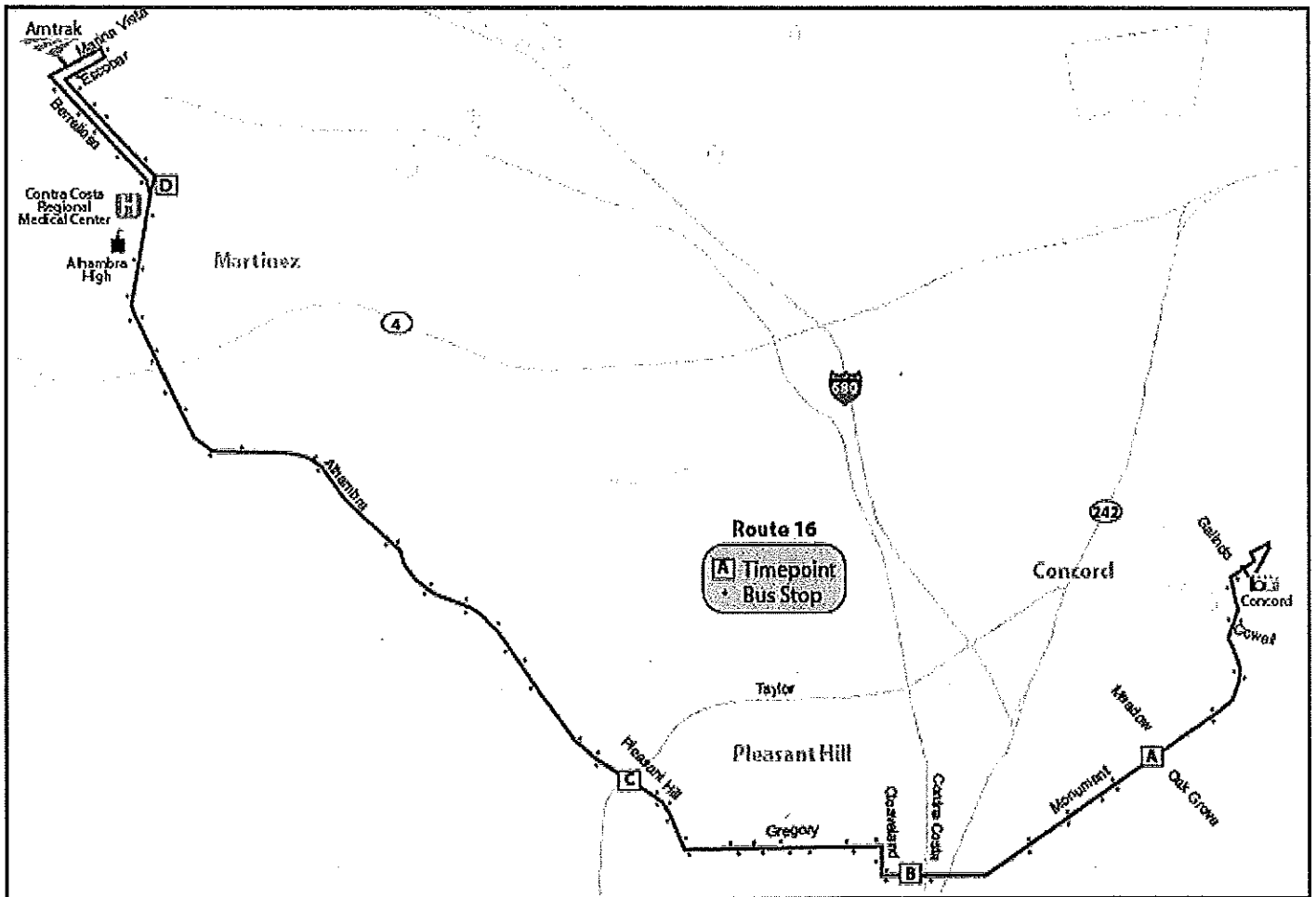
David Durant  
TRANSPAC Chair

cc: TRANSPAC Representatives  
County Connection Board of Directors  
TRANSPAC TAC and staff  
Rick Ramacier, Cindy Dahlgren, County Connection  
Robert McCleary, Paul Maxwell, Martin Engelmann, Arielle Bourgart, Peter Engel,  
Hisham Noeimi, Danice Rosenbohm, CCTA  
Mark Sakamoto, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT

Subregional Allocations County Connection 5 15 08

# The County Connection

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(updated 23 Aug 09)

Route 16						
Concord BART to Amtrak						
Continues From Route	Leave BART Concord	Monument/ Meadow	Crescent Plaza Crescent Dr	Pleasant Hill/ Taylor	Alhambra/ Bertola	Arrive Amtrak
		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	
	5:02	5:07	5:16			
14	6:28	6:35	6:46	6:54	7:04	7:15
14	7:08	7:15	7:26	7:34	7:44	7:55

14	7:48	7:55	8:06	8:14	8:24	8:35
14	8:28	8:35	8:46	8:54	9:04	9:15
14	9:08	9:15	9:26	9:34	9:44	9:55
14	9:48	9:55	10:06	10:14	10:24	10:35
14	10:28	10:35	10:46	10:54	11:04	11:15
14	11:08	11:15	11:26	11:34	11:44	11:55
14	11:48	11:55	<b>12:06</b>	<b>12:14</b>	<b>12:24</b>	<b>12:35</b>
14	<b>12:28</b>	<b>12:35</b>	<b>12:46</b>	<b>12:54</b>	<b>1:04</b>	<b>1:15</b>
14	<b>1:08</b>	<b>1:15</b>	<b>1:26</b>	<b>1:34</b>	<b>1:44</b>	<b>1:55</b>
14	<b>1:48</b>	<b>1:55</b>	<b>2:06</b>	<b>2:14</b>	<b>2:24</b>	<b>2:35</b>
14	<b>2:28</b>	<b>2:35</b>	<b>2:46</b>	<b>2:54</b>	<b>3:04</b>	<b>3:15</b>
14	<b>3:08</b>	<b>3:15</b>	<b>3:26</b>	<b>3:34</b>	<b>3:44</b>	<b>3:55</b>
14	<b>3:48</b>	<b>3:55</b>	<b>4:06</b>	<b>4:14</b>	<b>4:24</b>	<b>4:35</b>
14	<b>4:28</b>	<b>4:35</b>	<b>4:46</b>	<b>4:54</b>	<b>5:04</b>	<b>5:15</b>
14	<b>5:08</b>	<b>5:15</b>	<b>5:26</b>	<b>5:34</b>	<b>5:44</b>	<b>5:55</b>
14	<b>5:48</b>	<b>5:55</b>	<b>6:06</b>	<b>6:14</b>	<b>6:24</b>	<b>6:35</b>
14	<b>6:28</b>	<b>6:35</b>	<b>6:46</b>	<b>6:54</b>	<b>7:04</b>	<b>7:15</b>
14	<b>7:08</b>	<b>7:15</b>	<b>7:26</b>	<b>7:34</b>	<b>7:44</b>	<b>7:55</b>
14	<b>7:48</b>	<b>7:55</b>	<b>8:06</b>	<b>8:14</b>	<b>8:24</b>	<b>8:35</b>
14	<b>8:28</b>	<b>8:35</b>	<b>8:46</b>			
	<b>9:18</b>	<b>9:25</b>	<b>9:36</b>			
14	<b>9:48</b>	<b>9:55</b>	<b>10:06</b>			
	<b>10:38</b>	<b>10:45</b>	<b>10:56</b>			

<b>Route 16</b>						
<b>Amtrak to Concord BART</b>						
<b>Leave Amtrak</b>	<b>Contra Costa Regional Medical Center</b>	<b>Pleasant Hill/Taylor</b>	<b>Crescent Plaza Crescent Dr</b>	<b>Monument/Oak Grove</b>	<b>Arrive BART Concord</b>	<b>Continues To Route</b>
		<b>C</b>	<b>B</b>	<b>A</b>		
			4:22	4:28	4:37	
			5:22	5:28	5:37	14
5:40	5:46	5:59	6:07	6:17	6:27	14
6:20	6:26	6:39	6:47	6:57	7:07	14
7:00	7:06	7:19	7:27	7:37	7:47	14
7:40	7:46	7:59	8:07	8:17	8:27	14
8:20	8:26	8:39	8:47	8:57	9:07	14
9:00	9:06	9:19	9:27	9:37	9:47	14
9:40	9:46	9:59	10:07	10:17	10:27	14
10:20	10:26	10:39	10:47	10:57	11:07	14

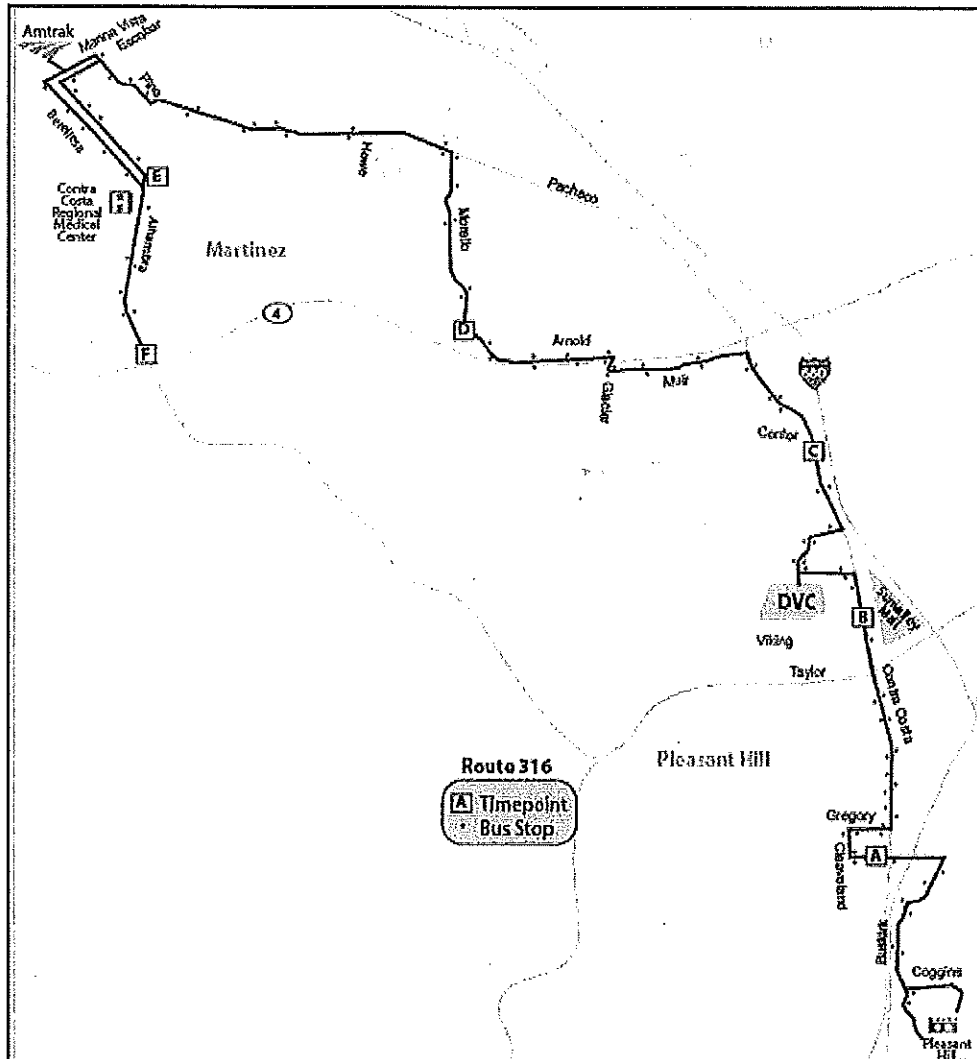


11:00	11:06	11:19	11:27	11:37	11:47	14
11:40	11:46	11:59	<b>12:07</b>	<b>12:17</b>	<b>12:27</b>	14
<b>12:20</b>	<b>12:26</b>	<b>12:39</b>	<b>12:47</b>	<b>12:57</b>	<b>1:07</b>	14
<b>1:00</b>	<b>1:06</b>	<b>1:19</b>	<b>1:27</b>	<b>1:37</b>	<b>1:47</b>	14
<b>1:40</b>	<b>1:46</b>	<b>1:59</b>	<b>2:07</b>	<b>2:17</b>	<b>2:27</b>	14
<b>2:20</b>	<b>2:26</b>	<b>2:39</b>	<b>2:47</b>	<b>2:57</b>	<b>3:07</b>	14
<b>3:00</b>	<b>3:06</b>	<b>3:19</b>	<b>3:27</b>	<b>3:37</b>	<b>3:47</b>	14
<b>3:40</b>	<b>3:46</b>	<b>3:59</b>	<b>4:07</b>	<b>4:17</b>	<b>4:27</b>	14
<b>4:20</b>	<b>4:26</b>	<b>4:39</b>	<b>4:47</b>	<b>4:57</b>	<b>5:07</b>	14
<b>5:00</b>	<b>5:06</b>	<b>5:19</b>	<b>5:27</b>	<b>5:37</b>	<b>5:47</b>	14
<b>5:40</b>	<b>5:46</b>	<b>5:59</b>	<b>6:07</b>	<b>6:17</b>	<b>6:27</b>	14
<b>6:20</b>	<b>6:26</b>	<b>6:39</b>	<b>6:47</b>	<b>6:57</b>	<b>7:07</b>	14
<b>7:00</b>	<b>7:06</b>	<b>7:19</b>	<b>7:27</b>	<b>7:37</b>	<b>7:47</b>	14
<b>7:40</b>	<b>7:46</b>	<b>7:59</b>	<b>8:07</b>	<b>8:17</b>	<b>8:27</b>	14
			<b>8:52</b>	<b>9:02</b>	<b>9:12</b>	
			<b>9:42</b>	<b>9:52</b>	<b>10:02</b>	
			<b>10:12</b>	<b>10:22</b>	<b>10:32</b>	
			<b>11:02</b>	<b>11:12</b>	<b>11:22</b>	

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# The County Connection

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(updated 21 Mar 10)

## Route 316 - Saturday

### Pleasant Hill BART to DVC to Amtrak to Alhambra/Walnut

Leave BART Pleasant Hill	Crescent Plaza/ Crescent	Contra Costa/ Viking	Arrive DVC	Leave DVC	Pacheco/ Center	Morello/ Arnold	Arrive Amtrak	Leave Amtrak	Contra Costa Regional Medical Center	Leave Alhambra/ Walnut
	A	B			C	D				F
11:15	11:23	11:30	11:36	11:48	11:52	11:59	12:12	12:15	12:18	12:22
12:30	12:38	12:45	12:51	1:03	1:07	1:14	1:27	1:30	1:33	1:37
2:45	1:53	2:00	2:06	2:18	2:22	2:29	2:42	2:45	2:48	2:52

3:00	3:08	3:15	3:21	3:33	3:37	3:44	3:57	4:00	4:03	4:07
4:15	4:23	4:30	4:36	4:48	4:52	4:59	5:12	5:15	5:18	5:22
5:30	5:38	5:45	5:51	6:03	6:07	6:14	6:27	6:30	6:33	6:37

**Route 316 - Saturday**

**Alhambra/Walnut to Amtrak to DVC to Pleasant Hill BART**

Leave Alhambra/Walnut	Alhambra/Bertola	Arrive Amtrak	Leave Amtrak	Morello/Arnold	Pacheco/Center	Arrive DVC	Leave DVC	Contra Costa/Viking	Crescent Plaza/Crescent	Arrive BART Pleasant Hill
F	E			D	C			B	A	
11:12	11:15	11:23	11:26	11:36	11:43	11:52	12:06	12:08	12:15	12:25
12:27	12:30	12:38	12:41	12:51	12:58	1:07	1:21	1:23	1:30	1:40
1:42	1:45	1:53	1:56	2:06	2:13	2:22	2:36	2:38	2:45	2:55
2:57	3:00	3:08	3:11	3:21	3:28	3:37	3:51	3:53	4:00	4:10
4:12	4:15	4:23	4:26	4:36	4:43	4:52	5:06	5:08	5:15	5:25
6:42	6:45	6:53	6:56	7:06	7:13	7:22	7:36	7:38	7:45	7:55

**Route 316 - Sunday**

**Pleasant Hill BART to DVC to Amtrak to Alhambra/Walnut**

Leave BART Pleasant Hill	Crescent Plaza/Crescent	Contra Costa/Viking	Arrive DVC	Leave DVC	Pacheco/Center	Morello/Arnold	Arrive Amtrak	Leave Amtrak	Contra Costa Regional Medical Center	Leave Alhambra/Walnut
	A	B			C	D				F
8:45	8:54	9:01	9:03	9:06	9:10	9:17	9:31	9:37	9:41	9:45
11:15	11:24	11:31	11:33	11:36	11:40	11:47	12:01	12:07	12:11	12:15
12:30	12:39	12:46	12:48	12:51	12:55	1:02	1:16	1:22	1:26	1:30
1:45	1:54	2:01	2:03	2:06	2:10	2:17	2:31	2:37	2:41	2:45
3:00	3:09	3:16	3:18	3:21	3:25	3:32	3:46	3:52	3:56	4:00
4:15	4:24	4:31	4:33	4:36	4:40	4:47	5:01	5:07	5:11	5:15
5:30	5:39	5:46	5:48	5:51	5:55	6:02	6:16	6:22	6:26	6:30

**Route 316 - Sunday**

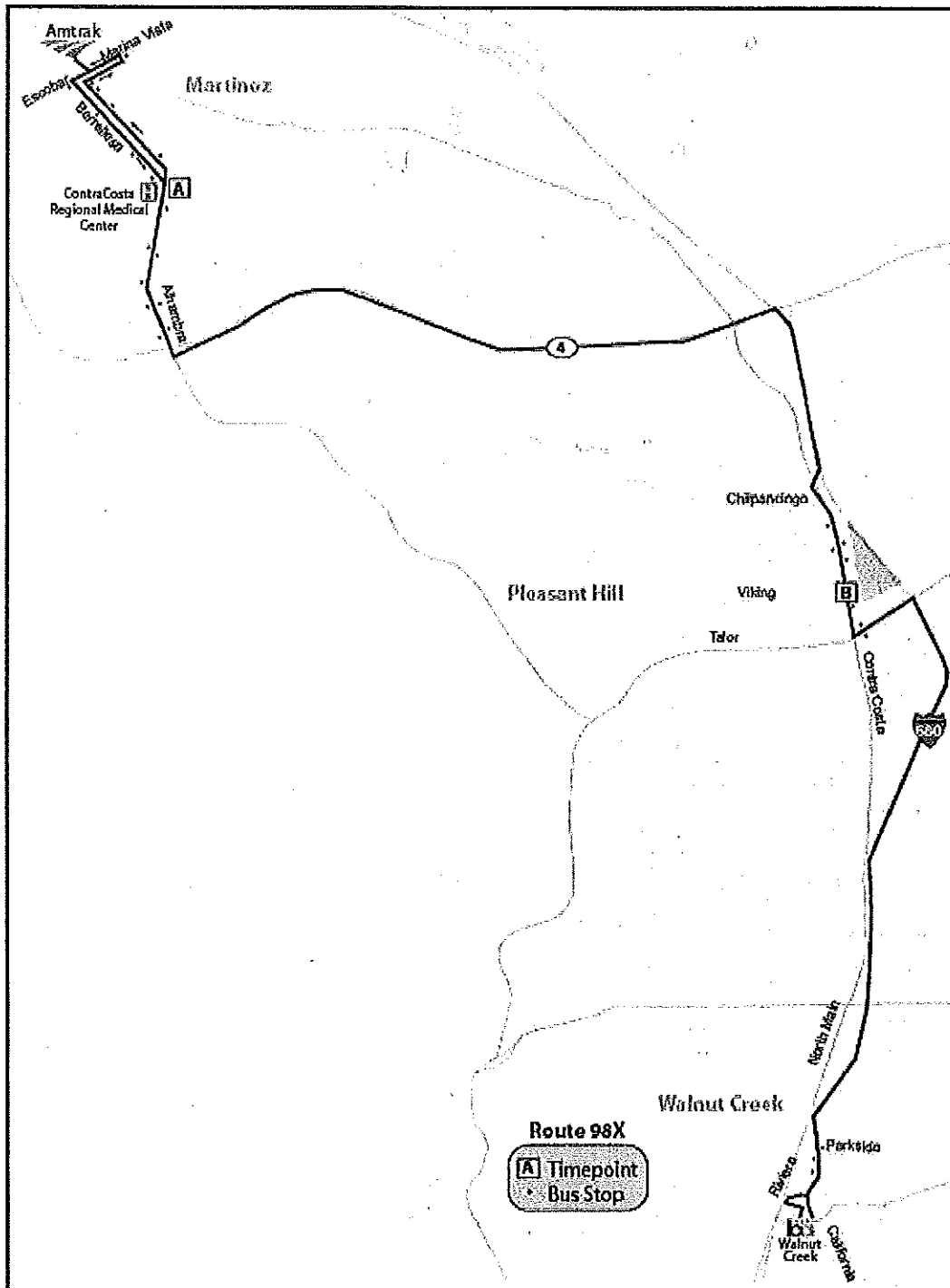
**Alhambra/Walnut to Amtrak to DVC to Pleasant Hill BART**

Leave Alhambra/Walnut	Alhambra/Bertola	Arrive Amtrak	Leave Amtrak	Morello/Arnold	Pacheco/Center	Arrive DVC	Leave DVC	Contra Costa/Viking	Crescent Plaza/Crescent	Arrive BART Pleasant Hill
F	E			D	C			B	A	
9:50	9:53	10:03	10:07	10:16	10:23	10:30	10:35	10:37	10:44	10:54
11:05	11:08	11:18	11:22	11:31	11:38	11:45	11:50	11:52	11:59	12:09
12:20	12:23	12:33	12:37	12:46	12:53	1:00	1:05	1:07	1:14	1:24
1:35	1:38	1:48	1:52	2:01	2:08	2:15	2:20	2:22	2:29	2:39
2:50	2:53	3:03	3:07	3:16	3:23	3:30	3:35	3:37	3:44	3:54
4:05	4:08	4:18	4:22	4:31	4:38	4:45	4:50	4:52	4:59	5:09
6:35	6:38	6:48	6:52	7:01	7:08	7:15	7:20	7:22	7:29	7:39



# The County Connection

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(updated 22 Mar 09)

<b>Route 98X</b>			
<b>Amtrak to Walnut Creek BART</b>			
<b>Leave Amtrak</b>	<b>Contra Costa Regional Medical Center</b>	<b>Contra Costa/Viking</b>	<b>Arrive BART Walnut Creek</b>
		<b>B</b>	
5:40	5:43	5:54	6:15
6:10	6:13	6:24	6:45
6:40	6:43	6:54	7:15
7:05	7:08	7:19	7:40
7:30	7:33	7:44	8:05
8:05	8:08	8:19	8:40
8:50	8:53	9:04	9:25
9:20	9:23	9:34	9:55
10:20	10:23	10:34	10:55
11:05	11:08	11:19	11:40
11:50	11:53	<b>12:04</b>	<b>12:25</b>
<b>12:35</b>	<b>12:38</b>	<b>12:49</b>	<b>1:10</b>
<b>1:20</b>	<b>1:23</b>	<b>1:34</b>	<b>1:55</b>
<b>1:55</b>	<b>1:58</b>	<b>2:09</b>	<b>2:30</b>
<b>2:45</b>	<b>2:48</b>	<b>2:59</b>	<b>3:20</b>
<b>3:20</b>	<b>3:23</b>	<b>3:34</b>	<b>3:55</b>
<b>4:25</b>	<b>4:28</b>	<b>4:39</b>	<b>5:00</b>
<b>4:50</b>	<b>4:53</b>	<b>5:04</b>	<b>5:25</b>
<b>5:20</b>	<b>5:23</b>	<b>5:34</b>	<b>5:55</b>
<b>5:55</b>	<b>5:58</b>	<b>6:09</b>	<b>6:30</b>
<b>6:45</b>	<b>6:48</b>	<b>6:59</b>	<b>7:20</b>

<b>Route 98X</b>			
<b>Walnut Creek BART to Amtrak</b>			
<b>Leave BART Walnut Creek</b>	<b>Contra Costa/Viking</b>	<b>Alhambra/Bertola</b>	<b>Arrive Amtrak</b>
	<b>B</b>	<b>A</b>	
5:49	5:59	6:11	6:24
6:20	6:30	6:42	6:55
6:50	7:00	7:12	7:25
7:20	7:30	7:42	7:55
7:50	8:00	8:12	8:25
8:20	8:30	8:42	8:55
8:50	9:00	9:12	9:25
9:27	9:37	9:49	10:02
10:25	10:35	10:47	11:00
10:57	11:07	11:19	11:32
11:50	<b>12:00</b>	<b>12:12</b>	<b>12:25</b>
<b>12:27</b>	<b>12:37</b>	<b>12:49</b>	<b>1:02</b>
<b>1:15</b>	<b>1:25</b>	<b>1:37</b>	<b>1:50</b>
<b>1:57</b>	<b>2:07</b>	<b>2:19</b>	<b>2:32</b>
<b>2:32</b>	<b>2:42</b>	<b>2:54</b>	<b>3:07</b>
<b>3:34</b>	<b>3:44</b>	<b>3:56</b>	<b>4:09</b>
<b>4:05</b>	<b>4:15</b>	<b>4:27</b>	<b>4:40</b>
<b>4:35</b>	<b>4:45</b>	<b>4:57</b>	<b>5:10</b>
<b>5:05</b>	<b>5:15</b>	<b>5:27</b>	<b>5:40</b>
<b>5:35</b>	<b>5:45</b>	<b>5:57</b>	<b>6:10</b>
<b>6:05</b>	<b>6:15</b>	<b>6:27</b>	<b>6:40</b>
<b>6:35</b>	<b>6:45</b>	<b>6:57</b>	<b>7:10</b>

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