



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, May 2, 2011**

**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 April 4, 2011 *(Attachment - Action)*

End of Consent Calendar

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

**6.A Consider and Recommend Safe Routes to School (SR2S) Funding Approach for the SWAT Subregion** *(Attachments – Action)*

**6.B Review Comments Submitted by the Authority on MTC and ABAG's Initial Vision Scenario** *(Attachments)*

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

- 2009/10 SWAT TDM 511 Contra Costa Annual Report
- CCTA summary of actions from Board meeting of 4/20/11
- TRANSPLAN summary of actions from Committee meeting of 4/14/11
- WCCTAC summary of actions from Committee meeting of 3/25/11

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, June 6, 2011, 3:00 p.m., Orinda City Hall, Sarge Littlehale Community Room, 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

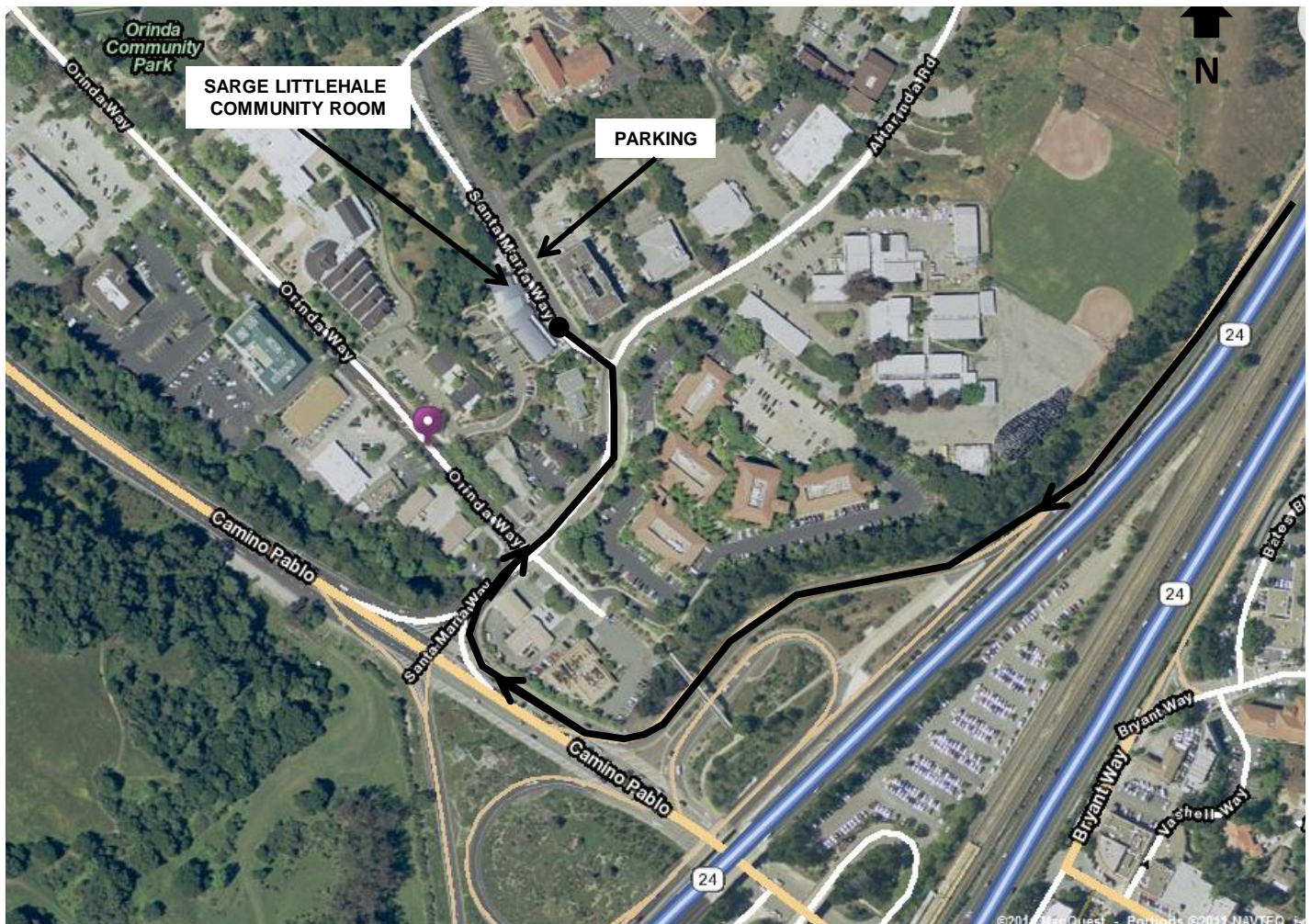
Phone: (925) 314-3384 / E-Mail: [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

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

---

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

**SUMMARY MINUTES**  
**April 4, 2011 – 3:00 p.m.**  
**Orinda City Hall**  
**Sarge Littlehale Community Room**  
**22 Orinda Way**  
**Orinda, California**

**Committee Members Present:** Amy Worth, City of Orinda (Chair); Mike Metcalf, Town of Moraga (Vice Chair); Karen Stepper, Town of Danville; Dave Hudson, City of San Ramon; and Gayle Uilkema, Contra Costa County; Don Tatzin, City of Lafayette arrived at 3:20 p.m.

**Staff members present:** Richard Yee, City of Orinda; Lori Salamack, Town of Moraga; Tai Williams, Town of Danville; Lisa Bobadilla, City of San Ramon; Leah Greenblat, City of Lafayette; Nat Rojanasathira, Town of Danville.

**Others present:** Hisham Noeimi, CCTA; Jack Hall, CCTA; Brad Beck, CCTA; Grace Schmidt, Alamo Improvement Association; Anne Muzz, Resident; Emmanuel Ursa, City of Orinda; Ellen Smith, BART; and Sally Germain, CCTA Citizens Advisory Committee.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Worth at 3:00 p.m.
2. **PUBLIC COMMENT:** Grace Schmidt, Alamo resident, submitted a copy of a letter, dated March 17, 2011, from the Alamo Improvement Association to Contra Costa County District III Supervisor Mary Piepho requesting the County refrain from submitting projects to SWAT for the Regional Transportation Plan that would widen roadways in Alamo.
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Nat Rojanasathira recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
  - 5.A **Approval of Minutes:** SWAT minutes of January 10, 2011
  - 5.B **Approval of Minutes:** SWAT Minutes of March 7, 2011

**5.C. Approve SWAT Letter to the Securities and Exchange Commission:**

The Committee requested that the letter's salutation line be addressed directly to Elizabeth Murphy, Secretary of the Securities and Exchange Commission; and to insert "local" into the second sentence of the second paragraph after "state and..."

**ACTION:** Uilkema/Metcalf/unanimous

End of Consent Calendar

**6. REGULAR AGENDA ITEMS:**

**6.A Review and Approve the 2013 Regional Transportation Program (RTP) Project List:**

Tai Williams, Town of Danville staff, presented this item and outlined the projects for the Committed, Financially Constrained, and Vision Lists.

The Committee asked why the projects listed under the Vision List of Projects for BART were not given a priority ranking. Ellen Smith, BART, and Hisham Noeimi, CCTA, were uncertain. The Committee asked why alternative energy or other BART projects in the SWAT region were not on the list. Hisham Noeimi explained that the list of projects in the RTP are limited to capacity increasing projects that impact air quality and that other infrastructure projects at BART stations do not require approval in the RTP.

Tai Williams distributed a letter from Caltrans, dated April 4, which sought to provide clarification on their request to include projects from the recently completed SR-24 CSMP. First, the letter confirmed the request to include the SR-24 HOV lane as a part of the 2013 RTP. Secondly, the letter informed SWAT that the ramp metering initiatives identified in the SR-24 CSMP are automatically a part of the Freeway Performance Initiative (FPI) regional program, and would not need to be routed through the regional Call for Projects process. Lastly, the letter offered to provide a presentation to SWAT on ramp metering.

Leah Greenblat stated that the TAC's feedback to Caltrans focused on the provision of a process that transitions the discussion from the conceptual nature of the SR-24 CSMP to actual projects identified in the RTP.

**ACTION:** Stepper/Uilkema/unanimous

**6.B Review and Approve Comments related to the Transportation for Livable Communities (TLC) Guidelines, and the Pedestrian, Bicycle, and Trail Facilities (PBTF) Guidelines:**

Tai Williams, Town of Danville, presented both guidelines.

The overarching goal of the recommendations for the CC-TLC Guidelines seek to maintain the maximum level of flexibility for local projects of any size, while

meeting the legislative intent outlined in Measure J. The Committee unanimously accepted the SWAT TAC recommendation to simplify the Guidelines greatly to:

- a. Re-state the legislative intent of the CC-TLC Program 12 and its goals;
- b. Outline a list of eligible projects (without minimum project costs);
- c. Describe the RTPC's role (which is to establish criteria and select projects); and
- d. Establish the funding cycle.

All other administrative details should remain within the purview of the RTPC. The Committee's recommendation was to eliminate the following sections of the proposed TLC Guidelines:

- "Ineligible Projects and Plans" (bottom of page 3);
- "Eligible Phases and Project Components" (and all affiliated project minimums, outlined on page 4);
- "Criteria" (bottom of page 5); and
- "Scoring" (top of page 6).

The overarching goal of the recommendations for the PBTF Guidelines seeks to maintain the maximum level of flexibility for small local projects (many of which are too small in scale to compete for regional, state and federal funding sources). The Committee unanimously concurred that the PBTF Guidelines should be modified to:

- e. Eliminate all minimum project size criteria; and
- f. Change the "Normal Accommodation" paragraph to permit agencies to fund projects that are (i) identified in their adopted plans; and (ii) affiliated with other non-vehicular capacity increasing roadway projects. This could be accomplished with the following changes:

*"Countywide share funds can only be used to fund the bicycle or pedestrian facilities. If the bicycle or pedestrian facility is a part of a larger ~~portion of a~~ roadway improvement project not primarily design[ed] for increasing vehicular ~~movement~~ capacity, then the bicycle and pedestrian facility is eligible for these funds and only if the bicycle and pedestrian improvements go beyond normal accommodation."*

**ACTION:** Uilkema/Metcalf/unanimous

## **6.C Consider and Provide Feedback on FY 2011/12 Safe Routes to School Funding Allocation Approach:**

Consistent with the underlying goal of ensuring the greatest flexibility for local programs, the Committee's comments centered on advocating for the following actions recommended by the RTPC Managers and SR2S Task Force:

- a. Pursue a fund exchange (federal CMAQ funds for Measure J funds), specifically with the State Route 4 project which already has CMAQ-eligible components;

- b. Provide for “project bundling” across jurisdictional boundaries (see attached email from Christina Atienza, WCCTAC, describing the RTPC’s offer to act as administrator for bundling oversight); and
- c. Provide for an ability to allocate funds at the subregional level that addresses subregional needs.

**ACTION:** None.

**6.D Consider and Provide Feedback on MTC and ABAG’s Initial Vision Scenario:**

The Committee received a copy of the ABAG slideshow presentation. The Committee articulated concerns about the housing and employment projections, the proposed allocation of the majority of projected growth in the suburban counties, and the assumptions used as the basis for the Initial Vision Scenario.

It was reported that MTC will present an updated presentation on ABAG’s Initial Vision Scenario at the Contra Costa County Mayors’ Conference on May 5.

**ACTION:** None.

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

- CCTA summary of actions from Board meeting of 3/16/11
- TRANSPAN summary of actions from Committee meeting of 3/10/11
- City of San Ramon – Notice of Public Hearing for General Plan Amendment for 2030 General Plan
- City of San Ramon – Notice of Intent to Adopt Mitigated Negative Declaration for the St. James Mixed Use Development
- Flyer for The Blackhawk Chorus’ at the Hop event on May 7 at the Leshner Center for the Arts, submitted by a Grace Schmidt, Alamo Improvement Association

**ACTION:** None

**8. DISCUSSION:** Next meeting will be held at the City of Orinda, Sarge Littlehale Community Room.

**ACTION:** None

**9. ADJOURNMENT:** The next meeting is scheduled for **Monday, May 2, 2011** at Orinda City Hall, Sarge Littlehale Community Room, 22 Orinda Way, Orinda, CA.

**ACTION:** Meeting adjourned by Chair Worth at 5:10 p.m.



**Staff Contact:**

Andy Dillard

(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

---

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

**DATE:** May 2, 2011

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Consider and Recommend Safe Routes to School (SR2S)  
Funding Approach for the SWAT Subregion

---

## BACKGROUND

Through its Climate Initiatives Program, MTC has allocated \$2.47 million in federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to support Safe Routes to School (SR2S) programs or projects in Contra Costa, which are intended “... *to improve safety and encourage children, including children with disabilities, to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone.*”

Consistent with the direction from the CCTA Planning Committee, the Authority staff met with the RTPC managers and the SR2S Task Force to develop a funding allocation approach that meets the requirements of this federal source (minimum project size, time frame, and local match) while addressing the needs of local jurisdictions to the greatest extent possible.

The collective recommendations of the Authority staff, RTPC managers and SR2S Task Force (Attachment A) was presented to CCTA for consideration at its April 20, 2011 meeting. In summary, the Authority approved the following:

- **Subregional Funding Allocation:** Allocate the SR2S funds among the subregions based on the “50-50 Method,” a distribution formula based on population and student enrollment within each subregion.
- **Minimum Project/Program Size:** Request that MTC to reduce the minimum project and program size requirements from \$500,000 to \$250,000.

- **“Quid Pro Quo”:** Acknowledgement of the need to use Measure J programs (CC-TLC, PBTF and others) to provide flexible funds for small bicycle and pedestrian projects.
- **RTPC Expenditure Approach:** Request that the RTPCs consider and recommend one – or both – of the following approaches within their respective subregion:
  - a. **Program Approach:** Use the funds for the development and administration of SR2S programs; and/or
  - b. **Project Approach:** Use the funds for the construction of CMAQ-eligible capital project(s) that meet both Caltrans and MTC requirements. To meet these requirements, RTPCs may elect to:
    - Exchange funds with an existing “federalized” SR2S project;
    - Bundle projects across jurisdictional lines; and
    - Utilize the local match (11.47%) for project management

All programs and projects must meet the minimum project size of \$250,000; be able to meet the obligation time frame of February 1, 2012; and – for projects only – contribute a local match of 11.47% (over and above the minimum project size, for a total obligation of \$282,500).

## DISCUSSION

At its April 4, 2011 meeting, the SWAT Committee unanimously agreed to allocate the estimated \$531,500 of subregional SR2S funds among its member agencies utilizing the “SWAT 50-50” method, summarized below:

Table A. SR2S Funding Allocation within SWAT

Jurisdiction	By Student Enrollment (A)			By Number of Schools (B)			SWAT 50-50 (A+B)/2
	Enrollment	% of Total	Share	Schools	% of Total	Share	Share
DANVILLE	10,395	26%	\$ 136,032	10	20%	\$ 108,469	\$ 122,251
CONTRA COSTA <sup>1</sup>	2,665	7%	\$ 34,875	5	10%	\$ 54,235	\$ 44,555
LAFAYETTE	4,599	11%	\$ 60,184	6	12%	\$ 65,082	\$ 62,633
MORAGA	3,071	8%	\$ 40,188	5	10%	\$ 54,235	\$ 47,211
ORINDA	3,667	9%	\$ 47,987	6	12%	\$ 65,082	\$ 56,535
SAN RAMON	16,218	40%	\$ 212,234	17	35%	\$ 184,398	\$ 198,316
SWAT Share of SR2S Funds (estimated):							\$ 531,500
Note 1: A significant portion of CCCo students attend Danville, Lafayette and San Ramon schools							

The SWAT TAC convened to discuss and evaluate the two options for expending these funds within the SWAT subregion. In summary of a substantial discussion, the SWAT TAC recommends a dual-approach of projects *and* programs to address the needs of the southwest subregion.

## Program Approach

The program approach entails the implementation of SR2S education and encouragement activities (e.g., traffic safety school assemblies, bike rodeos, walking school buses, etc.). The deadline to obligate program funding is February 1, 2012, and the funds must be expended within a three year period.

South county jurisdictions (Danville, San Ramon and Contra Costa County) currently operate a joint SR2S program funded by a federal grant. Therefore, the preferred approach in south county would be to utilize its share of funding to continue the existing SR2S program beyond the life of the federal grant. The City of San Ramon would continue to serve as the fiscal agent/project sponsor.

## Project Approach

The project approach entails the construction of a capital improvement that enhances safe pedestrian and bicycle access to schools. Given that Lamorinda jurisdictions do not operate an existing SR2S program with an established structure to receive program funding, the preferred approach in Lamorinda would be to utilize its share of funding to construct SR2S projects.

However, the limitations associated with the use of federal CMAQ funds for capital projects (minimum project size, time frame, and local match requirements) are challenging. A project approach in the southwest could only be achieved if *all* of the following elements can be implemented:

- a. **Bundled Multi-Jurisdictional Project:** To reach the minimum project size of \$250,000, a sufficient number of jurisdictions within SWAT must combine their fair share allocation (outlined in Table A) to create a single “SWAT Project.” This project would consist of multiple projects in multiple jurisdictions, bundled together for documentation purposes.

To achieve this objective, south county jurisdictions must be willing to allocate their share of funding for projects as well as the SR2S program. The distribution must be allocated in a way that ensures both the program and bundled project meet the \$250,000 minimum requirement.

- b. **Matching Local Funds:** All jurisdictions participating in the bundled project approach must be able to contribute the required local funding match (11.47%).
- c. **Project Readiness:** All of the bundled project components (the individual projects within each participating jurisdiction) must be able to meet the strict obligation deadlines established by MTC and Caltrans.
- d. **Project Delivery:** Because of the strict project delivery time frames, a delay of any one project component (e.g., a project in a participating jurisdiction) could jeopardize the funding for the entire bundle.

Therefore, as a practical matter, all participating agencies would need to agree that the delayed project would be removed from the overall bundle and those funds would be redistributed to the remaining projects.

- e. **Project Sponsor (“lead agency”)**: One agency must be willing to serve as the designated lead in processing the required federal documentation and coordinating the efforts of all participating agencies.
- f. **Contract Project Management**: It is likely that any agency willing to serve as the designated lead would require the resources and assistance of a contract project manager. The funds used to pay for project management can be generated from one or both of these sources:
  - i. **Local Match**: SWAT could elect to allocate some or all of its local match to pay for project management; and/or
  - ii. **SR2S Master Plan Set-Aside Funds**: Request that the Authority appropriate funds set-aside for the latter phases of the SR2S Master Plan to help cover some or all of the management costs.
- g. **Operating Agreement**: An agreement, in the form of a Memorandum of Understanding or other similar format, would need to be crafted to formally outline the effort, the components, and the roles and responsibilities of each participating jurisdiction.

## RECOMMENDATION

In light of differing needs within SWAT, the TAC recommends a combined approach to the allocation of SR2S funds for the southwest subregion:

SWAT OPTION (Programs & Projects)	Part A: Project Approach (Note 1)			Part B: Program Approach			Total SWAT Allocation (A+B)
	Project Funds (A)	Local Match	Total Project	Program Funds (B)	Local Match	Total Program	
DANVILLE <sup>2</sup>	\$ 35,000	\$ 4,015	\$ 39,015	\$ 87,251	staff time	\$ 87,251	\$ 122,251
CONTRA COSTA	\$ -	\$ -	\$ -	\$ 44,555	staff time	\$ 44,555	\$ 44,555
LAFAYETTE	\$ 62,633	\$ 7,184	\$ 69,817	\$ -	\$ -	\$ -	\$ 62,633
MORAGA	\$ 47,211	\$ 5,415	\$ 52,627	\$ -	\$ -	\$ -	\$ 47,211
ORINDA	\$ 56,535	\$ 6,485	\$ 63,020	\$ -	\$ -	\$ -	\$ 56,535
SAN RAMON <sup>2</sup>	\$ 60,000	\$ 6,882	\$ 66,882	\$ 138,316	staff time	\$ 138,316	\$ 198,316
Subtotal:	\$ 261,379	\$ 29,980	\$ 291,359	\$ 270,121	staff time	\$ 270,121	\$ 531,500
Note 1: Minimum Funding Requirements							
Required Minimum Project Size: \$250,000 + 11.47% local match = \$282,500							
Required Minimum Program Size: \$250,000							
Note 2: Danville and San Ramon would allocate a portion of their SR2S funds to bring the minimum project size to \$250K							

To implement the bundled project element of this combined approach, the TAC also recommends that the SWAT Committee:

1. Designate a project sponsor (lead agency) to serve as the coordinator of a multi-jurisdictional capital effort;
2. Authorize the development of an operating agreement to implement the elements of a bundled project as described in this staff report; and
3. Identify the funding source for contract project management, which could be one or both of the following:
  - a. Some or all of the local match requirement (11.47%); and/or
  - b. Request that CCTA consider appropriating the funds currently set-aside for the latter phases of the SR2S Master Plan to help cover some or all of the costs project management.

Attachment A - Safe Routes to School Approach, approved on April 20, 2011

## Safe Routes to School Recommendations

*The Authority adopted the following approach to allocating funds through MTC's Safe Routes to School program at its 20 April 2011 meeting.*

### BACKGROUND

Contra Costa has \$2.47 million in federal CMAQ funding to allocate for Safe Routes to School programs or projects (or some combination of the two). Activities must be CMAQ-eligible and further the purposes of MTC's SR2S program. (Essentially, activities funded must either implement a physical improvement or educate or encourage students to walk or bicycle to school as a way to replace vehicle trips and thus reduce emissions.)

MTC set a minimum size of \$500,000 for each CMAQ-funded project in Contra Costa though they have tentatively agreed to allow projects as small as \$250,000. Since the funds are programmed in fiscal year 2012, all programs and projects must complete the State Local Assistance process by February 1, 2012.

### DISCUSSIONS WITH LOCAL AND RTPC STAFF

Authority staff met with the SR2S Task Force, RTPC managers and members of the City-County Engineers Advisory committee familiar with the State Local Assistance process to work out a feasible approach to allocating the \$2.47 million in federal CMAQ funds for Safe Routes to School purposes. At an earlier meeting, the task force and RTPC staff recommended pursuing the exchange of the federal SR2S funds for Measure J funds by substituting Measure funds previously programmed for an existing federalized project with the CMAQ funds from the SR2S program.

After exploring this option further, the Authority staff recommended to the Planning Committee that it *not* exchange the federal funds for Measure funds because:

1. We're not sure that MTC would approve such an exchange.
2. We will also need approval from both Caltrans and FHWA.
3. The exchange would add significantly to demands on Authority staff.
4. The exchange may, by setting a February 1, 2012 deadline for use of CMAQ funds, put the \$2.47 million at risk as the projects that can receive the CMAQ funds are dependent on State bond sales.



The group reviewed the various requirements of the federal and MTC processes and programs, such as the size of minimum funding requests, and how the RTPCs and potential sponsors could successfully respond to them, for example by bundling of smaller projects into a single larger project or creating or expanding multi-jurisdictional SR2S programs.

The group spent considerable time discussing the difficulties in identifying projects that meet the minimum size requirement (\$250,000 plus local match) as either stand-alone projects or programs, or as bundled projects with multiple locations in multiple locations. The biggest concern was that each project sponsor would need to get its right-of-way certification, NEPA clearance and other design approvals by February 1, 2012. Even projects that were categorically excluded from NEPA and required no right of way or utility relocation could have a hard time completing the Local Assistance process by February 1.

Staff and meeting attendees did agreed that the RTPCs should recommend how to allocate the funds within their subregions and that the 50/50 split — 50 percent based on population and 50 percent on k-12 enrollment — should be used to determine subregional allocations.

## **THE TWO RTPC OPTIONS**

The group recommended that the RTPCs pursue one of the following two options:

1. Recommend a stand-alone program or project that can meet both the federal and MTC requirements; education and outreach programs could either expand existing programs or create new ones within the subregion.
2. Find an already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds.

RTPCs could recommend either the stand-alone option or the “swap” option or a combination of the two. Or an RTPC could propose a stand-alone project and a stand-alone program.

Whether it funds programs or projects, the minimum request of federal funds would be \$250,000. (The total cost of CMAQ-eligible components, including the local match, would have to be at least \$282,500.)

## **Programs**

If the RTPC proposes to use some or all of its share of SR2S funds for program activities, it must identify:

1. What activities will be funded (a detailed set of activities and budget for each set will be required later).
2. How the required local match (11.47 percent) will be provided.
3. What agency will implement the program.

The Authority could serve as the project sponsor (possibly using STP funds set aside for the SR2S Master Plan). Under this arrangement, the Authority would establish agreements either with existing programs (511 Contra Costa, Streets Smarts in San Ramon Valley, Contra Costa Health Services in West County) or with other providers. Alternatively, these existing programs could serve as the project sponsor to provide new services or cover new areas.

RTPC managers also requested that the Authority consider requests to use comparable amounts of Measure J funds, from the CC-TLC, PBTF or other programs, to be used for sidewalk gap closures and other small SR2S projects.

### **Projects**

If the RTPC proposes to use some or all of its share of SR2S funds for physical improvements, it would identify a project that is already “federalized”, that is, that already has federal funds programmed towards it in the TIP and can meet the February 1, 2012 deadline. The project must have at least \$282,500 in CMAQ-eligible components that the sponsor isn’t already receiving CMAQ funds (both the CMAQ- and the local match-funded components must be CMAQ-eligible)

If \$282,500 of the project is eligible for SR2S funding — for example, by providing sidewalk and crosswalk access to a school — then the project could use all \$250,000 of the SR2S funds. Alternatively, if none of the project was eligible, then the RTPC would need to identify other projects that could use local funds exchanged from the project that would provide \$250,000 in SR2S-eligible components. The Authority would need to request and MTC would need to approve any such exchange funds.

### **LOCAL MATCH AND ADMINISTRATIVE COSTS**

Since the SR2S program is funded with federal CMAQ funds, those funds will need to be matched with local funds. For this program, the local match must be at least 11.47 percent of the total cost of the CMAQ-eligible components of the program or project. Sponsors will need to identify the source of the local match. Staff time used to oversee the project or program can be used to fulfill at least a portion of the local match. (This staff oversight, or “construction management” in the case of a construction project, cannot exceed 15 percent

of the cost of the “construction” phase of the project, however. In addition, any consultant staff used for oversight or construction management must be contracted with through a competitively bid process.)

The group discussed using federal STP funds allocated for the Safe Routes to School Master Plan to help set up and administer SR2S programs in Contra Costa funded through MTC’s program. The Authority’s original scope of work for the Master Plan did include an optional Task 4 — “Implement Initial Program for SR2S Funds” — that noted that “the scope of services for the Consultant Team may be amended to include involvement in the oversight of education and outreach programs funded through the CMAQ program.” While the use some Master Plan funds could be used to oversee and help set up SR2S programs, they would not count as a local match since they too are federal funds.

### **INFORMATION REQUIRED FOR FMS DATABASE**

Sponsors must enter their project or program into MTC’s Fund Management System (FMS) database (<http://fms.mtc.ca.gov/fms/home.do>). The first step in this process is for each sponsor to get an FMS ID that will allow him or her to enter the necessary project information.

The FMS project entry form contains nine “tabs” of information that sponsors must fill out:

<i>Tab</i>	<i>Key Information</i>
<i>General information</i>	Project name, county, sponsor, implementing agency, etc.
<i>Project description</i>	Mode and submodes served and percentage of funding for each, project type, purpose, description, expanded description and transportation problem addressed
<i>Project location</i>	Location included political districts
<i>Funding</i>	For each phase and funding source, the programmed year and amount
<i>Delivery milestones</i>	Environmental documents, PSR, and PSE
<i>Screening criteria</i>	Relationship of project to ITS, bicycle-pedestrian and transit plans and facilities and consistency with ADA requirements

Tab	Key Information
Contact information	For both sponsoring and implementing agencies
Project documents	Includes required Resolutions of Local Support
Air quality	Questions relating to consistency of project with air quality requirements. Note: <i>sponsors are <b>strongly</b> encouraged to work through this section with Authority staff</i>

## SCHEDULE

The Authority will need to request an amendment from MTC, Caltrans and FHWA to add these programs and projects to the TIP. As noted above, either one umbrella TIP entry could cover all of the program activities within Contra Costa or each could be listed separately. Each project will need to have a separate TIP entry.

The next deadline for submitting amendments to the TIP is **May 26, 2011**. The following schedule would be needed to meet this deadline:

<b>April 22, 2011</b>	Board approval of SR2S approach (or alternative)
—	RTPCs identify approach to use their subregional share consistent with the preceding options
<b>May 4, 2011</b>	Planning Committee receives update on RTPC progress to date on defining their subregional approaches
<b>May 13, 2011</b>	Sponsors complete entry of their projects or programs into MTC's FMS database
<b>May 18, 2011</b>	Board approves SR2S projects for amendment into the TIP
<b>May 26, 2011</b>	Deadline for submittal of final project or program entries into FMS
—	MTC staff agrees to submit new projects and programs as part of TIP Amendment 11-09
—	Sponsors begin Local Assistance Process
<b>February 1, 2012</b>	Deadline for submittal of application for funding to Caltrans

**RECOMMENDATIONS**

1. Ask the RTPCs to recommend how to allocate their share of CMAQ funds available through MTC's SR2S program
2. Base this share 50 percent on population within the subregion and 50 percent on k-12 enrollment
3. Ask the RTPCs to recommend projects or programs that can meet the Caltrans and MTC requirements and that are either:
  - a. A stand-alone program or project, or
  - b. An already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds
4. Set a minimum request for SR2S funds of \$250,000 (the minimum program or project size would be \$282,500)
5. Set aside funds, if needed, from the SR2S Master Plan contract to help oversee and support programs or projects funded through MTC's SR2S program (although those funds may not be used as the required match)

**ATTACHMENT 6.B**



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

April 26, 2011

Ms. Adrienne J. Tissier, Chair  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4770

Mr. Mark Green, Chair  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607-4756

**Subject: Comments on the "Initial Vision Scenario"**

Dear Ms. Tissier and Mr. Green,

At its meeting on March 16, 2011 the Authority received a presentation on MTC/ABAG's "Initial Vision Scenario" (IVS). We would like to thank your staff, Doug Kimsey of MTC, and Sailaja Kurella of ABAG, for attending that meeting, and for their informative presentation of the IVS to our Board.

On April 20, the Authority reconvened and deliberated on a set of comments developed by the Contra Costa Planning Directors, a forum comprised of the top planning staff from each of our local jurisdictions. This letter transmits our initial comments on the IVS, along with recommended next steps for developing the detailed Sustainable Communities Strategy (SCS) scenarios.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained. That is, we recognize that the purpose was to explore where development might occur without taking into account many factors that constrain the region's supply of new housing units and construction of infrastructure improvements, such as availability of funding, employment forecasting and current employment distribution, the overall economy and other market factors, so that discussion could ensue regarding how the Bay Area can accommodate projected population growth over the next quarter century in a sustainable way. We also recognize that future phases of the SCS process will include developing a range of detailed scenarios and testing feasible land-

use/transportation alternatives to achieve the greenhouse gas emission reduction targets mandated by SB 375.

We appreciate that MTC/ABAG has developed this vision, which provides us with useful information on what could be achieved if some of the existing barriers to sustainability were removed. We will continue to refer back to the valuable lessons learned from the IVS as we work with you to craft an SCS. Accordingly, our comments below assume that the SCS alternatives will be financially “realistic,” and that the forecast will reflect pragmatic objectives and policies as required for an internally consistent RTP under SB 375.

Our comments focus on balancing the regional distribution of growth, moving employment towards emerging population centers, and concentrating development in the PDAs to create a more realistic framework for smart growth.

**1. Establish a more realistic and balanced regional growth forecast.**

While the housing forecast is intentionally unconstrained in the IVS, our understanding is that the IVS job forecast ultimately used was constrained. We therefore are concerned that the job growth projected for the region may be well above market realities and inconsistent with historic levels – and therefore that the IVS may overstate the housing potentially needed in the unconstrained scenario. The methodology used by ABAG, as referenced in the staff Memorandum to the Executive Board dated November 5, 2010, does not, in our opinion, provide adequate justification for a sustained differential between national and Bay Area growth; the structural changes and weak employment increases that have occurred in the Bay Area over the past decade, in our view portend weaker employment growth than ABAG is currently envisioning. Moreover, we believe that the substantial projected region-wide increase in non-worker households is at best questionable.

We strongly believe that if constrained employment forecasting and current employment distribution are going to be used as part of an unconstrained scenario, revised regional, County-wide and jurisdiction-specific development forecasts should be prepared, informed by the available regional forecasts provided by State, academic, and commercial forecasting entities. In our view, the revised forecasts should reflect a technically sound relationship between job growth and housing demand, commuting patterns, and workers per household assumptions.



**2. Place employment where the necessary market conditions and development capacity exist and also close to existing and emerging population centers.**

Contra Costa, and the region as a whole, has many communities that are currently housing-rich, where residents are commuting to other parts of the region for employment.

Consistent with smart growth principles, new employment should therefore be focused partially on providing jobs for existing residents. We therefore support adding regional employment centers in close proximity to current and projected housing.

Adding regional employment centers in areas suitable for such development and close to growing population centers, creates the potential for reducing vehicle miles traveled (VMT). One example is East Contra Costa, an area that currently shows the highest travel times (and distances) of anywhere in the County. This area, and other similar ones in the region, has a ready and sizable labor force nearby and the capacity for job growth, particularly if it is spurred by active economic development programs.

To reduce both overall GHG emissions for the region, and GHG emissions per capita, we propose to work with MTC/ABAG staff in partnership to identify the best locations for employment near transit and transportation facilities to encourage shorter commutes and more use of transit. We note that while San Jose, Oakland, and San Francisco are taking on a significant amount of growth, Contra Costa as a whole has equal or greater potential to become a magnet for future employment growth along major transit corridors.

**3. Concentrate development in all Priority Development Areas (PDA), identified Growth Opportunity Areas (GOA) and other urbanizing areas.**

The IVS places much of the future development in PDAs, GOAs and other urban areas, but this allocation appears overdone in some instances where the allocations are not just “unconstrained” but very likely physically impossible. At the same time allocations have not been carried to the full potential of other jurisdictions. In addition, some locations with identified PDA/GOA locations show negative growth in the IVS, however, this may be a simple error. Comprehensively identifying the sites within urban areas with capacity for smart growth and defining these locations as PDAs and/or GOAs could create a more realistic framework for smart growth.

### **Next Steps: Proposed Approach for Developing Detailed SCS Scenarios**

We propose to work in partnership with MTC/ABAG staff to develop the detailed SCS scenarios, applying what we've learned from the IVS, while working towards a preferred SCS that is both feasible and realistic. Here are four steps that we believe can result in achieving the SCS objectives:

**Step One – Refine the Forecast:** Based upon the current economic situation, and assuming reasonable growth levels for housing and employment into the future, the growth forecast for the Bay Area should remain at or below historic levels, and therefore lower than the attached forecasts for Current Regional Plans and the IVS. Once the SCS forecast has been benchmarked to historic levels, we would propose to work with you to tighten and improve the forecasting assumptions for Contra Costa.

**Step Two – House the Region's Population:** SB 375 requires that the SCS "house all the population of the region," however, it leaves the regional agency with significant flexibility on how best to accomplish this. In the IVS, "all" of the population (including all workers) was housed by increasing housing production by 267,000 dwelling units, while at the same time reducing the average number of workers per household (from 1.42 to 1.22). Even if more affordable housing is provided in the future, a large percentage of households will still require more than one income to afford a house in the Bay Area. We therefore suggest that MTC/ABAG assume at least 1.4 Workers per Household in the 2035 forecast. This would still accomplish the jobs-housing balance that SB 375 aspires to, without introducing unrealistically high housing production numbers.

**Step Three – Assume Financially Constrained Transportation Investments:** Regarding the transit investments, tripling the service frequency on existing transit lines under the IVS, while desirable, cannot be funded under the financial constraints of the RTP, and therefore it cannot be included in the SCS. Given that gas tax revenues are expected to further erode due to improved fuel economy and electric cars, available future revenues are likely to go down. We therefore suggest a balanced transportation investment program, maintaining available transit service, while also investing in streets and roads, and moreover, improving the efficiency of our freeway system through implementation of the Freeway Performance Initiative (FPI).

**Step Four – Introduce Pricing and TDM:** We believe that pricing and TDM should be applied on the margin, in a realistic fashion to help achieve the GHG emission reduction target. For example, due only to supply constraints, gas prices could easily surpass the

*Ms. Adrienne Tissier*

*Mr. Mark Green*

*April 26, 2011*

*Page 5*

---

2035 price of \$5.35/gallon (\$2009) assumed in the IVS. TDM is another area where we can expect to see significant improvements in efficiency. We anticipate a dramatic increase in tele-work over the next 25 years, and we are optimistic that new opportunities will allow for expanded casual carpooling through the use of smart phone "apps". TDM strategies can provide a one-for-one reduction in GHG emissions (a one percent increase in the share of trips that are eliminated due to TDM activities could result in a one percent decrease in Vehicle Miles Travelled (VMT) and per capita Greenhouse Gas (GHG) emissions).

We appreciate this opportunity to provide initial feedback on the IVS. During the coming weeks, local staff will provide more detailed comments at the census tract level.

We look forward to working with you in partnership, as you initiate the development of the detailed SCS scenarios.

Sincerely,



David E. Durant  
Chair

cc: CCTA Board Members and Alternates  
CMA Directors  
RTPC Managers  
Contra Costa Planning Directors

File: 13.03.08.01

Attach: Current Regional Plans and IVS Forecasts for Households and Jobs

**SF BAY AREA HOUSEHOLD GROWTH FORECASTS 2010-2035**  
**COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

**HOUSEHOLDS**

	<b>BASE<sub>1</sub></b>	<b>CURRENT REGIONAL PLANS<sub>2</sub></b>				<b>INITIAL VISION SCENARIO<sub>3</sub></b>			
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	557,300	708,000	150,700	27%	6,028	770,000	212,700	38%	8,508
CONTRA COSTA	384,400	480,500	96,100	25%	3,844	538,400	154,000	40%	6,160
MARIN	104,600	112,300	7,700	7%	308	115,300	10,700	10%	428
NAPA	51,200	54,600	3,400	7%	136	56,000	4,800	9%	192
SAN FRANCISCO	346,700	415,000	68,300	20%	2,732	436,800	90,100	26%	3,604
SAN MATEO	264,400	322,800	58,400	22%	2,336	358,200	93,800	35%	3,752
SANTA CLARA	614,000	827,300	213,300	35%	8,532	867,900	253,900	41%	10,156
SOLANO	148,200	171,300	23,100	16%	924	187,800	39,600	27%	1,584
SONOMA	188,300	211,300	23,000	12%	920	231,300	43,000	23%	1,720
<b>BAY AREA TOTAL</b>	<b>2,659,100</b>	<b>3,303,100</b>	<b>644,000</b>	<b>24%</b>	<b>25,760</b>	<b>3,561,700</b>	<b>902,600</b>	<b>34%</b>	<b>36,104</b>

<sub>1</sub> 2010 base normalized to Current Regional Plans

<sub>2</sub> Current Regional Plans, ABAG 3/14/11

<sub>3</sub> Initial Vision Scenario, ABAG 3/14/11

**SF BAY AREA JOB GROWTH FORECASTS 2010-2035**  
**COMPARING CURRENT REGIONAL PLANS AND INITIAL VISION SCENARIO**

**JOBS**

	BASE <sub>1</sub>	CURRENT REGIONAL PLANS <sub>2</sub>				INITIAL VISION SCENARIO <sub>3</sub>				
	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year	2010	2035 Forecast	Δ 2010 - 2035	% Growth 2010-2035	Average Growth per Year
ALAMEDA	675,600	906,300	230,700	34%	9,228	675,600	925,400	249,800	37%	9,992
CONTRA COSTA	345,900	469,500	123,600	36%	4,944	345,900	479,400	133,500	39%	5,340
MARIN	129,700	147,900	18,200	14%	728	129,700	151,100	21,400	16%	856
NAPA	70,100	87,000	16,900	24%	676	70,100	88,800	18,700	27%	748
SAN FRANCISCO	544,800	698,800	154,000	28%	6,160	544,800	713,700	168,900	31%	6,756
SAN MATEO	330,100	442,900	112,800	34%	4,512	330,100	452,200	122,100	37%	4,884
SANTA CLARA	858,400	1,213,000	354,600	41%	14,184	858,400	1,238,400	380,000	44%	15,200
SOLANO	126,300	173,000	46,700	37%	1,868	126,300	176,700	50,400	40%	2,016
SONOMA	190,400	262,200	71,800	38%	2,872	190,400	267,600	77,200	41%	3,088
<b>BAY AREA TOTAL</b>	<b>3,271,300</b>	<b>4,400,600</b>	<b>1,129,300</b>	<b>35%</b>	<b>45,172</b>	<b>3,271,300</b>	<b>4,493,300</b>	<b>1,222,000</b>	<b>37%</b>	<b>48,880</b>

<sub>1</sub> 2010 base normalized to Current Regional Plans

<sub>2</sub> Current Regional Plans, ABAG 3/14/11

<sub>3</sub> Initial Vision Scenario, ABAG 3/14/11

## **ATTACHMENT 7**

# TDM Year in Review

FY 2009-10

## Survey Results

511 Contra Costa:

- Vanpool Program
- Employer Program
- Student 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*



## A Banner Year for Southwest Area Transportation (SWAT)

This Program Review contains program results and participant data for the 2009 -2010 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.



*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 Program Vanpool - Employer - Student



### High School Carpool-to-School Program results at three high schools

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 receives a \$10 gas card. Those students, along with their passengers are then entered into drawings for \$5.00 gifts cards. The Carpool-to-School program involved three schools in the county; California High School in San Ramon, Campolindo High School in Orinda and Miramonte High School in Moraga. Approximately 250 students (combined total for all three schools) participated in the program. Staff distributed a follow-up survey to all students who received an incentive. One hundred four completed surveys (42%) were returned.

### Carpool to School Program Online Ridematching - Pooltoschool.org

There were 102 new carpools formed as a result of the Pool-To-School Program in 2009-10. This translates to 251 fewer one-way trips per day. Approximately 10% of the 305 registered carpool participants took the survey. More than half of the respondents reported using the online carpool matchlist and one third were able to get into a carpool (at least temporarily).

### Students taking advantage of Transit Ticket Program!

For the 09/10 school year, approximately 1,490 students received two 12-ride transit passes. Staff distributed a follow-up survey to all students who received transit passes and 704 (47%) completed surveys were returned. Results of the survey indicated:

- **69%** of students used all the transit passes they received.
- **15%** used most of the transit passes.
- **22%** took transit 5 days a week before receiving the free transit pass.
- **39%** took transit 5 days a week after receiving the free transit pass.



### Vanpool Program doing its part to reduce congestion

Results of a recent survey of participants who participated in the 511 Contra Costa Vanpool Program show that the program continues to reduce traffic congestion while also helping to reduce individual transportation costs. One hundred "new" passengers were surveyed for the 09/10 fiscal year. Thirty-nine completed the survey.

- 97% report traveling at least 21 miles (one way) to work.
- 54% reported that, prior to participating in a vanpool, they drove to work alone.
- 92% are currently riding in a vanpool.



## Employer Program

Staff attended more than 20 Transportation Commuter Fairs and community events to educate and market to the Southwest Contra Costa employers and residents on using commute alternatives by signing up for the 511 Contra Costa incentive programs. At each event there was a significant number of commuters and residents interested in learning more about commute alternative programs in their area.

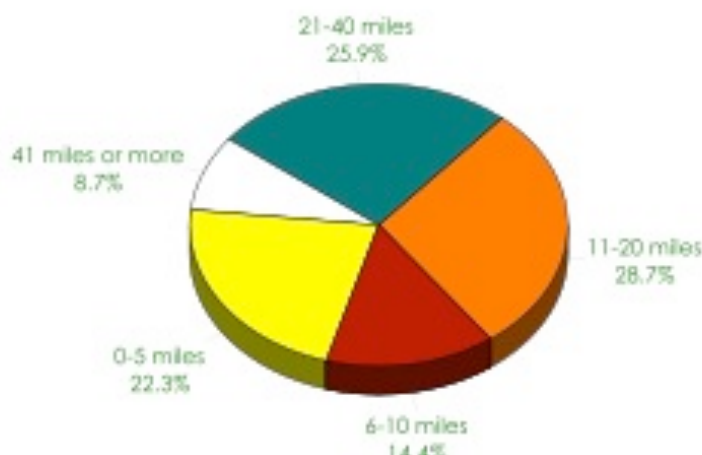


**Employer Survey Results:** The 511 Southwest Contra Costa Program surveys employees every third year. 511 Southwest Contra Costa uses the results of the survey to evaluate existing Transportation Demand Management programs and, as appropriate, develop, expand or discontinue programs. The survey took place during the week of October 26, 2009. In all, a total of 26,879 employees (approximately 82 employers and Bishop Ranch employers) were invited to participate in the survey. Of these, 5,430 submitted a completed questionnaire, for an overall response rate of 20%.

### Key findings of the survey...

- The overall drive-alone rate across all days of the week is 70.3%.
- Carpooling is the second most prevalent commute mode.
- Those who do take transit to work take BART or a County Connection bus.
- The largest group of employees commutes 11 to 20 miles one way.

### ONE-WAY COMMUTE DISTANCES



## Bike to Work Day - May 13, 2010

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 1,000 bicyclists and walkers stopped at a Contra Costa County energizer station for refreshments.

Host Organization	Energizer Station Location	Station open
City of San Ramon	San Ramon Transit Center	6-9AM
Bishop Ranch Transp. Centre	Iron Horse Trail/Bollinger Canyon	6-9AM/3-5PM
Town of Danville	Iron Horse Trail/Hemme Avenue	7-9AM
Lafayette Bike/Ped Advisory Committee	Lafayette Plaza (Mt. Diablo Blvd/Moraga Rd.)	6:30-8:30AM
Town of Danville	Iron Horse Trail/Paraiso Drive	7-9AM
Lafayette Chamber /Green Committee	Lafayette Plaza (Mt. Diablo Blvd/Moraga Rd.)	3-5PM
City of Orinda	Orinda (Moraga Way/Brookwood Rd)	6-8AM



San Ramon Transit Center



Bike rack located in 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 second year of operation, TRAFFIX is proudly providing school bus service to seven school sites, with more than 1,200 students participating. A comprehensive analysis of all major intersections in the San Ramon

Valley is scheduled to be completed in Fall 2011. However, a preliminary traffic analysis was conducted in Fall 2010 and the post program launch traffic analysis affirmed the anecdotal feedback received - 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 1264 round trip students in FY 09-10. 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 682,560 vehicle trips during the 09-10 school year.



---

## SWAT 511 Contra Costa Program

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

Staff:

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





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

## 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: April 21, 2011

Re: Items approved by the Authority on April 20, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its April 20, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Corridor Mobility Improvement Account (CMIA) – Project Cost Savings Call for Projects.** The California Transportation Commission (CTC) has issues a 2011 CMIA Cost Savings Call for Projects to identify projects to receive funding as a result of bid savings on previously programmed CMIA projects. *The Authority approved staff's recommendation to work with Caltrans and MTC to obtain support and concurrence for the nomination of three projects, prioritized as follows:*
  1. SR4 Bypass Freeway Conversion - Phase 1 Sand Creek Interchange
  2. SR4 Bypass Freeway Conversion - Phase 2 Laurel to Sand Creek Road
  3. I-680 Auxiliary Lane Project, Segment 2.
2. **Approval of Cooperative Agreement 18CO.01 between Sonoma County Transportation Authority (SCTA), CCTA, and Transportation Authority of Marin (TAM) to Conduct a Dynamic Ridesharing Pilot Program.** In 2010, CCTA successfully competed for a \$500,000 Dynamic Ridesharing grant through MTC's *Climate Initiatives Program*. The pilot program will explore opportunities for encouraging more carpooling through the use of smart-phone applications ("apps") that can enable spontaneous ridesharing. To launch the program, MTC has approved a total of \$1.5 million to be shared among SCTA, CCTA, and TAM, with SCTA as the lead agency. Federal funds for the pilot program will flow from Caltrans through SCTA to CCTA. The cooperative agreement formalizes the roles and responsibilities of each party in conducting the work and the process for seeking reimbursement of costs incurred.

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

*The Authority approved the cooperative agreement with SCTA and TAM to participate in the Regional Dynamic Ridesharing Pilot Project.*

3. **Circulation of Draft Fiscal Year (FY) 2011-12 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2011-12 CMA budget for review by the Public Managers' Association (PMA). The Contra Costa Congestion Management Agency (CMA) was established through a JPA between CCTA and the 20 local jurisdictions. The CMA performs certain Authority planning functions, namely: the Measure C/J Growth Management Program (GMP), and the Congestion Management Program (CMP). The final CMA budget will be adopted in June 2011 as part of the full Authority budget. *The Authority authorized staff to make minor refinements to the draft FY 2011-12 CMA Budget and approved it for circulation. The budget will be reviewed at the Public Managers' Association meeting on May 12, 2011.*
4. **Approval of Consultant Agreement No. 322 with DKS Associates to Perform Congestion Management Program (CMP) Traffic Monitoring.** In response to RFP 11-1, the Authority received proposals from six qualified consultant teams. Following review of these proposals by Authority staff and the review panel, three teams were invited to interview. Based on the interviews held on Monday, April 4, the selection committee chose DKS Associates to lead the 2011 Congestion Management Program Traffic Monitoring effort. The selection decision was presented to the Planning Committee at the Wednesday, April 6 meeting for approval. *The Authority authorized Agreement No. 322 with DKS Associates for the 2011 CMP Traffic Monitoring effort.*
5. **2013 RTP "Call for Projects."** MTC released a "call for projects" for the 2013 Regional Transportation Plan (RTP) on February 14, 2011 and requested that the CMAs support the public outreach process. In response to the "call," the Authority requested that the Regional Transportation Planning Committees (RTPCs) and Transit Operators submit their 25-year financially-constrained project list to CCTA by April 22<sup>nd</sup>. For a transportation project to receive State or federal funding or approvals, it must first be included in the RTP. Staff will provide a status report on the process and an updated timeline for project submittals to MTC. *As part of the public outreach process, a Public Hearing was held at the April Authority Board meeting. The Authority received comments from a number of parties, and authorized staff to monitor the project submittal process and prepare the final project list for Authority consideration and approval in May, 2011.*
6. **Approach to Allocating MTC Safe Routes to School (SR2S) Program Funds.** The Authority has \$2.47 million in federal CMAQ funds available through MTC's Climate Initiatives Program for SR2S programs and projects in Contra Costa. Authority staff, working together with the SR2S Task Force, the RTPC managers, and local staff familiar with the federal funding process, developed an approach for allocating these funds. In this approach, the RTPCs would be asked to recommend how to allocate their subregion's share of funds (this share would be based 50 percent on population



within the subregion and 50 percent on k-12 enrollment). The RTPCs could recommend either (or both) of two types of projects or programs: a stand-alone project or program that could meet federal and MTC requirements, or an exchange of federal for local funds using an existing federalized project as the vehicle for this exchange. The minimum request for federal funds would be \$250,000. Funds from the SR2S Master Plan contract could be used, if necessary, to help implement the programs or projects recommended, but could not be used for the required local match. *The Authority approved the recommended approach. The Authority will adopt the recommended allocation of funds at its May 18 meeting.*

7. **SB 375 Implementation Update.** Authority staff is continuing to work with local jurisdictions on a response to the Initial Vision Scenario released by ABAG/MTC last March 11. *The Authority reviewed a draft comment letter to MTC and ABAG on the Initial Vision Scenario, and provided staff with direction on revisions to the letter.*

# 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

---

April 18, 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 April 14, 2011.

**Receive Report on eBART Hillcrest Station Design:** The Committee received a report from BART and City of Antioch staff regarding the progress of discussions related to security and station design. Committee members congratulated staff on the progress and asked that they return in May with a status report.

**Consider and Provide Feedback on MTC/ABAG's Initial Vision Scenario:** The Committee received a report from Contra Costa Transportation Authority (CCTA) staff on the Initial Vision Scenario (IVS) and draft CCTA comments on the same. The IVS is a product of the SB375/Sustainable Communities planning process being conducted by the Metropolitan Transportation Commission and the Association of Bay Area Governments. The Committee was comfortable with the approach described by staff and that the Planning Directors are providing local input on this process.

**Receive Status Report and Provide a Recommendation to CCTA on the Regional Transportation Plan (RTP) Call for Projects:** The Committee received a report and recommendations from CCTA and TRANSPLAN staff on the call for projects. The Committee approved the staff recommended project list (attached) with the modification of classifying the *Construct 239 from Brentwood to Tracy Expressway* (Project #22400) as a priority project.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 12, 2011 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

**C: TRANSPLAN Committee**

A. Dillard, SWAT/TVTC  
B. Neustadter, TRANSPAC  
C. Atienza, WCCTAC

D. Rosenbohm, CCTA  
E. Smith, BART  
H. Noeimi, CCTA

G:\Transportation\Committees\Transplan\TPLAN\_Year\2010-11\letters\summary\_letter\_CCTA\_Apr\_2011.doc

# COMMITTED LIST OF PROJECTS

					Existing 2009 RTP Costs and Funding		Updated 2013 RTP Costs and Funding				
County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra Costa	NEW	CCTA	CCTA	Paratransit programs in Contra Costa			106.4	150.7	2027	Measure J	programmatic category
Contra Costa	NEW	CCTA	CCTA	TLC/Streetscape projects in Contra Cota			68.6	97.1	2027	Measure J	programmatic category
Contra Costa	NEW	CCTA	CCTA	Contra Costa Safe Routes to Schools including bus passes			21.2	30.0	2027	Measure J	programmatic category
Contra Costa	21225	CCTA	CCTA	Improve regional and local pedestrian and bicycle system, including constructing overcrossings, expanding sidewalks, and expanding facilities	22.2	22.2	26.7	37.8	2027	Measure J	programmatic category
Contra Costa	21211	TRANSPLAN	BART	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	525.00	525.00	442.6	463.25	2013	Measure J: \$135, RM2: \$96, RM1: \$52, AB1171: \$115, Fees: \$6, STIP: \$13, Prop 1B: \$37, STA: \$3, TCRP: \$5.25, Other \$1	cost reduced to reflect latest estimates
Contra Costa	21214	TRANSPLAN	Antioch	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	15.7	15.7	15.7	15.7	2013	Local	
Contra Costa	22600	TRANSPLAN	Antioch	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	2.2	2.2					Project is complete
Contra Costa	22607	TRANSPLAN	CCTA	Widen and extend major streets, and improve interchanges in east Contra Costa County	90.0	90.0	24.7	30.0	2020	Local	
Contra Costa	94046	TRANSPLAN	CCTA	Improve interchanges and parallel arterials to Route 4	21.5	21.5	19.7	21.5	2015	Local	
Contra Costa	94538	TRANSPLAN	Caltrans	Route 4 transportation management system	1.1	1.1					Removed Per comment from Caltrans. Project will be covered by regional FPI program and does not need to be submitted through the County RTP
Contra Costa	98142	TRANSPLAN	CCTA	Widen Route 4 from Loveridge Road to Somersville Road from 4 lanes to 8 lanes, with HOV lanes.	170.0	170.0					under construction
Contra Costa	98999	TRANSPLAN	CCTA	Widen Route 4 from Somersville Road to Route 160 including improvements to Interchanges	530.0	530.0	406.0	415.0	2012	Measure J: \$110, SLPP: \$15, Prop 1B: \$85, Measure C: \$12.4, Fees: \$30, Earmark: \$1.6, Tolls: \$90, STIP: \$45, BART: \$26	
Contra Costa	230188	TRANSPLAN	Oakley	Purchase land in Oakley for use as a park and ride lot	1.2	1.2					
Contra Costa	230202	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Laurel Road to Sand Creek Road from 2 lanes to 4 lanes	42.4	42.4	16.9	18.0	2014	Local	Cost Reduced from 42.4 to reflect work already completed
Contra Costa	230203	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Sand Creek Road	40.4	40.4	30.0	32.0	2014	Local	Cost reduced from 40.4
Contra Costa	230203	TRANSPLAN	SR4 Bypass	SR4/SR160 Connectors	60.0	24.0	46.8	50.0	2014	Bridge Toll: \$50	Moved From Financially Constrained
Contra Costa	230205	TRANSPLAN	SR4 Bypass	Widen Route 4 Bypass from Sand Creek Road to Balfour Road from 2 lanes to 4 lanes	23.6	23.6	18.7	20.0	2014	Local	Cost reduced from 23.6
Contra Costa	230206	TRANSPLAN	SR4 Bypass	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	46.1	46.1	42.1	45.0	2014	Local	Cost reduced from 46.1

# COMMITTED LIST OF PROJECTS

					Existing 2009 RTP Costs and Funding		Updated 2013 RTP Costs and Funding				
County	RTP ID	Subregion	Sponsor	Project Description	Cost (YOE \$)	Committed Funding	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Mid Year of Construction	Updated Committed Funding (list all sources)	Notes
Contra-Costa	230233	TRANSPLAN	Pittsburg	Extend James Denison Boulevard to Kierker Pass Road by constructing a new 2-lane expressway	35.0	25.0					MOVE TO FINANCIALLY CONSTRAINED
Contra Costa	230236	TRANSPLAN	Antioch	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes	19.9	19.9	13.0	14.1	2015	Local	
Contra Costa	230238	TRANSPLAN	Pittsburg	Widen California Avenue from 2 lanes to 4 lanes with 2 wide left turn lanes	16.0	16.0	11.9	12.9	2015	Local	
Contra-Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union-Pacific line at Lone Tree Way.	26.6	26.6					MOVE TO FINANCIALLY CONSTRAINED
Contra Costa	230250	TRANSPLAN	Brentwood	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Sunset Court and Lone Tree Way.	23.5	23.5	15.4	16.1	2013	Redevelopment 15.5, Facility Fees 0.6	
Contra Costa	230253	TRANSPLAN	Antioch	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial, including shoulders, bicycle lanes, a park-and-ride lot and sidewalks.	10.0	10.0	9.2	10.0	2015	Local	
Contra Costa	230274	TRANSPLAN	Oakley	Widen Main Street from State Route 160 to Big Break Road from 4 lanes to 6 lanes.	12.6	12.6	11.6	12.6	2015	Local	
Contra Costa	230288	TRANSPLAN	Oakley	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right of way/Antioch city limits.	2.1	2.1	1.9	2.1	2015	Local	
Contra Costa	230535	TRANSPLAN	County	Realign curves along Marsh Creek Road to improve safety and operations.	4.6	4.6	7.8	8.5	2015	Local	Amount changed from 4.6 based on input from CCC Staff
Contra Costa	230538	TRANSPLAN	County	Widen Bailey Road to 12-ft lanes and 4-ft shoulders.	5.7	5.7	5.2	5.7	2015	Local	
Contra Costa	NEW	TRANSPLAN	WETA	Ferry to Antioch			TBD	TBD	TBD	Local	NEW
Contra Costa	230631	TRANSPLAN	Caltrans	Ferry environmental and feasibility studies - Antioch and Martinez			TBD	TBD	TBD	Local	NEW - Included at the request of the Water Emergency Transportation Authority



# FINANCIALLY CONSTRAINED LIST OF PROJECTS

County	RTP ID	Subregion	Sponsor	Project Description	Existing 2009 RTP Costs and Funding					Updated 2013 RTP Costs and Funding					
					Cost (YOE)	Committed	STIP/TE	ITIP	Other (STP, CMAQ, STA, Tolls, Prop 1B, etc.)	Updated Cost (2011 \$)	Updated Cost (YOE \$)	Estimated Mid Year of Construction	Updated Committed Funding (list all sources and amounts)	Updated Shortfall	Notes
Contra Costa	230693	CCTA	CCTA	Local Streets and roads maintenance	4362.0	2458.0			1001.0						
Contra Costa	98198	TRANSPLAN	County	Improve safety and operations on Vasco Road in Contra Costa and Alameda counties	45.2	10.7	34.5			41.4	45.2	2015	Local: \$10.7	34.5	
Contra Costa	98222	TRANSPLAN	SR4 Bypass	SR4/SR160 Connectors	69	24	36	-	-	47.9	50	2013	Tolls: \$50	0	moved to committed
Contra Costa	NEW	TRANSPLAN	SR4 Bypass	Mokelumne Overcrossing Project						5.6	6	2014		6	new project
Contra Costa	230232	TRANSPLAN	Antioch	Construct new interchange at Route 4/Phillips Lane	50.1	30.1	20.0			45	50.1	2017	Local: \$30.1	20	
Contra Costa	230237	TRANSPLAN	Pittsburg	Extend West Leland Road, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	45.0	37.0	8.0			13.8	16.2	2019	Fees: 14.9	1.3	
Contra Costa	230247	TRANSPLAN	Brentwood	Widen Lone Tree Way to 6 lanes: O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	27.0	10.4	16.6			14.5	15.5	2014	Development \$1.0, Facility Fees \$2.9	11.6	
Contra Costa	230185	TRANSPLAN	Tri Delta/BART	Establish Express Bus Service and eBART support network (park-and-ride lots and rolling stock)	21.7		21.7			19.9	21.7	2015	none	21.7	
Contra Costa	230249	TRANSPLAN	Brentwood	Construct a 6-lane grade separation undercrossing along the Union Pacific Line at Lone Tree Way.	26.6	26.6				17.6	18.8	2014	Facility Fees 3.6, Development 0.5	14.7	moved from Committed
Contra Costa	NEW	TRANSPLAN	Pittsburg	Railroad Avenue eBART Station						15	16	2014	Fees: \$3.7 (23%)	12.3	new project
Contra Costa	NEW	TRANSPLAN	Brentwood	Widen Brentwood Blvd. from 2 to 4 lanes between Lone Tree Way and the North City Limit Line						7.5	8.4	2016	Redevelopment \$7.5	0.9	new project
Contra Costa	230233	TRANSPLAN	Pittsburg	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	35.0	35.0				47.5	52.7	2016	Fees: \$35.8 (68%)	16.9	moved from Committed
Contra Costa	230289	TRANSPLAN	Oakley	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	27.1	12.4	14.7			24.3	27.1	2016	Local: \$12.7	14.7	
Subtotal							151.5	0.0	0.0					154.6	

# VISION LIST OF PROJECTS

					Updated 2013 RTP Costs and Funding					
RTP ID	Subregion	Sponsor	Project Description	Cost (2007 \$)	Updated Cost (2011 \$)	YOY (\$)	Mid Yr of Construction	Shortfall	Fund Sources/Amounts	Suggested Priority
22371	CCTA	CCTA	Park & Ride Lots for the support of Regional Express Bus Service	20	16.5	20	2020	20	none	
21227	TRANSPLAN	BART	eBART Phase 2; Extend BART using DMU technology from Hillcrest Ave to Byron.	500	500	608	2020	608	none	
22336	TRANSPLAN	County	Byron Highway shoulder widenings and railroad grade separation	20	20	24.3	2020	24.3	none	
22376	TRANSPLAN	CalTrans	Route 4 ramp meter, Traffic Operation System (TOS) and fiber optic cable project	5	4.8	5	2013	5	none	
22400	TRANSPLAN	County	Construct Route 239 from Brentwood to Tracy Expressway	200	200	243	2020	243	none	1
22604	TRANSPLAN	County	Vasco Road Safety Improvements; Phase 2	50	50	61	2020	61	none	
22605	TRANSPLAN	SR4 Bypass Authority	SR4 Bypass: Widen Segment 2 (Lone Tree Way - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes	143.5	143.5	160	2016	160	none	
22981	TRANSPLAN	County	Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	100	100	111	2016	111	none	
230208	TRANSPLAN	SR4 Bypass Authority	State Route 4 Bypass: Widen from 4 to 6 lanes from Laurel Road to Sand Creek Road	32	32	32	2016	32	none	
NEW	TRANSPLAN	CALTRANS	Implement Ramp Metering in the WB direction between SR 160 and I-680 (Package B)		-	-	-	-	none	
NEW	TRANSPLAN	CCTA	Add a WB mixed flow lane from east of SR-242 off-ramp to the I-680 NB off-ramp. Improvement # 5 (Package B)		23	25	2015	25	none	
NEW	TRANSPLAN	CCTA	Extend the existing WB mixed-flow lane from the Willow pass Rd. (West) off-ramp to the lane-add located 4,200ft. West of the Willow pass Rd. 9West) on-ramp. Improvement # 6 (Package B)		21	22.9	2015	22.9	none	
NEW	TRANSPLAN	CALTRANS	Implement Ramp Metering in the EB direction between Alhambra Blvd. and Willow Pass Rd. (Package C)		-	-	-	-	none	
NEW	TRANSPLAN	CCTA	Add a EB mixed-flow lane from the lane drop 1,500 ft. west of Port Chicago hwy. on-ramp to Willow Pass Rd. (west) on-ramp. Improvement # 6 Package C		27	29.5	2015	29.5	none	
NEW	TRANSPLAN	CALTRANS	Activate existing ITS installations in both directions that currently are not fully operational. Package A							
NEW	TRANSPLAN	CALTRANS	Fill gaps in the current and programmed ITS installations in both directions as needed. Package A							
NEW	TRANSPLAN	CALTRANS	Implement Ramp Metering EB between I-80 and Alhambra Blvd. and Willow Pass Rd. and SR-160 and SR-4 Bypass. Package G							
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB mixed-flow lane from the lane drop located 1,500 ft. w d. off-		2	3	2030	3	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB HOV lane from the I-680 NB off-ramp to its start 1,500 f o hwy.		26	39.3	2030	39.3	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing EB mixed-flow lane from the Willow Pass Rd. (east) on-ramp to the lane add located 4,000 ft. east of the Willow Pass Rd. (east) on-ramp Improvement #12. Package E		4	6	2030	6	none	
NEW	TRANSPLAN	TRANSPLAN/CCTA	Extend the existing WB mixed-flow lane from the Willow pass Rd. (West) off-ramp to the lane-add located 4,200ft. West of the Willow pass Rd. 9West) on-ramp Improvement # 6. Package D		22	33.2	2030	33.2	none	
NEW	TRANSPLAN	CALTRANS	Implement Ramp Metering in the WB direction on the SR-4 Bypass and on SR-4 between I-80 and I-680							
NEW	TRANSPLAN	BART	Expansion Vehicles -- purchase 225 additional vehicle to accommodate future ridership		87.0	105.8	2020	105.8	none	
NEW	TRANSPLAN	BART	Security -- projects necessary to improve or enhance BART patron and system security		16.2	19.5	2020	19.5	none	
NEW	TRANSPLAN	BART	BART System Capacity -- Investments include train control mods, traction power upgrade, 3rd rail feeder cables, improved ventilation, etc.		14.6	17.8	2020	17.8	none	
NEW	TRANSPLAN	BART	Station Capacity Expansion -- includes vertical circulation, emergency stairs, platform expansion, add'l faregates, etc. at central county stations		10.3	12.5	2020	12.5	none	
NEW	TRANSPLAN	BART	Station Access -- Combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing ridership demand		64.1	78	2020	78.0	none	

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 25, 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 meeting today took the following actions that may be of interest to the Authority:

Richmond

1) Approved a letter to AC Transit opposing proposed increases in monthly pass prices for youth and seniors/disabled.

San Pablo

2) Approved coordinated programming of West County's additional Measure J funds for Transportation for Livable Communities (Program 25b) and Pedestrian, Bicycle, and Trail Facilities (Program 26b) with Countywide counterpart programs.

3) Regarding the Richmond Parkway Transit Center project, acknowledged support for a feasibility study to flesh out uses and O&M responsibilities and funding sources, and deprogramming of FY 2010-11 STIP funding.

Contra Costa  
County

4) Appointed the following representatives to CCTA's Technical Coordinating Committee for the April 1, 2011 to March 31, 2013 term: Jerry Bradshaw (El Cerrito), Edric Kwan (Richmond), and Robert Reber (Hercules) as members, and Adele Ho (San Pablo) as alternate.

AC Transit

5) Authorized forwarding to CCTA West County's preliminary program and project submittals for the 2013 Regional Transportation Plan (provided under separate cover).

6) Determined not to pursue further action in regards to Richmond's April 5 consideration of the proposed Point Molate Casino Resort, beyond inclusion in the Final EIR provisions for monitoring the project's impacts over time, mitigating the actual impacts of the project, and developing Principles of Agreement for such actions.

BART

7) Considered offsetting membership dues with alternative funding sources including Measure J to support RTPC-related activities, but ultimately approved continuing as is for FY 2011-12 the existing membership dues structure, with a proviso for individual cities to use a portion of their return-to-source allocation if desired.

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

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