



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, January 9, 2012**

**3:00 p.m.**

Orinda City Hall –Sarge Littlehale Community Room  
22 Orinda Way, Orinda, CA

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

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

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

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

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

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

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

**5.A Approval of Minutes:** SWAT Minutes of July 11, 2011 *(Attachment - Action)*

End of Consent Calendar

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

**6.A Appoint the SWAT Chair and Vice-Chair for 2012** *(Attachment - Action)*

**6.B Appoint the South County SWAT Representative to the CCTA**  
*(Attachment - Action)*

**6.C Re-affirm Committee Appointments to the Countywide Bicycle and Pedestrian Advisory Committee** *(Attachments - Action)*

**6.D Status Update - Call for Projects for Measure J Transportation for Livable Communities (CC-TLC) Program and the Pedestrian, Bicycle and Trail Facilities (PBTF) Program** (*Attachments*)

**6.E Status Update – Funding for I-680 Auxiliary Lanes, Segment 2 Project** (*Attachments*)

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

- SWAT 511 Contra Costa TDM Year in Review Report for FY2010-11
- CCTA summary of actions from Board meetings of 9/21/11, 10/19/11, and 11/16/11
- CCTA comment letter to MTC on Draft Proposal for OneBayArea Grant Program
- TRANSPLAN summary of actions from Committee meetings of 10/13/11 and 11/10/11
- WCCTAC summary of actions from Committee meeting of 10/28/11 and 12/09/11
- City of San Ramon – Notice of Project Scope Meeting – I-680 Norris Canyon HOV On and Off Ramp Project
- City of Lafayette – Notice of Public Hearing: Adoption of the Revised Draft Downtown Specific Plan

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, February 6, 2012, 3:00 p.m., 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@danville.ca.gov](mailto:adillard@danville.ca.gov).

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

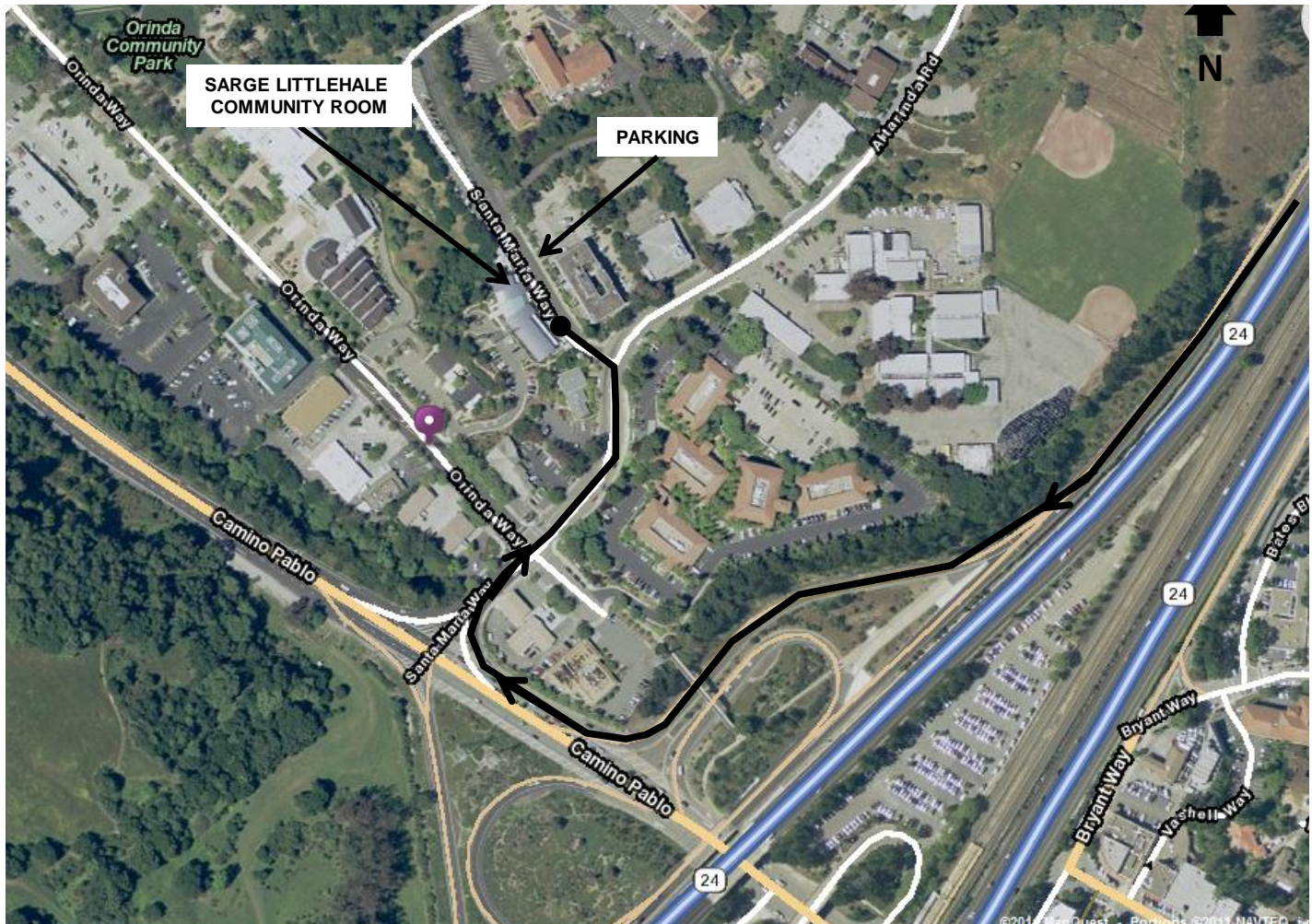
Phone: (925) 314-3384 / E-Mail: [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

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

***SOUTHWEST AREA TRANSPORTATION COMMITTEE***  
**MEETING LOCATION MAP**  
**CITY OF ORINDA, SARGE LITTLEHALE COMMUNITY ROOM**  
**22 ORINDA WAY, ORINDA, CA 94563**

**DIRECTIONS:**

- From CA-24 West, take the ORINDA VILLAGE/RICHMOND exit.
- Merge onto CAMINO PABLO
- Turn right onto SANTA MARIA WAY
- Continue on SANTA MARIA WAY, going past Orinda Way.
- Turn into the 3<sup>rd</sup> driveway on the left (Santa Maria Way).
- This will take you into a long parking lot. The rear of City Hall and Sarge Littlehale Community Room will be on your left once you enter the parking lot.



**ATTACHMENT 5.A**





# SWAT

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

**SUMMARY MINUTES**  
**July 11, 2011 – 3:00 p.m.**  
**Orinda City Hall**  
**Sarge Littlehale Community Room**  
**22 Orinda Way**  
**Orinda, California**

**Committee Members Present:** Mike Metcalf (Vice Chair), Town of Moraga; Dave Hudson, City of San Ramon; Don Tatzin, City of Lafayette; Gayle Uilkema, Contra Costa County; Karen Stepper, Town of Danville; Victoria Smith, City of Orinda (for Amy Worth, Chair).

**Staff members present:** John Cunningham, Contra Costa County; Chuck Swanson, City of Orinda; Richard Yee, City of Orinda; Lori Salamack, Town of Moraga; Jill Mercurio, Town of Moraga; Tai Williams, Town of Danville; Darlene Amaral, City of San Ramon; Leah Greenblat, City of Lafayette; Andy Dillard, Town of Danville.

**Others present:** Hisham Noeimi, CCTA; Susan Miller, CCTA; Anne Muzzini, CCCTA; C. Kim Franchi, Parsons Assoc.; Ivy Morrison, Circle Point; Yadollah (Hamid) Fathollahi, Caltrans.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Vice Chair Metcalf at 3:05 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** Supervisor Uilkema requested that, when notified in advance, Board member absences be made known to the Chair prior to the start of the meeting.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
  - 5.A **Approval of Minutes:** SWAT minutes of June 6, 2011  
**ACTION:** Tatzin/Hudson/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

- 6.A Status Update I-680 Southbound HOV Gap Closure Project:** Susan Miller, CCTA staff; Kim Franchi, Parsons; and Ivy Morrison, CirclePoint provided an informative presentation and update on the project, and announced that it is currently in the environmental phase of development. It was reported that CCTA is partnering with Caltrans on the project, and that Caltrans has been assisting with project oversight, and providing preliminary engineering and conceptual work. Parsons is providing consultant services, and CirclePoint is providing public outreach support.

Kim Franchi presented two preliminary build alternatives. Alternative #1, a reduced standard alternative, consists of building the project by a combination of freeway widening and restriping at an estimated cost of \$80 million. Alternative #2, a full standard alternative, consists of freeway widening throughout the length of the project, and replacement of overpass structures at an estimated cost of \$350 million.

Dave Hudson expressed concern regarding the continuity of southbound HOV lanes on I-680 from Contra Costa County into Alameda County. Susan Miller responded that the importance of a contiguous HOV network along all of I-680 is recognized by MTC for the corridor.

Susan Miller discussed funding for the project and that there is a significant shortfall for construction. Secured funding sources for the project include Measure J sales tax and Regional Measure 2 dollars. Preliminary outreach efforts will include RTPC and local presentations during summer 2011, project updates in spring 2012, and an Open House for Environmental Phase in fall 2012.

**ACTION:** None

- 6.B Consider Recommendations of Support for 2012 State Transportation Improvement Program (STIP) Project Applications for Capital Improvement Projects within the SWAT Sub Region:** Hisham Noeimi, CCTA, provided an overview of the 2012 STIP project review and screening process. It was explained that all project application submittals must have accompanying RTPC support as part of the screening criteria. The Authority's Technical Coordinating Committee will be assigned to score and evaluate the projects based on the criteria approved by the Authority. It was reiterated that the Authority is only requesting RTPC support for the projects, and that the task of pre-ranking projects is not being requested of the RTPCs.

There are four projects from the SWAT region that are requesting support for submittal in to the 2012 STIP, and include the following:

- I-680 Auxiliary Lanes, Segment 2 (Danville/CCTA)
- I-680/Norris Canyon Bus/Carpool On-Off Ramps (San Ramon/CCTA)
- Camino Tassajara Road Widening (Contra Costa County)
- Pleasant Hill Road/ Olympic Boulevard Intersection Roundabout (Lafayette)

Additional information and project descriptions were provided by staff and Committee members representing the project sponsors. Specifically, for the I-680 Auxiliary Lanes Project, Dave Hudson requested that the application should reflect that it will increase housing/job density around transit hubs, and given the fact that new transit hubs are being planned within the project area. Additionally, for the I-680/Norris Canyon On/Off Ramps project, Dave Hudson requested that the application narrative include a reference that the project will also include HOV access to the planned North Camino Ramon Transit Center.

The Committee unanimously approved recommendations of support for the four projects presented within the SWAT subregion for purposes of submitting into the 2012 STIP. A letter of support, including supporting narratives, will be forwarded to the Authority on behalf of SWAT.

**ACTION:** Stepper/Hudson/unanimous

- 6.C Review and Comment on Proposed By-Laws for the Countywide Bicycle and Pedestrian Advisory Committee:** Andy Dillard provided an overview and background on the proposed Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) by-laws. A recommendation from the Authority's TCC to expand the CBPAC to include representation from the Bus Transit Coordinating Committee (one seat), and representation from County engineering, planning, and public health (total of three seats). The Authority's Planning Committee has expressed concerns with expanding the Committee with additional staff seats as it would dilute citizen representation.

Gayle Uilkema provided insights on the potential contributions of a County Public Health representative on the CBPAC, as is being recommended by the TCC for inclusion on the CBPAC. Don Tatzin expressed that the Authority brought to the attention of the Planning Committee that MTC may not allow further dilution of citizen/bicyclist representation on CBPAC by increasing the number of staff seats. Dave Hudson further expressed that the Planning Committee had strong concerns about expanding the number of staff seats. Hudson suggested that staff representation could be further diversified without creating additional seats. Mike Metcalf inquired about the operating structure and procedure of the CBPAC, and why the decision-making is consensus-based rather than strictly a voting structure.

The Committee unanimously concurred to forward the following comments, via letter, to the Authority regarding the draft CBPAC By-laws:

- The CBPAC structure should remain at 13 members, and that further, expanding to 15 members via the addition of staff seats would dilute citizen representation;

- Staff representation should encompass the input of all areas of interest, including sectors such as County Public Health, within the 13-member CBPAC seat structure;
- Under Section 3.2 of the draft By-laws, consider revising the language to more accurately reflect the intent that the CBPAC members are appointed to serve in the best interests of the region.

**ACTION:** None

**6.D Review and Approve 511 Contra Costa FY 11/12 SWAT TDM Budget:**

Darlene Amaral provided a brief presentation and overview of the FY 11/12 SWAT TDM budget. As reflected in the budget report, program revenues over expenditures are approximately \$9,892.

Don Tatzin expressed concerns on the reduction of TFCA funding, and inquired about the future of TFCA funding levels. Dave Hudson responded that, based on recent BAAQMD meetings, it is anticipated there will not be increases in TFCA funds in the foreseeable future.

Don Tatzin recommended that the heading “Measure J Projects” should be re-labeled “Measure J Funding” within the budget report.

Motion was made to approve the FY 11/12 SWAT TDM budget, and to identify the \$9,892 carry-over as “contingency funds” within the budget, and as when calculated as Measure J funded.

**ACTION:** Stepper/Uilkema/unanimous

**7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- *511 Southwest Contra Costa County Employee Survey Report – Executive Summary* (report in its entirety will be provided as a meeting handout).
- CCTA summary of actions from Board meeting of 6/15/11
- 06/14/11 CCTA letter to ABAG/MTC – Response to comments on SCS Alternatives
- TRANSPLAN summary of actions from Committee meeting of 6/09/11
- WCCTAC summary of actions from Committee meetings of 5/27/11 and 6/24/11
- TRANSPAC summary of actions from Committee meeting of 6/09/11
- Town of Danville – Notice of Public Hearing and Final EIR for PUD 2004-04, SD 8919, and TR 2006-02

**ACTION:** None

**8. DISCUSSION: Next Meeting** – Andy Dillard announced that the next SWAT meeting is scheduled for Monday, September 12<sup>th</sup> due to the Labor Day holiday.

**ACTION:** None

**9. ADJOURNMENT:** The next meeting is scheduled for **Monday, September 12th, 2011** at Orinda City Hall, Sarge Littlehale Community Room, 22 Orinda Way, Orinda, CA.

**ACTION: Meeting adjourned by Chair Metcalf at 4:35 p.m.**

**Staff Contact:**

Andy Dillard  
Town of Danville  
(925) 314-3384 PH  
(925) 838-0360 FX  
[adillard@danville.ca.gov](mailto:adillard@danville.ca.gov)

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



**ATTACHMENT 6.A**



# SWAT

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

**DATE:** January 9, 2012  
**TO:** SWAT Committee  
**FROM:** SWAT Administrative Staff  
**SUBJECT:** Rotation of SWAT Chair and Vice-Chair for 2012

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## BACKGROUND

As described in the SWAT Rules of Procedure, the SWAT Chair and Vice-Chair shall rotate on a 12-month term, from January through December. The sequence of rotation is Contra Costa County, Lafayette, Danville, Orinda, Moraga, San Ramon.

As such, the 2012 SWAT Chair is scheduled to rotate to the Moraga SWAT Representative, and SWAT Vice-Chair is scheduled to rotate to the San Ramon SWAT Representative.

## RECOMMENDATION

Appoint the Moraga SWAT Representative as the 2012 SWAT Chair, and appoint the San Ramon SWAT Representative as the 2012 SWAT Vice-Chair.

## Staff Contact:

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

**ATTACHMENT 6.B**



# SWAT

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

**DATE:** January 9, 2012  
**TO:** SWAT Committee  
**FROM:** SWAT TAC  
**SUBJECT:** South County SWAT Appointment to the Contra Costa Transportation Authority (CCTA)

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## BACKGROUND

The SWAT representation to the CCTA, from the South County area, is rotated between the jurisdictions of San Ramon and Danville. Currently, the Danville representative is serving a term through January 31, 2012. Per the SWAT Rules of Procedure, the South County representative is scheduled to rotate to the San Ramon representative for a two-year term beginning February 1, 2012 through January 31, 2014.

At its January 7, 2008 meeting, the Southwest Area Transportation (SWAT) Committee amended its Rules of Procedure to add Section 4(e), as follows:

“In order to achieve maximum participation at the CCTA from SWAT jurisdictions, whenever the Mayors’ Conference or Metropolitan Transportation Committsion (MTC) representative to CCTA is from a SWAT jurisdiction, then no other council member from that jurisdiction shall serve as a SWAT representative to CCTA.”

Currently, the San Ramon SWAT representative is serving a two-year term as the SWAT Mayor’s Conference representative to the CCTA through January 31, 2013. As such, and per Section 4(e) of the SWAT Rules of Procedure, it is recommended that the Danville SWAT representative continue as the South County Representative to the CCTA through January 31, 2013. The San Ramon representative would then assume the seat as the South County SWAT representative to the CCTA for the remainder of the two-year term, ending January 31, 2014.

## LAMORINDA

Lamorinda representation to the CCTA is rotated between the jurisdictions of Lafayette, Orinda and Moraga. Currently, the Lafayette representative is serving a two-year term through January 31, 2013.

## RECOMMENDATION

Appoint the Danville representative as the South County SWAT representative to the CCTA through January 31, 2013, with the San Ramon representative assuming the South County SWAT representation to the CCTA for the remainder of the two-year term, ending January 31, 2014.

### **Staff Contact:**

Andy Dillard, Town of Danville

Phone: (925) 314-3384

Email: [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov)





CONTRA COSTA  
transportation  
authority

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COMMISSIONERS

December 5, 2011

David Durant, Chair

Hon. Amy Worth, Chair

Don Tatzin,  
Vice Chair

SWAT

Janet Abelson

City of Orinda

Genoveva Calloway

22 Orinda Way

Orinda, CA 94563

Jim Frazier

Subject: Expiration of Authority Member Term and Appointment of Representative for the February 1, 2012 through January 31, 2014 Period

Federal Glover

Dave Hudson

Dear Chair Worth:

Karen Mitchoff

CCTA Commissioner Stepper's term on the Authority Board will be expiring on January 31, 2012. SWAT should either reappoint or replace Commissioner Stepper for the two-year period from February 1, 2012 through January 31, 2014. The alternate(s) to Commissioner Stepper must also be reappointed or replaced.

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

Please notify the Authority in writing of your appointments. We would also appreciate if you would provide us contact information for new appointees. If any changes occur during the two-year terms, please advise us in writing. We anticipate seating new members at the Authority's Planning Committee and Administration & Projects Committee meetings in February (February 1<sup>st</sup> and February 2<sup>nd</sup>, respectively), and then formally at the Authority Board Meeting on February 15<sup>th</sup>, 2012.

Thank you for your attention to this matter. Please feel free to contact me at (925) 256-4724, or Danice Rosenbohm at (925) 256-4722 if you have any questions.

Sincerely,

Randell H. Iwasaki  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597

PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

cc: Andy Dillard, SWAT Staff  
Commissioner's file

**ATTACHMENT 6.C**



# SWAT

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

**DATE:** January 9, 2012  
**TO:** SWAT Committee  
**FROM:** SWAT TAC  
**SUBJECT:** Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) Appointments for 2011-2013 Term

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At its regularly scheduled meeting of October 20, 2011, the Contra Costa Transportation Authority ("Authority") approved by-laws for the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC). As such, the Authority is requesting the reaffirmation of CBPAC Committee appointments for a two-year term. As outlined in the by-laws, The CBPAC shall be comprised of thirteen members, of which shall include one staff representative and one citizen representative from each of the four RTPC's.

The SWAT TAC has considered and recommends the re-affirmation of the following member appointments to the CBPAC for a two-year term, beginning on January 1, 2012 and ending on December 31, 2013:

SWAT Staff Representative:	Leah Greenblat, City of Lafayette
SWAT Citizen Representative:	John Fazel, Resident of Orinda
SWAT Alternate Staff Representative:	Andy Dillard, Town of Danville

**Staff Contact:**

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



CONTRA COSTA  
**transportation  
authority**

COMMISSIONERS

David Durant, Chair

Don Tatzin,  
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

November 2, 2011

Hon. Amy Worth  
Chair of SWAT  
304 La Espiral  
Orinda, CA 94563

Subject: Appointment to Countywide Bicycle and Pedestrian Advisory  
Committee

Dear Ms. Worth:

The Contra Costa Transportation Authority first established the Countywide Bicycle and Pedestrian Plan Advisory Committee (CBPAC) to help oversee the preparation of its first Countywide Bicycle and Pedestrian Plan (CBPP), which was adopted in December 2003. Since that time the CBPAC has helped review and recommend applications for funding bicycle and pedestrian projects, review complete streets checklist required by MTC, and oversaw the development of the 2009 update to the CBPP. The Authority expects the CBPAC to continue its role in implementing the Authority's bicycle and pedestrian policies and advising it on funding decisions, including making recommendations on funding through the Measure J Pedestrian, Bicycle and Trail Facilities program, and on issues affecting walking and bicycling in Contra Costa and the region.

The advisory committee is composed of representatives from the following agencies and organizations:

- One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
- One staff person plus one alternate appointed by the County of Contra Costa
- One representative plus one alternate appointed by the East Bay Regional Park District
- One citizen representative plus one alternate appointed by the East Bay Bicycle Coalition
- Two citizen representatives appointed by the Authority, one familiar with bicycling and walking issues affecting youths and one familiar with bicycling and walking issues affecting seniors and people with disabilities

We are now writing to ask that your organization reaffirm its current appointments to the advisory committee or appoint a new member or members.

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

Hon. Amy Worth  
SWAT  
November 2, 2011  
Page 2

The attached CBPAC by-laws outline the role of the committee and the responsibilities of its members. Members are appointed for two year terms. There is no limit on the number of consecutive terms that a member may serve.

CBPAC meetings are generally scheduled for 11:00 a.m. on the fourth Monday of every other month beginning in January. Meetings, however, may be added or cancelled depending on need. Because the committee is made up of both citizens and public agency staff, members will need to have a certain amount of flexibility in meeting times. While the committee has recently met most frequently at lunch, it has also met in the late afternoon and early evening.

If you have any further questions, please call Brad Beck, Senior Transportation Planner, at (925) 256-4726.

Sincerely,



Randell H. Iwasaki  
Executive Director

Attachments: Countywide Bicycle and Pedestrian Advisory Committee List  
CBPAC Bylaws Adopted, 10/19/2011

cc: Andy Dillard, SWAT

File: 01.07.03



## Countywide Bicycle and Pedestrian Advisory Committee

MEMBERSHIP AS OF OCTOBER 19, 2011

<i>Appointment</i>	<i>Appointee</i>	<i>Status</i>
SWAT citizen	John Fazel	May be reappointed
SWAT staff	Leah Greenblat	May be reappointed
SWAT staff alternate	Andy Dillard	May be reappointed
TRANSPAC citizen	Dave Favello	May be reappointed
TRANSPAC staff	Jeremy Lochirco	May be reappointed
TRANSPAC staff alternate	—	This position is vacant
TRANSPLAN citizen	Bruce Ohlson	May be reappointed
TRANSPLAN staff	Paul Reinders	May be reappointed
TRANSPLAN staff alternate	—	This position is vacant
WCCTAC staff	Joanna Pallock	May be reappointed
WCCTAC citizen	—	This position is vacant
WCCTAC staff alternate	John Rudolph	May be reappointed
County staff	Jerry Fahy	Only one staffperson can serve as County representative and one as alternate
County staff	John Cunningham	
County staff	Nancy Baer	
EBBC citizen	—	This position is vacant
EBRPD staff	Jim Townsend	May be reappointed
CCEAC staff	Joe Enke	This position is eliminated
Authority Youth Rep	—	New position
Authority Senior/Disabled Rep	—	New position



## BY-LAWS

### Countywide Bicycle and Pedestrian Advisory Committee

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*Adopted October 19, 2011*

These by-laws outline the purpose, membership, responsibilities, and operating procedures of the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (herein "CBPAC") of the Contra Costa Transportation Authority (the "Authority").

#### 1. Name and Authorization

The name of this organization shall be the Contra Costa Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

#### 2. Purpose

- 2.1. The purpose of the CBPAC is to advise the Authority on bicycle and pedestrian issues and to help the Authority carry out its responsibilities as a sales tax and congestion management agency.
- 2.2. The CBPAC shall have the responsibility to:
  - 2.2.1. Oversee updates to the CBPP and other Authority policy documents and help implement the policies established therein
  - 2.2.2. Review and provide recommendations on applications for funding for bicycle and pedestrian projects and programs
  - 2.2.3. Review and comment on "complete streets" checklists required of proposed projects
  - 2.2.4. Address other bicycle or pedestrian issues facing the Authority, Contra Costa and the region

### **3. Membership**

- 3.1. The CBPAC shall be comprised of 13 members, plus alternates as noted, appointed from the following agencies:
  - 3.1.1. One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
  - 3.1.2. One staff person plus one alternate appointed by the County of Contra Costa
  - 3.1.3. One representative plus one alternate appointed by the East Bay Regional Park District
  - 3.1.4. One citizen representative plus one alternate appointed by the East Bay Bicycle Coalition
  - 3.1.5. Two citizens appointed by the Authority, one of which familiar with issues of youth walking and bicycling and one of which familiar with issues of seniors and disabled non-motorized transportation
- 3.2. Citizen members shall be residents of Contra Costa.
- 3.3. Members shall represent the general countywide interest and not solely the interest of their appointing authorities or any specific organization.
- 3.4. At the discretion of the respective appointing body, CBPAC members are subject to recall at anytime.
- 3.5. Members shall be appointed for two year terms. There shall be no limit on the number of consecutive terms which a member may serve.
- 3.6. If a member fails to attend three consecutive meetings, whether regularly scheduled or special, the position to which that member was appointed shall be considered vacant. Attendance by an alternate for that position shall be considered attendance by the member.

- 3.7. A vacancy in a position shall be filled for the remainder of the term by the alternate assigned to that position, if any, or until the appointing agency appoints another person to fill that position.

#### **4. Officers**

- 4.1. The Officers of the CBPAC shall be a Chair and a Vice-Chair. Their duties shall be as follows:

- 4.1.1. Chair: Presides over CBPAC meetings; reviews the meeting agenda; appoints subcommittees and subcommittee chairs; and reports the CBPAC's actions and decisions to the Authority as appropriate.

- 4.1.2. Vice-Chair: Presides over the CBPAC meetings in the absence of the Chair; conducts the other duties of the Chair in his/her absence.

- 4.2. Election of Officers shall be made as follows:

- 4.2.1. Chair: The Chair's term of office shall be for one calendar year. The Chair shall be elected each year at the last meeting of the calendar year by a majority of the CBPAC members present and voting, and shall serve until replaced by a newly-elected chair. If the term of appointment of the Chair expires before the year is out, and that member does not seek or accept reappointment, the Vice-Chair will serve as Chair until the following January.

- 4.2.2. Vice-Chair: This officer shall be elected by a majority of the CBPAC members present and voting at the last meeting of the calendar year. The term of office shall be for one year. If the term of appointment of the Vice-Chair expires before the year is out and that member does not seek or accept reappointment, the Committee will hold an election for a Vice-Chair to serve out the remainder of the term.

- 4.3. In the event of a vacancy in the office of the Chair, the Vice-chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the CBPAC shall nominate and elect a new Vice-chair.

## **5. Voting**

- 5.1. Decision-making by the CBPAC shall be by consensus. The CBPAC shall use formal voting only where consensus among members, and alternates attending in place of a member, cannot be reached.
- 5.2. Each member shall have one vote. Alternates are eligible to vote when seated in place of their regular committee member.
- 5.3. A quorum shall consist of a majority of the then-appointed CBPAC members. Vacant positions shall not be considered in calculating whether a quorum has been achieved. Alternates attending instead of regularly-appointed members shall be considered as members in determining whether a quorum has been achieved.
- 5.4. Actions taken by the CBPAC must be approved by a majority of those members or alternates eligible to vote at a meeting at which a quorum has been achieved.

## **6. Meetings**

- 6.1. All CBPAC meetings shall be posted public meetings conducted in compliance with the Brown Act.
- 6.2. The regular meetings of the CBPAC are generally scheduled for the fourth Monday of every other month beginning in January of every year at 11:00 a.m. in the Authority offices at 2999 Oak Road, Suite 100, Walnut Creek, California 94597. Additional or alternative meetings may be scheduled to address issues requiring more immediate consideration.
- 6.3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CBPAC in all cases to which they are applicable and in which they are not inconsistent with these bylaws, the Authority's Administrative Code, the Authority's Office Procedures Guide, and any special rules of order the CBPAC may adopt.

## **7. Subcommittees**

- 7.1. The Chair may establish subcommittees and ad hoc committees as necessary.



- 7.2. Each subcommittee shall consist of at least three (3) CBPAC members. Members shall be reappointed annually.

## **8. Amendment of By-Laws**

Amendment of these bylaws may be initiated either by the CBPAC or the Authority directly. Amendment by the CBPAC requires a two-thirds (2/3) vote of the CBPAC members present and voting at any regular meeting of the CBPAC, and subsequent approval by the full Authority Board. Amendment by the Authority would be made consistent with the Authority's adopted procedures.

## **9. Communications and Reporting**

- 9.1. The primary channel of communication for the CBPAC shall be through written and oral reports from the CBPAC to the Technical Coordinating Committee, and through that committee to the Planning Committee and Authority board.
- 9.2. Reports from the CBPAC should reflect the consensus of the CBPAC. If consensus has not been achieved, the Chair shall convey to the Authority that the CBPAC position reflects a majority vote, and the Chair shall acknowledge and convey minority opinions.
- 9.3. CBPAC members are encouraged to report back to their appointing Councils or boards on at least an annual basis and more frequently if warranted.

## **10. Conflict of Interest**

- 10.1. There shall be no monetary gain by members of the CBPAC as a result of their membership and actions on the CBPAC.
- 10.2. CBPAC members shall recuse themselves from discussion and voting on issues in which they might have a personal financial interest or benefit.

**ATTACHMENT 6.D**



# SWAT

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

**DATE:** January 9, 2012

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Status Update on Measure J Transportation for Livable Communities and Pedestrian, Bicycle, and Trail Facilities Programs

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## BACKGROUND

On September 26, 2011, the Contra Costa Transportation Authority ("Authority") released a Call for Projects for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle, and Trail Facilities (PBTF) Programs. Project applications were due to the Authority on November 14, 2011.

As defined in Measure J, the Regional Transportation Committees (RTPCs) are responsible for recommending projects for funding using the sub-region's share of CC-TLC funds, that meet the program criteria, and in a manner that best applies the goals of Measure J for their respective subregions.

Applications submitted for the the PBTF program will be initially be reviewed and ranked by the Countywide Bicycle and Pedestrian Advisory Committee using the criteria established in the recently adopted 2009 Countywide Bicycle and Pedestrian Plan.

## DISCUSSION

The Authority received a total of 23 project applications requesting CC-TLC funds totaling approximately \$16.6 million. From the SWAT subregion, there were 8 applications submitted requesting a total of \$3,964,646. The SWAT CC-TLC funding share is approximately \$3,582,445. Based on the CC-TLC guidelines, SWAT TAC will review the 8 project application submittals at its January 18<sup>th</sup> SWAT TAC meeting. Staff will prepare a recommendation of

approval of projects and funding allocations for the Committee's consideration for its February 2012 SWAT meeting. RTPCs are then to forward their recommendations to the Authority where the Technical Coordinating Committee, Planning Committee, and Authority Board, respectively, will review the recommended allocations. The Authority Board is scheduled to approve both the CC-TLC and PBTF allocations at its regular meeting of April 18, 2012.

**Staff Contact:**

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



## CALL FOR PROJECTS

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**Date** September 26, 2011

**To** Potential Applicants

**From** Brad Beck

**RE** **Call for Projects for Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities Programs**

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The Authority is pleased to announce a call for applications for funding through two Measure J programs: the Transportation for Livable Communities (CC-TLC) program and the countywide competitive component of the Pedestrian, Bicycle and Trail Facilities (PBTF) program.

Completed applications and all other required materials delivered by mail, delivery service or hand are due by **1:00 pm on Monday, November 14, 2011** to the following address:

Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597  
*Attn: Brad Beck, Senior Transportation Planner*

Applications transmitted electronically must be *sent* by **1:00 pm on Monday, November 14, 2011** to the following address:

[dbodon@ccta.net](mailto:dbodon@ccta.net)

The forms for applying for funding through these two programs are reproduced as Exhibits A and B. Application forms for these two programs may be downloaded from the Authority's website at [www.ccta.net](http://www.ccta.net).

## GUIDELINES

In July, 2011, the Authority adopted guidelines for both the CC-TLC and PBTF programs. They are included in this call for projects as Exhibits C and D. The guidelines outline which sponsors and projects are eligible, minimum and maximum funding requests, and the process and criteria for selecting projects. Applications must comply with these guidelines.

## AVAILABLE FUNDING

Measure J establishes the shares of sales tax revenues allocated to the programs, as follows:

<i>Program</i>	<i>Share</i>
12 – Transportation for Livable Communities	5.0 percent
13 – Pedestrian, Bicycle and Trail Facilities	1.5 percent
25 – Additional CC-TLC *	0.4 percent
26 – Additional PBTF *	0.04 percent

\* Allocated only to West County

Based on the estimates in the 2011 Measure J Strategic Plan, the two following tables outline the estimated funding available through these two programs for this funding cycle (FY 2011–2015).

### ESTIMATED AVAILABLE FUNDING

*Measure J Transportation for Livable Communities Program, FY 2011–2015*

<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
Total Program 12 (1)	100.0%	\$14,353
less administrative takedown	98.5%	\$14,138
Additional West County (2)	100.0%	\$1,403
less administrative takedown	98.5%	\$1,382
<b>Total Available Funding</b>		<b>\$15,520</b>
West	23.8%	\$6,038
Central	29.4%	\$5,742
East (3)	27.6%	—
Southwest	19.1%	\$3,741

(1) Excludes East County funding

(2) Excludes \$210,000 previously allocated to El Cerrito

(3) East County share of CC-TLC funds have already been allocated

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**ESTIMATED AVAILABLE FUNDING***Measure J Pedestrian, Bicycle and Trail Facilities Program, FY 2011–2015*

<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
PBTF Funds	100.0%	\$6,050
less administrative takedown	98.5%	\$5,959
Additional West County	100.0%	\$161
less administrative takedown	98.5%	\$159
<b>Total Available Funding</b>		<b>\$6,118</b>
Countywide Competitive Share	66.7%	\$3,973
EBRPD Share	33.3%	\$1,986
Additional West County	100.0%	\$159

**PROJECT SELECTION****CC-TLC Program**

Under Measure J, the Regional Transportation Planning Committees (RTPCs) have the responsibility of recommending which projects should be funded using the sub-area's share of CC-TLC funds. Measure J relies on the RTPCs to use their knowledge of local needs and conditions to decide how best to apply the goals of Measure J and the criteria in the CC-TLC guidelines in their subregion.

**Countywide Competitive Share of the PBTF Program**

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. (Those criteria are included as Exhibit One of the PBTF application.) Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects.

## **SCHEDULE FOR PBTF AND CC-TLC PROJECT SELECTION**

<i>Action</i>	<i>Date</i>
Authority staff releases Call for Projects.....	September 26, 2011
Applications due to Authority.....	November 14, 2011
Authority staff sends CC-TLC applications to RTPCs.....	November 18, 2011
CBPAC makes initial review of applications received .....	November 21, 2011
RTPC TACs review CC-TLC applications .....	December 2011– January 2012
CBPAC recommends PBTF funding allocations.....	January 23, 2012
RTPCs approve CC-TLC funding recommendations.....	February 2012
Authority staff prepares PBTF & CC-TLC Strategic Plans.....	February–March 2012
TCC reviews recommended PBTF & CC-TLC allocations.....	March 15, 2012
PC reviews recommended PBTF & CC-TLC allocations.....	April 4, 2012
Authority approves PBTF & CC-TLC allocations.....	April 18, 2012

## **QUESTIONS**

Questions on either of these two programs and the application and selection process should be addressed to Brad Beck, either by phone (925 256-4726) or email ([bbeck@ccta.net](mailto:bbeck@ccta.net)).



**ATTACHMENT 6.E**

## CCTA Board Meeting **STAFF REPORT**

Meeting Date: November 16, 2011

<b>Subject</b>	<b>Proposed Exchange of State Transportation Improvement Program (STIP) Funds with Measure C Funds (Resolution 11-34-P, Rev. 1)</b>
<b>Summary of Issues</b>	<p>Faced with a potential funding shortfall, the Authority had approved in late 2007 the programming of \$19.45 million in the 2008 STIP for the State Route 4 (SR4) East project (Project 1407). The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.</p> <p>At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently programmed for the SR4 East project, with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2). The proposal frees up \$19.45 million in Measure J in East County, while maintaining full funding for the I-680 Auxiliary Lane project.</p> <p>The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) with the approval of the 2011 Measure C <i>Strategic Plan</i>, the project will have sufficient Measure C funds to be exchanged (\$20.5 million).</p>
<b>Recommendations</b>	Authorize staff to include the exchange proposal, as described above, in the draft <i>2011 Measure C Strategic Plan</i> .
<b>Financial Implications</b>	The exchange proposal will free \$19.45 million in Measure J funds currently programmed for SR4 East, while maintaining full funding for the I-680 Auxiliary Lane.
<b>Options</b>	Decline staff recommendations. In this case, adding the \$19.45 million to SR4 East will be contingent upon approval by the CTC, which was not possible in 2008.
<b>Attachments</b>	A. 2012 STIP Resolution of Local Support: Resolution 11-34-P, Rev. 1
<b>Changes from Committee</b>	<i>Not Applicable</i>

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## Background

In the 2008 Measure C Strategic Plan, the Authority elected to defer the programming of remaining capacity until the next update of the *Strategic Plan*, when final Measure C sales tax revenues are determined.

Approximately, \$17.9 million in 2010 dollars (\$9.3 million in 1988 dollars) is now available to program for projects in the 2011 *Strategic Plan*. This capacity was created by the infusion of other fund sources in the Measure C program (e.g. State Local Partnership Program funds in the mid 90's, federal demonstration funds, sales of excess property). By loosening the cap on certain funding categories, the Authority is able to direct the funds to specific projects.

### I-680 Auxiliary Lane –Segment 2 (1106S2)

The Measure C *Program of Projects* in the 2008 *Strategic Plan* included \$16.4 million for this project which is expected to be ready for construction in 2012.

If approved as recommended in the 2011 Measure C *Strategic Plan Update*, the I-680 Auxiliary Lane project will have approximately \$20.5 million in programmed Measure C funds, and another \$5.8 million from Measure C will be loaned until reimbursed by TVTDF funds.

### SR4 East

SR4 East widening from Somersville Road to SR160 (Project 1407) is currently funded with a mix of state, federal and local funds. Funding sources included Measure J funds, Measure C funds, East County Developer Fees (ECCRFFA), Bridge Tolls, federal demo funds, STIP and Proposition 1B funds. In 2007, and following the Authority's success in securing Corridor Management Improvement Account (or CMIA) funds for the project, the Authority was faced with a significant downturn in Measure J revenues due to the recession. In addition, developer fees in East County dwindled to a trickle.

As part of the 2009 Measure J Strategic Plan, East County had to shift funds from many of their projects/programs to meet their Measure J commitments for SR4 East and eBART. In addition, expected funding from developer fees was reduced from \$80 million to \$30 million.

Faced with a potential funding shortfall, the Authority in 2007 approved the programming of \$19.45 million in the 2008 STIP for the project. The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.

With two segments of SR 4 East under construction, the project cost has been reduced. However, the availability of ECCRFFA funds still poses a risk to the project funding plan. Programming the STIP funds would reduce that risk or would free up Measure J funds in East County.

### Proposed Exchange of STIP and Measure C Funds

At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently held for SR4 East (project 1407), with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2).

The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) project has sufficient Measure C funds to be exchanged.

The addition of Measure C funds to SR4 East will free up Measure J funds (or ECCRFFA) previously committed to SR4 East, allowing East County to utilize for their priorities.

The funding plans for the projects, with and without the exchange, are shown below:

I-680 Auxiliary Lane	Before Exchange	After Exchange
<b>Measure C:</b>	<b>\$20.5M</b>	<b>\$20.5 - \$19.45 (\$1.09M)</b>
Secured TVTDF:	\$3.46	\$3.46
Unsecured TVTDF (advanced by Measure C):	\$5.8	\$5.8
State Local Partnership Program:	\$1.0	\$1.0
Interstate Maintenance:	\$3.2	\$3.2
<b>STIP</b>	<b>\$0.0</b>	<b>+\$19.45</b>

Total:	\$34.0M	\$34.0M
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SR4 East	Before Exchange	After Exchange
<b>Measure C:</b>	<b>\$12.4M</b>	<b>\$12.4 + \$19.45 (\$31.85M)</b>
<b>Measure J:</b>	<b>\$105.5</b>	<b>\$105.5 - \$19.45 (\$86M)</b>
Prop 1B CMIA:	\$72.2	\$72.2
Prop 1B SLPP:	\$19.7	\$19.7
Demo:	\$1.6	\$1.6
2002/2006 STIP:	\$38.5	\$38.5

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Bridge Tolls (median):	\$90	\$90
Bridge Tolls (eBART):	\$32.3	\$32.3
<b>ECCRFFA</b>	<b>\$30</b>	<b>\$30</b>
City:	\$1.8	\$1.8
<b>2008 STIP:</b>	<b>\$0</b>	<b>\$0</b>
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	\$404M	\$404M

In order to achieve the proposed exchange, the funding cap on the I-680 category will need to be tightened to approximately 86.8%, while the funding cap on the Commuterway category will be loosened to approximately 94.8%.

Furthermore, the I-680 Auxiliary Lane project will be added to the 2012 STIP program of projects to replace the SR4 East project. This requires the addition of the project in the Resolution of Local Support (Attachment B), previously approved by the Authority for projects sponsored by CCTA.

Staff recommends including the exchange proposal, as described above, in the draft 2011 Measure C *Strategic Plan*. The proposal will benefit East County while maintaining full funding for the I-680 Auxiliary Lane project.

## **ATTACHMENT 7**

# TDM Year in Review

FY 2010-11

## 511 Contra Costa Program Updates:

- Student Program
- Vanpool Program
- Employer Program

Page 2/3

## Updates

TRAFFIX Student Transportation Program  
Lamorinda School Bus Program

Page 4

*Representing the interests of Danville, Lafayette, Moraga, Orinda, San Ramon and unincorporated areas of southwest Contra Costa County*



## An Eventful Year for Southwest Area Transportation (SWAT)

This Program Review contains program results and participant data for the 2010 - 2011 SWAT Transportation Demand Management 511 Contra Costa programs. 511 Contra Costa offers 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 & SB 375).

These programs promote alternatives to the single occupant vehicle, while also promoting the mission of Transportation Demand Management, which is to reduce traffic congestion and improve air quality by maximizing the use of the existing roadway system.



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BAY AREA  
AIR QUALITY



TRANSPORTATION  
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*Representing the interests of Danville, Lafayette, Moraga, Orinda, San Ramon and unincorporated areas of southwest Contra Costa County.*



# Survey results from the following 511 Southwest Contra Costa Programs

## Student Program - Vanpool Program

### High School Carpool to School Program

The High School Carpool to School program provides students with an incentive to Carpool to School. Each student who registers and obtains a parking permit from the school received a \$10 gas card. Those students, along with their passengers are then entered into drawings for \$5 gift cards. The Carpool to School program involved four schools; California High School in San Ramon, Campolindo High School in Moraga, Miramonte High School in Orinda, and San Ramon Valley High School in Danville. 411 students (total for all four schools) participated in the program.

- 23% survey response rate.
- 20% still carpool after receiving incentive.
- 17% carpool 5 days a week.



### Student Transit Ticket Program

For the 10/11 school year approximately 1,380 students received two 12-ride transit passes. Staff distributed a follow-up survey to all students who received transit passes and 661 (48%) completed surveys were returned. Results of the survey indicated:

- 77% of students used all the transit passes that were received.
- 22% took transit 5 days a week before receiving the free transit passes.
- 42% took transit 5 days a week after receiving the free transit passes.



For complete copy of any survey, please contact Darlene Amaral at [damaral@511contracosta.org](mailto:damaral@511contracosta.org) /925-973-2655

### Vanpool Program doing its part to reduce congestion

Results of a recent survey of participants who participated in the 511 Contra Costa Vanpool Program shows that the program continues to reduce traffic congestion while also helping to reduce individual transportation costs. One hundred and forty-four "new" passengers were surveyed for the 10/11 fiscal year. Sixty-two (43%) completed the survey.

- 98% report traveling at least 21 miles (one way) to work.
- 61% reported that, prior to participating in a vanpool, they drove alone.
- 98% are currently riding in a vanpool.





## Employer Program Update

511 Contra Costa provides assistance to worksites aimed at increasing the number of employees using alternatives by signing up for the 511 Contra Costa incentive programs. Throughout the year employers and Chambers within the Southwest Contra Costa County received emails, letters, and marketing materials regarding Bike to Work Day, Spare the Air Program, and the 511 Contra Costa incentive programs.

### Highlight Outreach Efforts:

- AT&T San Ramon - Monthly tabling events from 11am to 1pm generate added interest in commute alternative programs.
- Tri-Valley Resource Team on Air Quality - As a member, staff attends employer events throughout Tri-Valley.
- SunGard San Ramon - Employee monthly meeting to present the 511 Contra Costa incentive programs.
- Farmers Market & Community Fairs - Attendance at Farmers Market in Danville, Moraga

Community Fair and the Art & Wind Festival in San Ramon.

- Bike lockers or bike racks were purchased and/or will be installed at the following employer worksites:

- Sungard Availability Services - San Ramon
- City of Orinda - Orinda
- Whole Foods - Lafayette
- Sycamore Park & Ride Lot - Danville
- Danville Livery - Danville



Whole Foods - Lafayette



City of Orinda

## Bike to Work Day - May 12, 2011

More than 200 energizer stations were set up along local bike commute routes in all nine Bay Area counties, with 43 located in Contra Costa County. At each station, bikers were provided with free beverages, snacks, giveaways and encouragement! More than 4,360 bicyclists and walkers stopped at a Contra Costa County energizer station for refreshments. This was 25% more than in 2010, which was a record-setting year itself.



Host Organization	Energizer Station	Station Times
City of San Ramon/ PG&E	Iron Horse Trail/Crow Canyon Rd.	6:00am-9:00am
Bishop Ranch Transp. Centre	Iron Horse Trail/Bollinger Canyon Rd.	6:00am-6:00pm
Town of Danville/Street Smarts	Iron Horse Trail/Danville Train Depot	6:30am-9:00am
Lafayette Bike/Ped. Advisory Committee	Lafayette Plaza (Mt. Diablo Blvd./Moraga Rd.)	6:00am-8:30am
Lafayette Chamber/Green Committee	Lafayette Plaza (Mt. Diablo Blvd./Moraga Rd.)	3:00pm-5:00pm
City of Orinda	Moraga Way/Brookwood Rd.	6:00am-8:00am
Hank and Frank Bicycle Shop	Lafayette Bart Station, outside of Kiosk	7:00am-9:00am
Whole Foods San Ramon	100 Sunset Dr. San Ramon	8:00am-6:00pm
Street Smarts/Danville Police Department	Iron Horse Trail at Paraiso Dr. at John Baldwin School	7:00am-9:00am



San Ramon



Lafayette

# TRAFFIX Student Transportation Program



TRAFFIX is a unique partnership between the City of San Ramon, Town of Danville, San Ramon Valley Unified School District and Contra Costa County. The primary objective is to reduce traffic congestion in the most heavily traveled corridors throughout the San Ramon Valley.

In only its third year of operation, TRAFFIX is proudly providing school bus service to seven school sites, with more than 1,231 students participating. A comprehensive analysis of all major intersections in the San Ramon Valley is scheduled to be completed in winter 2012. In addition a customer service satisfaction survey is underway with final results available in March 2012. A preliminary traffic analysis was conducted in fall 2010 and the post program traffic analysis affirmed the anecdotal information that TRAFFIX has had a significantly positive impact on traffic congestion relief. As an example, the intersections near Los Cerros Middle School and Green Valley Elementary School have experienced traffic volume reductions of 200 to 400 vehicles per intersection approach.

## Lamorinda School Bus Program



The Lamorinda School Bus Program (LSBP), a consortium of three cities and four school districts in Lafayette, Moraga and Orinda, provided round trip school bus transportation to 1,155 students in FY10-11. Twenty buses leased from First Student provided daily bus service to ten participating schools. Based on previous surveys and ridership statistics, the program eliminated a total of 623,700 vehicle trips during the 2010-11 school year.

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## SWAT 511 Contra Costa Program

2401 Crow Canyon Road, San Ramon, CA 94583

Lisa Bobadilla - TDM Program Manager - [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov) / (925) 973-2651  
Darlene Amaral - Transportation Analyst - [damaral@sanramon.ca.gov](mailto:damaral@sanramon.ca.gov) / (925) 973-2655



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2999 Oak Road  
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## MEMORANDUM

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

From: Randell H. Iwasaki, Executive Director *HRH for:*

Date: November 17, 2011

Re: Items approved by the Authority on November 16, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its November 16, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Authorization to Release RFP No. 11-10 for Consultant Support Services to Develop and Deploy a Real-time Ridesharing Pilot Project Funded through MTC's Climate Initiatives Program.** *The Authority approved the release of Request for Proposals No. 11-10 to procure consultant services that will assist staff in deploying a \$525,000 Real-time Ridesharing Pilot Project funded through MTC's Climate Initiatives Program. Real-time Ridesharing (RTR) refers to the formation of carpools through the application of smartphone technologies — cell phones with Internet access — and newly available ridesharing software applications (or "apps") to match riders and drivers in real-time or through a dynamic reservations system.*
- 2. SB 375/SCS Implementation Update.** *Staff reported that the Authority's consultant is evaluating three new scenarios for the Sustainable Communities Strategy (SCS). Selection of a preferred scenario is expected in early 2012.*
- 3. Measure C Strategic Plan – Issues and Schedule.** *The Authority approved the policies that will guide the development of the 2011 Measure C Strategic Plan, which is scheduled for adoption in January 2012.*
- 4. Proposed Exchange of State Transportation Improvement Program (STIP) Funds with Measure C Funds:** *At the November meeting, the Authority approved a proposal to exchange \$19.45 million in STIP funds, currently programmed for the State Route 4*

*Widening project, with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2). The proposal frees up \$19.45 million in Measure J in East County, while maintaining full funding for the I-680 Auxiliary Lane project. (Attachment)*

## Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: November 3, 2011

<b>Subject</b>	<b>2011 Measure C Strategic Plan – Issues and Schedule</b>
<b>Summary of Issues</b>	<p>The 2011 Measure C <i>Strategic Plan</i> comes following the expiration of Measure C on March 31, 2009. Sales tax revenues collected under Measure C totaled \$733.8 million in 1988 dollars (or \$1.098 billion in escalated dollars).</p> <p>Despite Measure C expiration, project development and construction activities are expected to continue on several Measure C projects through FY2012.</p> <p>Several issues need to be addressed in the <i>2011 Plan</i>:</p> <ul style="list-style-type: none"> <li>✓ Commitment of remaining programming capacity</li> <li>✓ Escalation of remaining Measure C funds</li> <li>✓ Maintenance of Measure C reserve</li> <li>✓ Close out of Measure C books</li> </ul> <p>Having met its all of its Measure C debt obligation, the Authority is currently in the advantageous position of having a positive cash reserve that exceeds the amount programmed for remaining Measure C projects. This allows funds to be allocated at the time of the requests, regardless of the year they are programmed in the <i>Strategic Plan</i>.</p>
<b>Recommendations</b>	Provide comments on proposed policies that will guide the development of the <i>2011 Strategic Plan</i> .
<b>Financial Implications</b>	The <i>2011 Plan</i> will make programming commitments for the use of remaining Measure C funds.
<b>Options</b>	N/A
<b>Attachments</b>	None
<b>Changes from Committee</b>	<i>The APC approved the policies as proposed. Furthermore, the APC instructed staff to bring to the Authority Board a proposal to exchange STIP funds programmed for SR4 East widening (Project 1407) with Measure C funds programmed for the 680 Auxiliary Lane Segment 2 (Project 1106 S2).</i>

## Background

The Authority has traditionally adopted a *Measure C Strategic Plan* every two to three years (i.e. 1991, 1993, 1995, 1998, 2002, 2005, and 2008). Traditionally, the *Plan* incorporated: (1) a comprehensive review of our projected revenues along with a financial plan; (2) a program of projects to be funded in the upcoming five year period; and (3) a review/update to the Authority's policies on project delivery, the role of project sponsors, and the relationship between the *Strategic Plan's* commitment of Measure C funds and other state and federal funds.

The 2011 *Strategic Plan* is unique because it comes following the expiration of Measure C on March 31, 2009. Actual sales tax revenues collected under Measure C are now known. A total of \$733.8 million in 1988 dollars (or \$1.098 billion in escalated dollars) was generated by Measure C. When compared to the amounts allocated to projects and programs in the Measure C Expenditure Plan (\$807 million in 1988 dollars), actual revenues are only 9% below that amount.

Despite Measure C expiration, project development and construction activities are expected to continue on several Measure C projects through FY2012. Currently, 88% of all projects/studies in the *Strategic Plan* are complete. Twelve percent (11 out of 90) of the projects are still ongoing and few are expected to extend beyond FY2012.

Having met its Measure C debt obligation, the Authority is currently in the advantageous position of having a positive cash reserve that exceeds the amount programmed for remaining Measure C projects. This allows funds to be allocated at the time of the requests, regardless of the year they are programmed in the *Strategic Plan*.

Several issues need to be addressed in the 2011 *Plan*:

- ✓ Commitment of remaining programming capacity
- ✓ Escalation of remaining Measure C funds
- ✓ Maintenance of Measure C reserve
- ✓ Close out of Measure C books

## Policy Issues

### Commitment of Remaining Programming Capacity

In the 2008 *Strategic Plan*, the Authority elected to defer the programming of remaining

capacity until the next update of the *Strategic Plan*, when final Measure C sales tax revenues are determined.

Approximately, \$17.9 million in 2010 dollars (\$9.3 million in 1988 dollars) is available to program for projects in the 2011 *Strategic Plan*. This capacity was created by infusion of other fund sources in the Measure C program (e.g. State Local Partnership Program funds in the mid 90's, federal demonstration funds, sales of excess property). By loosening the cap on certain funding categories, the Authority is able to direct the funds to specific projects.

In the 2011 Measure C *Strategic Plan*, remaining programming capacity is proposed to be committed to two major Measure C projects:

- ✓ **I-680 Auxiliary Lane –Segment 2 (1106S2).** The Measure C *Program of Projects* in the 2008 *Strategic Plan* included \$16.4 million for this project which is expected to be ready for construction in 2012. The project is programmed in the Tri Valley Transportation Developer Fees (TVTDF) *Strategic Plan* for \$5.8 million (\$3.23 million in FY 12/13 and \$2.65 million in FY 13/14) pending the collection of developer fees. Recent grants have been secured for \$3.3 million in federal funds and \$1 million in State Local Partnership Program funds. An additional \$4.2 million is needed to fully fund the project.

Committing approximately \$10 million (in 2010 dollars) in Measure C programming capacity will cover the \$4.2 million shortfall and guarantee \$5.8 million in revenue until TVTDF become available. The Authority will seek an agreement to reimburse the Measure C program once these revenues are collected. A future Measure C Strategic Plan amendment will commit these funds for specific projects under the I-680 category.

The project was included in the first Measure C *Strategic Plan*. Delaying it any further will not only result in loss of leveraged funds but also increased construction cost.

- ✓ **I-680/SR4 Interchange (1117):** This project was environmentally cleared in 2008 and is carried into the Measure J Expenditure Plan. The addition of approximately \$7.9 million will allow the project to proceed into the design phase, making it ready to take advantage of future state and federal funds. Due to the economic downturn, Measure J funding for the project was subjected to 65.3% reduction (or 34.7% cap).

Remaining projects in **other** funding categories are currently fully funded.

In order to achieve the above, the funding cap on the I-680 category will need to be loosened from 87.5% to 96.7%. Funding categories for BART Parking, Contra Costa Regional Commuterway, and Route 4 West are revised to match actual or planned expenditures.

In addition, the percentage funding split between Central county and Southwest County is proposed to be temporarily revised to approximately 74/26. The Authority had agreed in the 1991 Measure C *Strategic Plan* to split funds from the I-680 category 77/23 between Central and Southwest County based on the estimated project costs for the I-680 Auxiliary Lane and Fostoria Overcrossing in San Ramon. The final percentage funding split will be determined with the programming of the reimbursement of TVTDF funds.

#### Escalation of Measure C Funds beyond FY2012

Following the passage of Measure C, the Authority had formally adopted a policy to maintain project commitments in 1988 dollars. This meant project allocations can be increased to reflect increases in the Consumer Price Index (CPI). Since then, the Authority had appropriated funds in escalated (or inflated) dollars using assumptions on future inflation rates, as measured by the San Francisco Bay Area CPI, and based on when the funds are programmed in the *Program of Projects*.

This policy allowed retention of purchasing power over time, regardless of when the project is delivered. However, since the Authority stopped collecting Measure C revenues on April 1, 2009, adjusting for inflation beyond FY2009 is no longer warranted. To provide the project sponsors an opportunity to complete their projects, Measure C funds were escalated to FY2012. It is proposed that the Authority no longer apply escalation rates beyond FY2012. In other words, funds appropriated in the future will be based on the amounts programmed in the 2011 *Plan* with no additional adjustments for inflation.

This policy is necessary since increases in project costs will outpace interest rate earnings on accumulated cash.

#### Maintenance of Measure C Reserve

Due to higher interest earnings on cash balances, the Authority increased the Measure C cash reserve in the 2008 *Strategic Plan* from \$3 million to \$6 million. This reserve provides a cushion against economic uncertainty. It was also used to provide the necessary cash for the Authority to advance some Measure J programs, and accomplish a smooth transition from Measure C to Measure J.

Due to the delayed recovery of the economy, staff recommends maintaining the \$6 million reserve. This reserve will also be available to maintain the Authority's credit rating, and fund the extension of Measure J and/or other emergencies that may arise over the next 23 years.



Close out of Measure C Books

Since the Authority's Measure C cash reserve exceeds programmed amounts for remaining Measure C projects with no remaining debt service obligations, fund allocations can be requested at any time. To allow completion of remaining Measure C projects, the Authority intends to maintain Measure C commitments in the *Program of Projects* through FY2016. This will allow sufficient time for remaining Measure C projects to be completed or rolled into Measure J.

**Schedule**

The following schedule is proposed for the completion of the 2011 Measure C *Strategic Plan*:

- Nov 03, 2011** Discussion of policies to guide the development of the Plan at the Administration and Projects Committee (APC)
- Nov 16, 2011** Approval of policies to guide the development of the Plan by the Authority Board
- Dec 01, 2011** Review of the draft 2011 Measure C Strategic Plan at APC
- Dec 21, 2011** Review of the draft 2011 Measure C Strategic Plan at the Authority Board
- Jan 18, 2012** Adoption of the final 2011 Measure C Strategic Plan

## CCTA Board Meeting **STAFF REPORT**

Meeting Date: November 16, 2011

<b>Subject</b>	<b>Proposed Exchange of State Transportation Improvement Program (STIP) Funds with Measure C Funds (Resolution 11-34-P, Rev. 1)</b>
<b>Summary of Issues</b>	<p>Faced with a potential funding shortfall, the Authority had approved in late 2007 the programming of \$19.45 million in the 2008 STIP for the State Route 4 (SR4) East project (Project 1407). The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.</p> <p>At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently programmed for the SR4 East project, with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2). The proposal frees up \$19.45 million in Measure J in East County, while maintaining full funding for the I-680 Auxiliary Lane project.</p> <p>The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) with the approval of the 2011 Measure C <i>Strategic Plan</i>, the project will have sufficient Measure C funds to be exchanged (\$20.5 million).</p>
<b>Recommendations</b>	Authorize staff to include the exchange proposal, as described above, in the draft <i>2011 Measure C Strategic Plan</i> .
<b>Financial Implications</b>	The exchange proposal will free \$19.45 million in Measure J funds currently programmed for SR4 East, while maintaining full funding for the I-680 Auxiliary Lane.
<b>Options</b>	Decline staff recommendations. In this case, adding the \$19.45 million to SR4 East will be contingent upon approval by the CTC, which was not possible in 2008.
<b>Attachments</b>	A. 2012 STIP Resolution of Local Support: Resolution 11-34-P, Rev. 1
<b>Changes from Committee</b>	<i>Not Applicable</i>

## Background

In the 2008 Measure C Strategic Plan, the Authority elected to defer the programming of remaining capacity until the next update of the *Strategic Plan*, when final Measure C sales tax revenues are determined.

Approximately, \$17.9 million in 2010 dollars (\$9.3 million in 1988 dollars) is now available to program for projects in the 2011 *Strategic Plan*. This capacity was created by the infusion of other fund sources in the Measure C program (e.g. State Local Partnership Program funds in the mid 90's, federal demonstration funds, sales of excess property). By loosening the cap on certain funding categories, the Authority is able to direct the funds to specific projects.

### I-680 Auxiliary Lane –Segment 2 (1106S2)

The Measure C *Program of Projects* in the 2008 *Strategic Plan* included \$16.4 million for this project which is expected to be ready for construction in 2012.

If approved as recommended in the 2011 Measure C *Strategic Plan Update*, the I-680 Auxiliary Lane project will have approximately \$20.5 million in programmed Measure C funds, and another \$5.8 million from Measure C will be loaned until reimbursed by TVTDF funds.

### SR4 East

SR4 East widening from Somersville Road to SR160 (Project 1407) is currently funded with a mix of state, federal and local funds. Funding sources included Measure J funds, Measure C funds, East County Developer Fees (ECCRFFA), Bridge Tolls, federal demo funds, STIP and Proposition 1B funds. In 2007, and following the Authority's success in securing Corridor Management Improvement Account (or CMIA) funds for the project, the Authority was faced with a significant downturn in Measure J revenues due to the recession. In addition, developer fees in East County dwindled to a trickle.

As part of the 2009 Measure J Strategic Plan, East County had to shift funds from many of their projects/programs to meet their Measure J commitments for SR4 East and eBART. In addition, expected funding from developer fees was reduced from \$80 million to \$30 million.

Faced with a potential funding shortfall, the Authority in 2007 approved the programming of \$19.45 million in the 2008 STIP for the project. The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.

With two segments of SR 4 East under construction, the project cost has been reduced. However, the availability of ECCRFFA funds still poses a risk to the project funding plan. Programming the STIP funds would reduce that risk or would free up Measure J funds in East County.

### Proposed Exchange of STIP and Measure C Funds

At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently held for SR4 East (project 1407), with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2).

The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) project has sufficient Measure C funds to be exchanged.

The addition of Measure C funds to SR4 East will free up Measure J funds (or ECCRFFA) previously committed to SR4 East, allowing East County to utilize for their priorities.

The funding plans for the projects, with and without the exchange, are shown below:

I-680 Auxiliary Lane	Before Exchange	After Exchange
<b>Measure C:</b>	<b>\$20.5M</b>	<b>\$20.5 - \$19.45 (\$1.09M)</b>
Secured TVTDF:	\$3.46	\$3.46
Unsecured TVTDF (advanced by Measure C):	\$5.8	\$5.8
State Local Partnership Program:	\$1.0	\$1.0
Interstate Maintenance:	\$3.2	\$3.2
<b>STIP</b>	<b>\$0.0</b>	<b>+\$19.45</b>

Total:	\$34.0M	\$34.0M
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SR4 East	Before Exchange	After Exchange
<b>Measure C:</b>	<b>\$12.4M</b>	<b>\$12.4 + \$19.45 (\$31.85M)</b>
<b>Measure J:</b>	<b>\$105.5</b>	<b>\$105.5 - \$19.45 (\$86M)</b>
Prop 1B CMIA:	\$72.2	\$72.2
Prop 1B SLPP:	\$19.7	\$19.7
Demo:	\$1.6	\$1.6
2002/2006 STIP:	\$38.5	\$38.5

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Bridge Tolls (median):	\$90	\$90
Bridge Tolls (eBART):	\$32.3	\$32.3
<b>ECCRFFA</b>	<b>\$30</b>	<b>\$30</b>
City:	\$1.8	\$1.8
<b>2008 STIP:</b>	<b>\$0</b>	<b>\$0</b>
	-----	-----
	\$404M	\$404M

In order to achieve the proposed exchange, the funding cap on the I-680 category will need to be tightened to approximately 86.8%, while the funding cap on the Commuterway category will be loosened to approximately 94.8%.

Furthermore, the I-680 Auxiliary Lane project will be added to the 2012 STIP program of projects to replace the SR4 East project. This requires the addition of the project in the Resolution of Local Support (Attachment B), previously approved by the Authority for projects sponsored by CCTA.

Staff recommends including the exchange proposal, as described above, in the draft 2011 Measure C *Strategic Plan*. The proposal will benefit East County while maintaining full funding for the I-680 Auxiliary Lane project.



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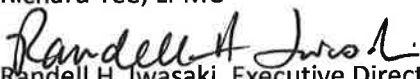
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Randell H. Iwasaki,  
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## MEMORANDUM

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

From:   
Randell H. Iwasaki, Executive Director

Date: October 20, 2011

Re: Items approved by the Authority on October 19, 2011, for circulation to the  
Regional Transportation Planning Committees (RTPCs), and items of interest

At its October 19, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

**1. State Route 4 Bypass (Projects 5001, 5002 and 5003):**

**Acceptance of SR4 Bypass Authority Environmental Impact Report, Adoption of Findings and Filing of Notice of Determination.** *The Authority approved Resolution 11-38-P, certifying the SR4 Bypass environmental document for the Authority's use, and authorized the Executive Director to file a Notice of Determination with the County Clerk. Resolution 11-38-P.*

**Authorization to Enter into Memorandum of Understanding (MOU) with SR4 Bypass Authority:** *The Authority voted to defer action on the draft MOU (14.07.07), which identifies roles and responsibilities in the management of future SR4 Bypass Projects including SR4/SR160 connectors and SR4 Bypass/Sand Creek Road Interchange and Widening projects, to November.*

**Authorization to Enter into Memorandum of Understanding (MOU) with TRANSPLAN Committee and the East Contra Costa Regional Fee and Finance Authority (ECCRFFA):** *The Authority voted to defer action on the draft MOU (14.07.08), which identifies roles and responsibilities including a commitment to identify additional funds as necessary for remaining SR4 Bypass projects, to November.*

2. **Review and Discussion of Future Planning Activities.** Authority planning staff is responsible for carrying out the Congestion Management Agency planning functions and implementation of the Measure J Growth Management Program (GMP). Staff proposes to carry out several major planning efforts during Calendar Years 2012 through 2014, including a major update of the Countywide Transportation Plan. The work program would include updating the Technical Procedures, carrying out a Sustainability Study, developing a complete streets policy, and identifying best practices for bicycle and pedestrian wayfinding. *The Authority approved the proposed work program for future planning activities.*
3. **Approval of the Proposed Countywide Bicycle and Pedestrian Committee (CBPAC) By-Laws.** The CBPAC, after reviewing comments received from the RTPCs and the East Bay Regional Park District as well as the comments made by the TCC and the Planning Committee meeting in July, has revised the proposed by-laws for adoption by the Authority. *The Authority approved the revised CBPAC by-laws.*



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## MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
John Cunningham, TRANSPLAN  
Christina Atienza, WCCTAC  
Richard Yee, LPMC  
*Randell H. Iwasaki*  
From: Randell H. Iwasaki, Executive Director  
Date: September 22, 2011  
Re: Items approved by the Authority on September 21, 2011, for circulation to the  
Regional Transportation Planning Committees (RTPCs), and items of interest

At its September 21, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Contra Costa Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian Bicycle and Trail Facilities (PBTF) Program: Review of Proposed CC-TLC and PBTF Call for Projects.** *The Authority approved the release of Call for Projects for these two programs. The Call for Projects will be transmitted to project proponents under separate cover.*
2. **Update on BCDC's Proposed Bay Plan Amendment.** *The Authority approved sending a letter to BCDC in support of the proposed Bay Plan Amendment 1-08. (Attachment)*
3. **2012 State Transportation Improvement Program (STIP) Candidate Projects.** *Staff presented TCC recommendations for the 2012 STIP. The Authority approved the project list and the Resolution of Local Support, 11-34-P. The Authority also concurred with the TCC's recommendation to require regular project reporting from the City of Hercules on its Intermodal Station project. (Attachment)*
4. **Letter of Support for the Metropolitan Transportation Commission (MTC) Application to the California Transportation Commission (CTC) regarding the Bay Area Regional Express Lane Network.** *The Authority approved sending a letter in support for MTC's application to the CTC for the Bay Area Regional Express Lane Network, providing the conditions outlined in the letter are met. (Attachment)*



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5. **Measure J Expenditure Plan Amendment of Programs 19 and 20 for West County.** *The Authority approved Ordinance 11-01, adding flexibility to program 19b - Additional Bus Service Enhancements, and 20b - Additional Transportation for Seniors and People with Disabilities, by allowing WCCTAC to program funds to support existing services under certain situations of financial need. Staff was authorized to send a Notice of Proposed Amendment to Measure J Expenditure Plan to the Board of Supervisors, City/Town Managers, and the Conference of Mayors as required by Section 8 of the Measure J Ordinance. The Authority will conduct a public hearing at its meeting of October 19, 2011. (Attachment)*
6. **Review and Discussion of MTC's Proposed Cycle-2 OneBayArea Grant Program.** On July 8, 2011, the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) jointly released a draft proposal for the OneBayArea grant program. This new program would alter the framework for allocating the STP and CMAQ funding that MTC adopted in December 2009. The revised program would give CMAs more flexibility in allocating funds among the previous TLC, Regional Bicycle, Local Streets and Roads Shortfall and Safe Routes to Schools program and would substantially increase the amount of funding to counties. Staff, however, has identified some significant problems with the proposal, including requiring local adoption of various policies to be eligible for funds, directing 70 percent of the funds to projects in Priority Development Areas, and downplaying maintenance needs and prior commitments. *The Authority reviewed the draft comment letter on the OneBayArea Grant proposal, and authorized the Chair to work with staff to finalize and transmit the letter to MTC. The final letter will be transmitted under separate cover.*



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September 21, 2011

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BAY CONSERVATION AND DEVELOPMENT  
COMMISSION

c/o Bay Area Council

201 California Street, Suite 1450

San Francisco, CA 94111

Will Travis

Executive Director

BAY CONSERVATION AND DEVELOPMENT  
COMMISSION

50 California Street, Suite 2600

San Francisco, California 94111

**Subject:** *Letter of Support for the Proposed Bay Plan Amendment 1-08*

Dear Chairman Randolph and Executive Director Travis:

In our last letter to you, dated November 23, 2010, the Contra Costa Transportation Authority (the Authority) expressed significant concerns about the conflicts that the policies and guidelines in the proposed Bay Plan Amendment 1-08 (the Amendment) would introduce to the transportation sector in general and to the Authority's mission and goals in particular.

We are therefore pleased to report, that after having reviewed the proposed July 29, 2011 revisions to the Amendment, the Authority has taken a position of support. We appreciate that the July 29 version broadly and comprehensively addresses our early comments. Specifically:

1. The Authority sought revisions to the Amendment to avert conflicts between the Bay Plan Climate Change policies and the Authority's primary mission – to deliver the Measure J transportation projects as approved by the voters of Contra Costa.

*The proposed amendment adds policies that specifically limit the application of the Climate Change policies to within 100 feet of the shoreline. For projects or activities that are located partly within the 100 foot band, and partly outside of it, the findings only apply to that portion of the project located within the 100 foot band (see Policy 1, p. 21). While this policy explicitly limits BCDCs jurisdiction to the existing shoreline, a new policy also recognizes that piecemealing decisions based upon overlapping government jurisdictional boundaries can be inefficient and counterproductive. Consequently, the proposed amendment supports BCDC's collaboration with the Joint Policy Committee, which is comprised of the regional agencies (MTC, ABAG, BCDC, and the Air District), to provide a framework for regional decision making (see Policy 6.u, p. 19).*

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*The proposed amendment also adds a policy that recognizes that transportation facilities and other critical infrastructure that is necessary for existing development or to serve planned development provide regional benefits, advance regional goals, and should be encouraged if the benefits outweigh the risk from flooding (see policy 7.b, p. 26).*

2. The Authority sought to avert conflicts between the Bay Plan and the efforts of local jurisdictions to develop Priority Development Areas (PDAs), several of which are located near the Bay.

*The policy addressing infill development has been re-written to acknowledge that ABAG and MTC have developed the FOCUS program and have identified PDAs as key components of the Bay Area's Sustainable Communities Strategy (SCS) that will be adopted pursuant to SB 375. The policy further states that one of BCDC's objectives in adopting climate change policies is to facilitate implementation of the SCS (see policy 6.p, p. 17).*

3. The Authority sought assurances that the existing infrastructure we rely on daily for the transport of people and goods will be adequately protected from sea level rise.

*The revised policies recognize the significant and valuable development that has been built up along the coastal areas. The policies include a new finding that recites the overarching guiding principles of the California Climate Adaptation Strategy, including the objectives of protecting public health, safety, and critical infrastructure. The Strategy recognizes that protecting anything and everything from sea level rise may prove futile in the long run, and looks to decision guidance using cost-benefit analysis to appropriately consider developments that are threatened (see policy 6.w, p. 20).*

We commend the staff and Commission members for their thoughtful consideration of all of the comments provided by the involved stakeholders, and for establishing a framework for the regional dialog to begin on the difficult work of responding to the challenges of climate change and sea-level rise.

*Sean Randolph and Will Travis*  
*September 21, 2011*  
*Page 3*

We look forward to participating in the regional dialog.

Sincerely,

A handwritten signature in black ink, appearing to read 'David E. Durant', with a stylized flourish extending to the right.

David E. Durant,  
Chair

cc via e-mail: BCDC Members and Alternates  
The Contra Costa Mayor's Conference  
Contra Costa County Supervisors  
Contra Costa Transportation Authority Members

2012 STIP Applications - TCC Subcommittee Review						
Rank	Project Proponent	Project Name	Project Type*	Funds Requested	Cumulative Total	2012 STIP Funds
1	Hercules	Hercules Intermodal Transit Center, Station Building	T	\$5,100,000	\$5,100,000	\$5,100,000
2	BART	Walnut Creek BART TOD Intermodal	T	\$5,300,000	\$10,400,000	\$5,300,000
3	CCTA/San Pablo	I-80/San Pablo Dam Rd. Interchange Reconstruction	R	\$10,000,000	\$20,400,000	\$10,000,000
4	CCTA/TRANSPAC	I-680 SB HOV Gap Closure, N. Main St to Livorna Rd	R	\$9,000,000	\$29,400,000	\$5,557,000
5	CCTA/TRANSPAC	I-680/SR4 Phase 3 interim Improvements	R	\$19,800,000	\$49,200,000	
6	Pleasant Hill	Contra Costa Blvd Corridor Enhancement Phase 3	R	\$4,923,000	\$54,123,000	
7	CCTA/Danville	I-680 NB Auxiliary Lanes, Seg. 2 Danville and Sam Ramon	R	\$9,000,000	\$63,123,000	
8	AC Transit	Richmond Parkway Transit Center	T	\$15,000,000	\$78,123,000	
9	Lafayette	Pleasant Hill Road Olympic Circle	R	\$1,000,000	\$79,123,000	
10	County	Camino Tassajara Sfty Imps-Windemere Pkwy to Alameda C. Line	R	\$5,764,000	\$84,887,000	
11	Richmond	Richmond Transit Village Ph II, Nevin Ave Improvements	T	\$3,211,000	\$88,098,000	
12	County	Kirker Pass Rd NB Truck Climbing Lane	R	\$3,500,000	\$91,598,000	
13	CCTA/San Ramon	I-680/Norris Canyon Bus/Carpool on/off ramps	R	\$7,000,000	\$98,598,000	
14	EBRPD	Pinole Shore to Bayfront Park Trail	T	\$1,000,000	\$99,598,000	
15	San Ramon	San Ramon Valley Blvd. Pavement Rehabilitation (INCOMPLETE)	R	\$2,223,000	\$101,821,000	
	<b>TOTAL</b>			<b>\$101,821,000</b>		<b>\$25,957,000</b>

\*Project Type: Roadway = R, Transit = T



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September 22, 2011

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Mr. Dario Frommer, Chair  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Chairman Frommer and Commissioners:

The Contra Costa Transportation Authority (Authority), acting as the Congestion Management Agency (CMA) for Contra Costa, is writing in support of the application by the Metropolitan Transportation Commission (MTC) for authority to implement the Bay Area Express Lane Network and urges the California Transportation Commission (Commission) to make a finding of eligibility under Streets & Highway Code Section 149.7. The Authority acted at its meeting on September 21, 2011 to affirm this support.

The express lanes network is a component of the *Transportation 2035 Plan for the San Francisco Bay Area*, the long-range transportation plan for the Bay Area. This request before the Commission represents the culmination of significant efforts to define and study the technical and financial feasibility of moving forward with the express lanes network. High Occupancy Vehicle (HOV) lanes are already an essential part of the regional transportation system, but they could be even more extensive and make a greater contribution to regional mobility, if they were to reach their full potential. Currently, the HOV lanes are a "patchwork" rather than a network. The implementation of the network for which MTC is seeking authority on behalf of the region would be a powerful tool for management of the freeway system. It would yield the following benefits:

- **Capacity Enhancement/System Performance.** Current underutilization of HOV lanes creates the opportunity to balance the usage of all lanes and increase vehicle and person throughput, as a result of careful real-time pricing strategies. Overall system performance can be improved by a more extensive HOV/express lane network that can be fine-tuned through pricing.
- **Connectivity.** Additional HOV lanes would be constructed to close gaps and permit longer contiguous trips on the lanes than are currently possible or foreseeable under current funding circumstances. The network will become a much more attractive and efficient mobility option for travelers when gaps are closed.
- **Travel Time Savings.** Offering travelers the option of using the express lane provides an opportunity to save travel time, especially on those occasions when being on time is of great value to the user.
- **Reliability.** In addition to time savings, reliability is an important value to users. If predictability can be assured, experience with express lanes in other regions has shown

that users will pay the toll, even at times when there is not significant congestion on the adjacent general purpose lanes.

- **Bus Transit improvement.** Substantially enhanced connectivity and improved reliability will make express bus travel much more attractive and thereby lead to increased ridership. This will lead to reduced congestion, energy consumption and air emissions.

Of course, each segment of the express lane network has its own special characteristics. As each project of the network is developed, we understand that there will be detailed analysis of operational and environmental impacts specific to that project. The Authority, as well as affected jurisdictions in Contra Costa, expects to participate in the project development process for those corridors within our county.

The Authority's support for the Bay Area Express Lane Network is predicated on the understanding that the following concerns will be addressed prior to implementation:

- **Governance structure:** Important policy decisions are needed for both region-wide and corridor-specific implementation. The Authority, as the CMA for Contra Costa, should be involved with our partners at MTC, Caltrans and other Bay Area CMAs in the development of the governance structure that affects Contra Costa corridors and residents.
- **Financing options:** The MTC application includes costs needed to implement and operate the express lane network, and discusses financing options in limited detail. A more defined financing plan needs to be identified.
- **Start-up costs:** Contra Costa's Measure J expenditure plan includes funding to construct HOV lanes along I-680. These funds cannot be redirected to implement HOT lanes. Rather, these funds should be supplemented from the network financial plan for this purpose.
- **Use of net revenue:** The Authority believes that HOT lane implementation should benefit residents and travelers along tolled corridors, and that excess revenue should be used for transit assistance or other capital projects.
- **The Authority and local involvement in implementation:** Most importantly, the Authority and its affected jurisdictions need to be involved in the continued planning and implementation of the express lane network. This includes participation in operational policy decisions and the development of project development roles for corridors within Contra Costa.

We are pleased to give wholehearted support and endorsement to the MTC application to seek authorization of the Bay Area Express Lane Network as long as the above conditions are met. We urge Commission approval of the application.

Sincerely,



David E. Durant  
Chair





CONTRA COSTA  
transportation  
authority

COMMISSIONERS

September 22, 2011

David Durant, Chair

Board of Supervisors  
City/Town Managers  
Conference of Mayors

Don Tatzin,  
Vice Chair

Janet Abelson

Genoveva Calloway

Re: Notice of Proposed Amendment to Measure J Expenditure Plan

Jim Frazier

Dear Sir/Madam:

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

In accordance with Section 8 of the Contra Costa Transportation Improvement and Growth Management Program Ordinance, ("Ordinance #06-01", or "Measure J"), we are hereby notifying you of the Authority's proposed amendment of the Measure J Expenditure Plan. By a vote of 10 to 0, the Authority passed Ordinance 11-01 on September 21, 2011 approving the amendment. The amendment addresses only programs specific to West County.

Randell H. Iwasaki,  
Executive Director

Expenditure Plan Programs 19b and 20b (West County) are intended to provide new or enhanced bus service and transportation programs for seniors and people with disabilities, respectively in West County. Section 8 of Ordinance 06-01 states that the Authority may annually review and propose amendments to the Expenditure Plan to provide for the use of additional federal, state and local funds, to account for unexpected revenues, *or to take into consideration unforeseen circumstances*. The Authority is proposing this action at the request of WCCTAC because significant funding reductions resulting from both the economic downturn have left existing bus and paratransit operations in jeopardy of reductions or elimination. The amendments would provide flexibility to WCCTAC to program funds from these specific programs to fund existing transit and paratransit services and programs under situations of declining transit revenues.

In the event that your agency does not agree with the Authority's amendment, Section 8 of Ordinance #06-01 requires that your jurisdiction, by majority vote of the governing body, appeal the Authority's decision, and formally notify the Authority via registered mail within 45 days of receipt of this notice. The appealing jurisdiction will then have a further 45 days to obtain formal resolutions of support from the majority of the cities and towns within the county representing a majority of the population residing within the incorporated area of the county and the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting its appeal or fails to act within the timeframes provided in Section 8 of Ordinance #06-01 the Authority's amendment to the Expenditure Plan will stand. As required a public

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net



September 22, 2011

Page 2

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hearing on this amendment will be held at the Authority's regularly scheduled board meeting on October 19, 2011.

Should you have any questions, please contact me at (925) 256-4724 or Peter Engel at (925) 256-4741.

Sincerely,



Randell H. Iwasaki  
Executive Director

Attachment: Ordinance 11-01

File: 04.17.01.05

Distribution List  
Ordinance 11-01  
Notice of Proposed Amendment

*Distribution List - County Board of Supervisors, City/Town Managers, Conference of Mayors*

FirstName	LastName	Company1	BusinessStreet	City	State	Zip
Jim	Jakel	City of Antioch	P.O. Box 5007	Antioch	CA	94531-5007
Donna	Landeros	City of Brentwood	708 Third St	Brentwood	CA	94513-1396
Gary	Napper	City of Clayton	6000 Heritage Trail	Clayton	CA	94517-1250
Dan	Keen	City of Concord	1950 Parkside Drive	Concord	CA	94519-2578
Scott	Hanin	City of El Cerrito	10890 San Pablo Ave.	El Cerrito	CA	94530-2392
Eguzki	Olano	City of Hercules	111 Civic Drive	Hercules	CA	94547
Steven	Falk	City of Lafayette	3675 Mt. Diablo Blvd., Ste. 210	Lafayette	CA	94549-1968
Philip	Vince	City of Martinez	525 Henrietta St	Martinez	CA	94553-2337
Bryan	Montgomery	City of Oakley	3231 Main Street	Oakley	CA	94561
Janet	Keeter	City of Orinda	22 Orinda Way	Orinda	CA	94563
Belinda	Espinosa	City of Pinole	2131 Pear Street	Pinole	CA	94564-1716
Marc	Grisham	City of Pittsburg	65 Civic Ave.	Pittsburg	CA	94565
June	Catalano	City of Pleasant Hill	100 Gregory Ln	Pleasant Hill	CA	94523-3323
William	Lindsay	City of Richmond	450 Civic Center Plaza	Richmond	CA	94804
Matt	Rodriguez	City of San Pablo	13831 San Pablo Avenue	San Pablo	CA	94806
Greg	Rogers	City of San Ramon	2222 Camino Ramon	San Ramon	CA	94583-1372
Ken	Nordhoff	City of Walnut Creek	1666 North Main Street	Walnut Creek	CA	94596
David	Twa	Contra Costa County	651 Pine St., 11th Floor	Martinez	CA	94553-2337
Joe	Calabrigo	Town of Danville	510 La Gonda Way	Danville	CA	94526-1722
Jill	Keimach	Town of Moraga	329 Rheam Blvd.	Moraga	CA	94556
Tiffany	Lenneer	Clerk of the Board of Supervisors	651 Pine Street, Room 106	Martinez	CA	94553
Don	Blubaugh	Contra Costa County Mayors' Conference	1715 Chardonnay Ln.	Brentwood	CA	94513

**ORDINANCE 11-01**

**AMENDING THE MEASURE J TRANSPORTATION EXPENDITURE PLAN  
BY REVISING AND CLARIFYING HOW THE WEST CONTRA COSTA TRANSPORTATION ADVISORY  
COMMITTEE MAY DEVELOP GUIDELINES AND ALLOCATE FUNDS FOR THE ADDITIONAL BUS SERVICE  
ENHANCEMENTS AND ADDITIONAL TRANSPORTATION SERVICES FOR SENIORS AND PEOPLE WITH  
DISABILITIES PROGRAMS**

***AN ORDINANCE** amending the Measure J Transportation Expenditure Plan by revising and clarifying how the West Contra Costa Transportation Advisory Committee (WCCTAC) may develop guidelines and allocate funds for the Additional Bus Service Enhancement Program (Subregional Program 19) and the Additional Transportation Services for Seniors and People with Disabilities Program (Subregional Program 20).*

**WHEREAS**, the Measure J Transportation Expenditure Plan includes a Subregional Projects and Programs category in order to allow Regional Transportation Planning Committees (RTPCs) representing each subregion to propose projects and programs critical to addressing local transportation needs; and

**WHEREAS**, with respect to the Subregional Programs 19 and 20, the Measure J Transportation Expenditure Plan provides for the development of enhanced service funding-eligibility guidelines and specifies the uses for which enhanced service funding may be allocated; and

**WHEREAS**, a request was received from WCCTAC to amend the language for programs 19b and 20b of the transportation expenditure plan to allow for additional flexibility in determining the use of the funds for existing operations; and

**WHEREAS**, the Authority Staff has reviewed and recommended changes to Subregional Projects and Programs requirements to allow RTPCs, in cooperation with the Authority, to establish and apply subregional operator-eligibility guidelines for enhanced service funding from Subregional Programs 19 and 20, including reporting requirements; and

**WHEREAS**, the Authority Staff has reviewed and recommended changes to Subregional Projects and Programs 19 and 20 to allow RTPCs the flexibility to use enhanced service funds for existing services under certain circumstances; and

**WHEREAS**, the Board has determined that the proposed amendments do not change the substance or intent of the drafters of Measure J, but clarify the circumstances under which WCCTAC may allocate enhanced service funds.

**NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:**

1. The Measure J Transportation Expenditure Plan (as amended through July 15, 2009) is amended as follows:

Expenditure Plan page 21, "Subregional Projects and Programs – West County (WCCTAC)" is amended to read in full as set forth in Attachment A, which Attachment is incorporated by reference and made a part of this ordinance as if fully set forth herein.

Passed and adopted by the Contra Costa Transportation Authority on September 21, 2011, by the following vote:

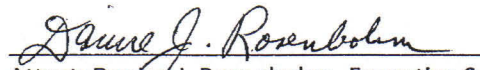
AYES: *Abelson, Ritterman, Durant, Frazier, Glower, Hudson, Mitchoff, Pierce, Stepper, Tatzjin.*

NOES: *Ø*

ABSENT: *Taylor*

  
David E. Durant, Chair

This ORDINANCE was entered into at a meeting of the Contra Costa Transportation Authority held on September 21, 2011, in Walnut Creek, California, and became effective forthwith.

  
Attest: Danice J. Rosenbohm, Executive Secretary



## ATTACHMENT A

### Expenditure Plan page 21, West County Subregional Programs 19b and 20b

#### WESTCOUNTY (WCCTAC)

#### **19b Additional Bus Service Enhancements ..... 2.2% (\$44.5 million)**

Funds will be used to enhance local bus service in West County, as determined by WCCTAC and the west county bus operators. Funds will be used to operate new service, including new bus lines, expanded service hours, improved frequency, expanded days of the week, etc. At least \$4 million of the \$44.5 million total would go to WestCAT.

~~In years when, as a result of economic downturn, the combined revenue and reserves provided under Bus Services (Program 14) to eligible West County operators is less than the revenue received in the prior year (after being adjusted for inflation), the additional revenue may be used to fund the shortfall, if requested by the operator. Under those circumstances, the additional funds may be used for services that would be eligible for funding under Program 14.~~

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional funds to maintain services that are eligible for funding under Program 14. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, or increases in insurance and fuel costs.

#### **20b Additional Transportation for Seniors and People with Disabilities ..... 0.65% (\$13 million)**

As determined by WCCTAC, funds will be used to supplement the services provided by the countywide transportation program for seniors and people with disabilities and may include, but are not limited to, provision of dedicated shuttles to specific programs and activities, as well as sedan/taxi service, supplemental service provided by the cities, the County or transit agencies, expanded subsidies for fares, etc. ADA and non-ADA service will qualify. Funds shall be allocated annually as a percentage of total sales tax revenues, and in addition to funds provided under the base program as described above.

~~In years when, as a result of economic downturn, the combined revenue and reserves provided under Transportation for Seniors and People with Disabilities (Program 15) to eligible West County operators is less than the revenue received in the prior year (after being adjusted for inflation), the additional revenue may be used to fund the shortfall, if requested by the operator. Under those circumstances, the additional funds may be used for services that would be eligible for funding under Program 15.~~

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional funds to maintain services that are eligible for funding under Program 15. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, increases in demand beyond that assumed in Program 15, or increases in insurance and fuel costs.



CONTRA COSTA  
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authority**

COMMISSIONERS

September 29, 2011

David Durant, Chair

Don Tatzin,  
Vice Chair

Janet Abelson

Genoveva Galloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Subject: *Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program*

Dear Mr. Heminger:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Contra Costa Transportation Authority (Authority) finds several aspects of the proposed approach to be quite positive. Combining the Transportation for Livable Communities, Regional Bicycle, Local Streets and Roads Shortfall, and Safe Routes to School programs would allow each CMA to tailor how it allocates the available funds to meet the regional transportation system needs locally identified within each county, thus making the program more truly a block grant. The increase in funding for each county would allow CMAs to better direct those funds to meet the maintenance needs of our communities and to support and encourage more walking, bicycling and transit use.

Some parts of the proposal, however, raise significant concerns. The following recommendations are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can revise the approach to create a more workable grant program, one that serves to both maintain the existing system and support future growth, and one that better reflects the wide range of communities in the Bay Area.

- 1. The grant program should recognize and allow prior CMA commitments of Cycle 2 funding.** In Contra Costa's case, recognizing prior CMA commitments would include the \$9.53 million in maintenance funds to which the Authority committed based on MTC's own formula for funding maintenance needs in the region. Allowing such good faith commitments to be met is sound policy and helps to achieve the broad goals supported by the STP and CMAQ programs.

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2. **Funds for maintenance projects should be treated separately from funds for other programs.** That is, the allocation of funds should reflect the previously agreed-upon regional formula and Authority commitments, and neither the proposed 70/30 split nor the proposed eligibility requirements for jurisdictions should apply.
3. **Use actual forecasts to determine the split.** Since it is not known what improvements are needed in the PDAs and how much they will cost, and since the 70/30 split may not reflect the actual allocation of forecast growth, we suggest:
  - a. Changing the PDA/non-PDA split to reflect actual forecasts OR
  - b. Using locations within or supporting a PDA as only *one* of the criteria for selecting projects for funding.

While recognizing that funding should support PDAs, we believe that an exclusive focus on locations *within* PDAs is too narrow and is inconsistent with the overall goals of these programs. Funding projects that would *support* the development of PDAs, even though they would not be *in* a PDA, helps meet the broad goals of MTC, the Authority and the entire SCS program; and therefore using locations that support PDAs should be counted as part of the PDA share.

4. **Safe Routes to School funds should not be subject to the 70/30 PDA requirement.** Very few schools in Contra Costa are located within designated PDAs. Limiting SRS funds by applying the 70/30 PDA requirement would therefore seem to be a restriction that lifts form over substance. We believe that SRS funding should be used to improve safety on all routes to our schools, regardless of whether those schools are in a PDA.
5. **Projects funded through the Regional Bicycle Program should not be subject to the 70/30 split.** While location within and support of PDAs could be used as a criterion for selecting projects, a strict 70/30 split does not capture the greenhouse gas benefits of projects located outside of PDAs. Indeed, given the nature of most PDAs, we believe that focusing exclusively on locations *within* PDAs is too limiting, and that bicycle routes that lead to, from or otherwise support PDAs should be equally eligible for funding.

6. **The eligibility requirements should be modified**, either to serve as true “performance and accountability” standards or to reflect more realistic standards for supportive policies. Performance and accountability standards would reflect an applicant agency’s track record in delivering projects. If retained, the eligibility standards should be modified to:
  - c. Eliminate parking pricing as a standard since, while many have considered them, few agencies have actually implemented them
  - d. Eliminate the Community Risk Reduction Plan requirement since these plans are still a work in progress and few have been prepared and adopted
  - e. Eliminate the complete streets policy requirement since, again, relatively few agencies have completed them and, in any case, they are not required under State law until an agency substantially updates its Circulation Element. If retained, the complete streets requirement should not be tied to compliance with the Complete Streets Act of 2008; the language in Contra Costa’s Measure O (2010) could serve as a template for a more flexible requirement.<sup>1</sup>
7. **Standards on supportive policies should not be used to determine eligibility.** MTC proposes to link an applicant’s eligibility to local adoption of supportive policies. We understand that certain “efficiencies” can be achieved with “bright line” rules. We believe, however, that the eligibility criteria should be more flexible to allow fair consideration of more projects and programs that support the goals of MTC, the Authority and the SCS program. Standards on supportive policies can then, instead, be used in ranking project applications.
8. **Monies set aside for Priority Conservation Areas (PCAs) should be available for actual maintenance and improvement of roads.** The current proposal would only fund pilot planning efforts for PCAs. That

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<sup>1</sup> Suggested Language from Measure O: *A local jurisdiction’s eligibility for Local Road Improvement and Repair funds is contingent upon its incorporating into its road improvement and repair projects facilities and amenities that are practicable and recognized as contributing to that jurisdiction’s policies pertaining to the improvement of access and safety for bicycles, pedestrians and transit. For purposes of this requirement, ‘practicable’ means that the jurisdiction will, in good faith, take steps to implement its adopted bicycle and pedestrian plans and policies.*



seems to us to be unduly restrictive. We believe that using these funds to maintain or improve roads in PCAs is consistent with our common goals.

9. **The proposal needs to clarify how TFCA and other funds would be incorporated into the OneBayArea grant.** We are unsure how outside funds (such as TFCA) and the eligibility for such funds will guide the use of OneBayArea grant funds or how that guidance is intended to affect how CMAs allocate funding. We therefore request that this be clarified.

Again, we thank you for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,



David E. Durant  
Chair

cc: CMA Chairs and Directors  
Ezra Rapport, ABAG

File: 20.21.06

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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October 14, 2011

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on October 13, 2011.

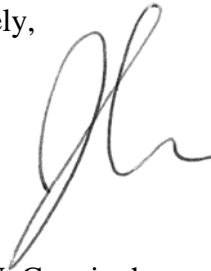
**Approve Amendment No. 1 to the 2011 Measure J Strategic Plan:** By unanimous vote the Committee approved the amendment to reprogram approximately \$200,000 from the SR4 East Widening Project (Project 5009) to the SR4 Bypass widening project – Laurel Road to Sand Creek Road (Project 5002).

**Authorization to Enter into Memorandum of Understanding with Contra Costa Transportation Authority (CCTA) and the East Contra Costa Regional Fee and Finance Authority:** The Committee discussed and approved, in concept, the MOU. Staff was directed to bring the final version back for approval at a future TRANSPLAN meeting.

**Consider Report on Status of Regional Fee Program Requirements/City of Pittsburg and Take Action as Appropriate:** The Committee reviewed and approved, by unanimous vote, a letter to the Chair of the CCTA addressing Growth Management Program policies as they relate to the City of Pittsburg and consistency with Regional Transportation Mitigation Program requirements.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 10, 2011 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

- c:** TRANSPLAN Committee  
A. Dillard, SWAT/TVTC  
B. Neustadter, TRANSPAC  
C. Atienza, WCCTAC  
D. Rosenbohm, CCTA

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

November 17, 2011

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on November 10, 2011.

**Appoint TRANSPAN Member to the Contra Costa Transportation Authority's Technical Coordinating Committee (TCC):** The Committee appointed Steve Kersevan (City of Brentwood) to fill TRANSPLAN's open seat on TCC.

**Authorization to Enter into Memorandum of Understanding with Contra Costa Transportation Authority and the East Contra Costa Regional Fee and Finance Authority:** The Committee unanimously approved the MOU.

**Receive Report, Provide Comments on the State Route 4 Ramp Metering Proposal and APPROVE the TAC recommendation:** The Committee unanimously approved the TAC recommendation to proceed with the study, with the addition of a task to review impacts to bicycle and pedestrian movements from ramp metering and recommend mitigations and with the understanding that implementation would only come as a second phase.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, December 8, 2011 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

**c: TRANSPLAN Committee**

A. Dillard, SWAT/TVTC

B. Neustadter, TRANSPAC

C. Atienza, WCCTAC

D. Rosenbohm, CCTA

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File: Transportation > Committees > CCTA > TRANSPLAN > 2011

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

December 9, 2011

Hercules

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its December 9 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Elected Janet Abelson (El Cerrito) as Chair and Bill Wilkins (Hercules) as Vice-Chair of the Board beginning February 1, 2012, and thanked outgoing Chair Roy Swearingen (Pinole) for his services throughout 2011.

San Pablo

2) Approved the 2012 schedule of Board and TAC meetings – see attached.

3) Approved AC Transit and WestCAT's FY 11-12 claims for Measure J Program 19b, Additional Bus Service Enhancements.

4) Approved the West Contra Costa Transit Enhancement Strategic Plan and West Contra Costa/Albany Transit Wayfinding Plan.

Contra Costa  
County

5) Authorized me to initiate the legal process for requesting the suspension of West County's participation in the traffic monitoring element of the San Pablo Avenue Smart Corridors Program until such time as those traffic monitoring functions are repurposed and redeployed as part of the larger I-80 Integrated Corridor Mobility project. (The suspension is being requested as a cost savings measure, and is not anticipated to have any impacts on existing transit signal priority, emergency vehicle preemption, or traffic signal coordination along San Pablo Avenue nor on the ongoing development of the I-80 ICM project.)

AC Transit

6) Authorized the initiation of a study to determine what, if any, additional transportation investments or initiatives should be pursued to mitigate the adverse impacts of congestion on the I-80 corridor and to support West County's goals for future sustainable development; and approved the commitment of up to \$140,000 in Measure J Program 28b, Subregional Transportation Needs Program funds for the initial tasks.

BART

7) Directed staff to coordinate with CCTA staff for future presentations to the Board on Measure C and Measure J projects and CCTA's legislative advocacy program.

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPAN; Andy Dillard, SWAT

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 31, 2011

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its October 28 meeting took the following actions that may be of interest to the Authority:

Richmond

1) Approved the FY 11-12 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities, from East Bay Paratransit Consortium, Richmond, and WestCAT, contingent upon anticipated approval by CCTA of requested Expenditure Plan provisions for this funding program.

San Pablo

2) Approved the FY 11-12 Master Cooperative Agreement with CCTA No. 17W.12 for the Transportation Demand Management (TDM) Program.

3) Approved Amendment No. 1 to FY 10-11 Master Cooperative Agreement with CCTA No. 17W.01 for the TDM, Student Bus Pass, and the County's Street Smart Programs.

4) Approved WCCUSD's FY 11-12 budget for administration of the Measure J Student Bus Pass Program.

Contra Costa  
County

5) Approved the TAC's recommended project evaluation and selection process for West County's share of Measure J TLC Program funds.

6) Approved Richmond Community Redevelopment Agency's request for a Letter of No Prejudice for Subregional Transportation Mitigation Fee Program funding in the amount of \$527,000 for the Richmond Intermodal Station – East Side Improvements project.

AC Transit

7) Directed staff to develop a scope, schedule, and budget for an I-80 Corridor Transit Opportunities Study, to be funded potentially with Measure J Program 28b, West County's Subregional Transportation Needs and contributions from other agencies. The study would identify opportunities to advance west County's quality of life and economic development objectives by increasing the corridor's mass transit capacity.

BART

8) Received a presentation from Fehr & Peers on the West Contra Costa Transit Enhancement Strategic Plan and West Contra Costa/Albany Transit Wayfinding Plan.

Sincerely,



Christina M. Atienza  
Executive Director

WestCAT

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPAN; Andy Dillard, SWAT

## Notice of Project Scoping Meeting

**WHAT'S BEING PLANNED:** The California Department of Transportation (Caltrans), in cooperation with the Contra Costa Transportation Authority (CCTA), is proposing to construct on- and off-ramps connecting directly to and from the High Occupancy Vehicle (HOV) lanes along the center divider of the I-680 corridor at Norris Canyon Road. Caltrans will prepare an Initial Study (IS) and Environmental Assessment (EA) for the proposed project.

**WHY THIS AD:** Caltrans and CCTA, in concert with the City of San Ramon, completed a Project Study Report (PSR) for the I-680 Norris Canyon Road Project in March 2010. The public is invited to a scoping meeting, during which interested agencies and the public are invited to help identify the range of issues to be considered in the environmental document. Caltrans, CCTA and the City of San Ramon are coordinating the environmental review for this project. Their findings will be presented in the IS/EA documents that will be prepared.

**WHERE YOU COME IN:** A project scoping meeting will be held to provide information about the proposed project and give the public an opportunity to provide input on the scope of the environmental analysis. The meeting will be an open house format with a presentation and project staff available to address questions. Written comments will be accepted.

**WHAT:** An Open House  
Project Scoping Meeting

**WHEN:** Tuesday, November 29, 2011  
7:00 – 8:30 p.m.

**WHERE:** San Ramon Community Center  
Terrace Room  
12501 Alcosta Blvd  
San Ramon, CA 94583

Scoping comments will be accepted through 5:00 PM, Friday, December 9, 2011. Please mail your scoping comments to:

Caltrans District 4  
Attn: Cristin Hallissy, District Branch Chief  
P.O. Box 23660, MS-8B  
Oakland, CA 94623-0660

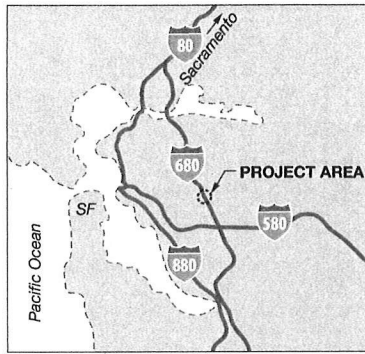


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**FOR MORE INFORMATION:**

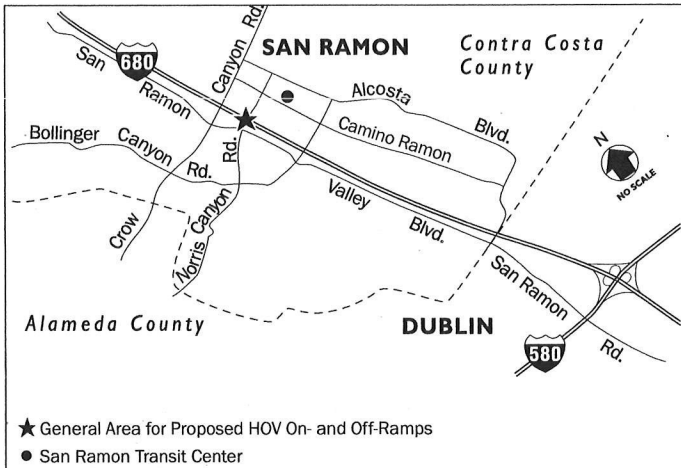
For individuals with sensory disabilities, relevant portions of this document can be made available in Braille, large print, on audiocassette, or computer disk. Please contact Cristin Hallissy Caltrans District 4 Environmental Analysis Branch Chief at the address on the other side of this notice, call (510) 622-8717, or use the California Relay Service, (800) 735-2929 (TTY) voice or 711.



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TRANSPORTATION ENGINEER ASSOCIATE  
TOWN OF DANVILLE  
510 LA GONDA WAY  
DANVILLE, CA 94526-1742



CONTRA COSTA  
transportation  
authority



9452631722 0003





City Council

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

---

## NOTICE OF PUBLIC HEARING: ADOPTION OF THE REVISED DRAFT DOWNTOWN SPECIFIC PLAN

**GP01-11:** Amendments to the Lafayette General Plan to ensure consistency with the Downtown Specific Plan. Amendments include revisions to downtown land use district boundaries and standards including height and density standards and the incorporation of three existing specific plans.

**SPA01-11:** Adoption of the Downtown Lafayette Specific Plan. The Specific Plan describes the land use, urban design and circulation framework to guide public investment and private development over the next 20 years in Lafayette's downtown. The Specific Plan area encompasses 297 acres in central Lafayette. The Specific Plan implements the City's General Plan through the development of policies, programs and regulations. The Specific Plan:

- *Establishes districts* – The Specific Plan establishes four downtown districts and three residential neighborhoods to describe the existing character and to enhance the qualities of each district that should be preserved through land use and design standards.
- *Revises land use and design standards* – The Specific Plan revises land use and design standards, including revisions to height and housing density limits.
- *Identifies streetscape improvements* – The Specific Plan identifies streetscape improvements, including medians, bicycle lanes, enhanced pedestrian facilities, and on-street and off-street parking streets within the planning area.
- *Creates parks and preserves creek corridors* – The Specific Plan proposes public park sites and preserves creek corridors.
- *Establishes priorities for public investment* – The Specific Plan establishes priorities for public investment, including off-street parking, streetscape improvements, parks, and other improvements.

**CERTIFICATION OF THE FINAL EIR:** The Final EIR identifies potential significant impacts that could result from the implementation of the Specific Plan and measures to mitigate these impacts.

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The General Plan amendment, revised draft Downtown Specific Plan, and Final EIR will be considered by the Planning Commission on Monday, November 7, 2011 at 7:00 p.m. in the Community Room of the Lafayette Library and Learning Center, 3491 Mount Diablo Blvd., Lafayette. Additional hearings will be held in November and December to solicit public input prior to the Commission making its recommendations to the City Council regarding the General Plan amendment, Specific Plan, and certification of the Final EIR. The documents can be viewed on the City's website at <http://www.ci.lafayette.ca.us/>. Copies are also available at the Lafayette Library and Learning Center, 3491 Mt. Diablo Blvd. and at the City offices, 3675 Mt. Diablo Blvd., Suite 210. Please send all written material to the City of Lafayette, Planning Services Division, 3675 Mount Diablo Blvd. Suite 210, Lafayette, CA 94549-1968, attention Niroop K. Srivatsa or email her at the address above. The Planning Commission email address is: [planningcommission@lovelafayette.org](mailto:planningcommission@lovelafayette.org).

Niroop K. Srivatsa

October 12, 2011