



MEETING NOTICE AND AGENDA

WEST CONTRA COSTA

TRANSPORTATION ADVISORY COMMITTEE

BOARD OF DIRECTORS MEETING

FRIDAY, OCTOBER 31, 2008

7:30 A.M. TO 9:30 A.M. (approximately)

**LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane) - San Pablo, California
(Accessible by AC Transit lines #72 and #72R)
Additional Parking is available in the City lot two blocks
south of City Hall at 13685 San Pablo Avenue**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Nancy Cuneo at 510.215.3035 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call WCCTAC (see phone number above) at least 48 hours in advance to make arrangements.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses.
- Please turn off all cellular phones and pagers during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

1. **Call to Order and Self-Introductions – Chair Sharon Brown**
2. **Public Comment.** The public is welcome to address the WCCTAC Board on any item that does not otherwise appear on the agenda. With a full agenda, comments may be limited to three minutes per speaker. Speakers shall follow the rules of common courtesy and decorum. *Please fill out a speaker card and hand it to the Chair/Staff.*

CONSENT CALENDAR

3. **Meeting Minutes and Summary from the October 3, 2008 Meeting.** (Attachment – Action)
4. **Staff Reports.** Staff reports from the Executive Director, Project Managers, and Transportation Project Specialist for October. (Attachment – Action)
5. **WCCTAC TAC Meeting Minutes and Handouts from the October 16, 2008 Meeting.** (Attachment – Action)
6. **WCCTAC 2008 Holiday and 2009 Meeting Schedule.** (Attachment – Information)
7. **Richmond Parkway Transit Center, Renewal of MOU.** AC Transit's draft agreement is out for review and comment. (Attachment – Information)

DISCUSSION ITEMS

8. **Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements.**
9. **Legal Counsel Comments and Announcements.** (*Michael Rodriguez, Meyers Nave – No Attachment – Information*)
10. **West County Action Plan, Project Update.** Staff will present the list of remaining issues and discuss next steps. (*John Rudolph - Attachment – Information*)
11. **I-80 Integrated Corridor Management Project Update and Stakeholder Engagement.** Staff will present the new organization chart and a request for representatives from all West County jurisdictions for participation in the newly formed Technical Advisory Committee. (*John Rudolph – Attachment – Action*)
12. **Proposition 1C TOD and Infill Guidelines.** WCCTAC's consultant for major funding opportunities will highlight key grant requirements and project evaluation criteria, and discuss potential applications from West County. (*Michael Bernick, Sedgwick – No Attachment – Action to be Determined*)

13. **Marina Bay Parkway, Proposed Measure J Fund Swap – Resolution 08-03.** Staff requests the Board to support the temporary use of the first seven years of Measure J West County Ferry Service allocations to fund a portion of Richmond’s Marina Bay Parkway Grade Separation project. The Board’s support would be contingent on: a) a guarantee from Richmond that the borrowed funds would ultimately be repaid out of redirected Measure J Richmond Parkway funds; b) agreement from Hercules on Richmond’s offer to guarantee the availability of funds for the Hercules ferry project, if needed prior to FY 2015; and, c) Water Emergency Transit Agency (WETA) supporting the same. The proposed fund swaps would potentially enable Richmond to receive \$20 million in Proposition 1B funds toward the project, which would not otherwise be available. *(Christina Atienza – Attachment – Action)*

14. **Measure J Paratransit Program for FY 2010 and FY 2011, Recommended Allocation of Funds.** Staff recommends that the WCCTAC Board approve the proposed allocation percentages to each of the five eligible paratransit operators in West County, and to set aside funds to conduct a comprehensive West County Paratransit Plan to inform future year allocations and to establish a small reserve. *(Joanna Pallock – Attachment – Action)*

15. **Correspondence/Other Information:**
 - Incoming:**
 - Email from Robert McCleary, re: GMP Items, 10-09-08
 - Email from Marcella Aranda, MTC, re: Potential Economic Stimulus Package, 10-24-08

 - Outgoing:**
 - Letter to Hector Rojas, Richmond, re: WCCTAC’s Comments on Notice of Intent to Adopt a Mitigated Negative Declaration for a Kohl’s Department Store Project, 10-24-08

 - News Articles:**
 - “Voters consider doubling parcel tax in AC Transit District;” 10-10-08
 - “Full Speed Ahead? Voters to decide fate of high-speed rail...;” 10-18-08
 - “BART riders can pay for parking with EZ Rider;” 10-20-08
 - “Higher parking fees for BART?;” 10-22-08

 - Workshops/Conferences:**
 - 2nd Annual Climate All Stars Conference, November 6, San Francisco

16. **Other Business**

17. **Adjourn.** Next meeting is Friday, December 5, 2008 at 7:30 a.m.



Meeting Minutes

October 3, 2008

The regular meeting of the West Contra Costa Transportation Advisory Committee was called to order at 7:38 A.M. on Friday, October 3, 2008 by Chair Sharon Brown in the City Council Chambers of the City of San Pablo, 13831 San Pablo Avenue, San Pablo, California, 94806.

1. Call to Order/Self Introductions

PRESENT: Sharon Brown, Chair (San Pablo), Janet Abelson (El Cerrito), Ed Balico (Hercules), Tom Butt (Richmond), Tom Hansen (WestCAT), John Marquez (Richmond), Roy Swearingen (Pinole), Maria Viramontes (Richmond)*

STAFF: Christina Atienza, Executive Director
Joanna Pallock, Project Manager
John Rudolph, Project Manager
Linda Young, Transportation Project Specialist
Michael Rodriguez, General Counsel
Hisham Noeimi, CCTA

*Arrived after Roll Call

2. Public Comment

There were no comments from the public

Consent Calendar

On motion by Tom Butt, seconded by Ed Balico and carried unanimously the WCCTAC Board voted to adopt the Consent Calendar as follows:

3. Approved Minutes, Sign-In Sheet, and Meeting Summary from the July 25, 2008 and August 1, 2008 meetings.
4. Approved Staff Reports.
5. Received a MTC memorandum dated October 1, 2008, to the Transit Finance Working Group.

6. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement)

Maria Viramontes commented on funding issues related to the CCTA Measure J bonds.

Janet Abelson remarked that CCTA is working to clarify the impacts of the bond funding activities on Measure J programs.

Chair Brown asked Hisham Noeimi for clarification of the issues.

Hisham noted that the first call on the sales tax revenue appropriated to projects is the debt service cost, assumed to be 3.6% but could rise to 5% if the economy continues to worsen. The Measure J programs may be affected by the Bond borrowing process if economic issues become catastrophic.

Ed Balico stated that once CCTA is fully apprised of matters related to the bonding issues, a review of the West County projects which may be directly affected will be necessary. He noted that Hercules may be affected by the outcome of the review.

Roy Swearingen stated that Pinole is looking to WCCTAC to outline the impacts once they are known.

7. Legal Counsel Comments and Announcements

There were no comments or announcements from WCCTAC Legal Counsel.

8. Summer Internship Program (SIP) Report

WCCTAC staff member Joanna Pallock introduced Alyssa Kronovet, SIP Program Manager, and the Summer Intern Program Participants. Alyssa and the SIP Participants made a presentation of their project, which focused on the Del Norte BART area.

WCCTAC Board members received a copy of the report, which is titled “Our Plan for a Better Future: WCCTAC Summer Internship Program’s Proposal for the Del Norte BART Station and Its Environs.”

Mark Moran of the WCCUSD congratulated the students and Alyssa and thanked WCCTAC for the support of the program.

Deidre Heitman of BART indicated that she will bring the report to the attention of the BART Board of Directors and determine if there may be an opportunity for a presentation by the students to the BART Board.

9. Resolution 08-02, Revised: WCCTAC Extending the Term of Employment Agreements to January 31, 2009

Christina Atienza provided a synopsis of Resolution 08-02. She noted that Resolution 08-02 will extend the contracts of the current WCCTAC employee agreements to allow extra time for the WCCTAC Personnel Policies Manual to be updated from the version adopted in 2001.

On motion by Janet Abelson, seconded by Ed Balico and carried unanimously the WCCTAC Board voted to adopt the signing of Resolution 08-2, Revised.

10. Preliminary FY 08-09 Work Program

Christina Atienza presented the preliminary work program for the remainder of FY 2008-2009. Christina noted that Resolution 08-01 provided for the interim continuation of WCCTAC's Scope of Work for FY 2007-2008 as part of documentation related to the FY 2008-09 budget, in order to allow the new Executive Director to define this new work program. She also noted that the work program presented to the Board does not yet take into account whether there are sufficient resources to accomplish the work, and will get back to the Board with revisions if necessary.

The WCCTAC Board generally approved the preliminary work program.

11. I-80 ICM Update

John Rudolph gave a report of the status of the I-80 ICM project. He indicated that the project is now fully funded. The I-80 Oversight Team will be meeting on October 16 to review the schedule of activities and reporting progress.

12. AC Transit Parcel Tax

Bob Allen, representative from Urban Habitat provided a handout titled "Background and Basics on AC Transit and Measure VV". The handout explained the Special Tax measure which is on the ballot this November. The Special Tax measure in Special Transit District One requests an increase to the existing parcel tax by \$4.00 per parcel per month and extends the parcel tax by ten years from the date of its initiation.

Roy Swearingen asked AC Transit Nathan Landau when the last fare increase had taken place. Mr. Landau replied that the last increase was in FY 2004/2005; however, this request for a parcel tax increase and extension was necessary to cover the increased cost of operation and employee services.

On motion by Maria Viramontes, seconded by Janet Abelson and carried unanimously the WCCTAC Board voted to support the Parcel Tax.

13. Proposition 1C Housing and Emergency Trust Fund

Item 13 was pulled from the Agenda. Michael Bernick will provide information related to Item 13 at the October 31, 2008 meeting of the WCCTAC Board.

14. Correspondence/Other Information

There were no comments on any of the information provided.

15. Other Business

Tom Butt announced that the Local Government Commission will be meeting on October 9th at the Hotel Washington.

Adjourned

With no further business to come before the WCCTAC Board, Chair Brown adjourned the meeting at 8:43 A.M., until the next meeting to be held on October 31, 2008 at 7:30 A.M at the San Pablo City Council Chambers, 13831 San Pablo Avenue, San Pablo, California, 94806.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 3, 2008

Hercules

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

Pinole

Dear Mr. McCleary:

At the October 3, 2008 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

- Approved the consent calendar including minutes from the July 26, 2008 meeting, sign-in sheet, meeting summary; and the staff reports;
- Received a presentation on the conclusion of WCCTAC's 2008 Summer Internship Program from the interns and Alyssa Kronovet, the Program Manager;

San Pablo

- Approved Resolution 08-02, Revised to extend WCCTAC Employee Agreements for the Project Managers, Transportation Specialist, and Administrative Analyst/Office Manager retroactively from October 1, 2008 to January 30, 2009 to allow more time to update the WCCTAC Personnel Policies Manual;

Contra Costa
County

- Approved the preliminary FY 08-09 work program for WCCTAC (The FY 07-08 work program was continued into the current fiscal year until such time as it could be updated by the new Executive Director, who began work on September 15, 2009.);
- Received a status update from WCCTAC staff on the I-80 ICM project;
- Received a presentation by Bob Allen of Urban Habitat on, and approved a motion to support, the AC Transit parcel tax measure (Measure VV) scheduled for the November ballot; and,

AC Transit

- Discussed potential impacts of the economic crisis on West County Measure J projects and programs.

BART

The next regular WCCTAC Board meeting will be on October 31, 2008 at 7:30 am. If you have any questions, please call Christina Atienza, Executive Director, at 510.215.3044.

WestCAT

Sincerely,



Sharon J. Brown, Chair

cc: WCCTAC Board

Danice Rosenbohm, CCTA
John Greitzer, TRANSPLAN

Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CMA*

RE: Status Report for October 2008

Proposition 1C TOD and Infill Funding Opportunities. We met with El Cerrito staff and the developers of the El Cerrito Del Norte Target site and the Richmond Redevelopment Agency to discuss potential project applications and to offer WCCTAC's assistance through Michael Bernick for preparation of the applications.

CCTA Activities.

- Countywide Transportation Plan Task Force – The Task Force met on October 1 to review the preliminary draft of the CTP.
- Growth Management Plan Task Force – The Task Force met on October 8 to discuss recommended changes to the GMP for CCTA's consideration during the GMP workshop. The next meeting is on October 27.
- Attended the Planning Committee, Administration and Projects Committee, and Board meetings.
- We have started reviewing Draft Action Plans for Central County and Lamorinda for potential impacts on West County Action Plan.

I-80 ICM. We requested and received from Alameda County CMA and their consultant a briefing on October 9 and strategized about stakeholder participation on the TAC.

West Contra Costa Safe Routes to School (SRTS) Program. WCCTAC, on behalf of Contra Costa County Health Services Dept., applied for and was successful in securing a \$500,000 federal grant over the next three years. The Program will entail engineering, encouragement, and educational activities in seven middle schools and two elementary schools in West County. Caltrans notified us that we were not an eligible recipient of the funds, so we have changed the fiscal agent to be Contra Costa County Public Works Dept., which has extensive experience in working with Caltrans Local Assistance.

Marina Bay Parkway Grade Separation. We hosted a meeting on October 10 with Richmond, Hercules, WETA, and CCTA staff to discuss options for swapping Measure J Richmond Parkway and West County Ferry Service funds to help Richmond close the roughly \$11 million shortfall for the project. During the remainder of the month, we all coordinated extensively for the preparation of our respective staff reports outlining the proposal to the various policy bodies.

Paratransit Program Allocations. We hosted a meeting with CCTA, Richmond, San Pablo, El Cerrito, AC Transit and BART (for East Bay Paratransit), and WestCAT to discuss our recommended allocation plan and the potential scope of the proposed study.

WCCTAC TAC Meeting. The TAC received updates on the I-80/Hilltop overcrossing replacement, wBART, the I-80 ICM, and the new SRTS grant. Discussion items included remaining issues on the West County Action Plan. The 10/16 meeting was not the usual meeting date, which might perhaps have contributed to the lower than typical attendance. There was also discussion on the possibility of holding the I-80 TAC meetings immediately after the WCCTAC TAC meetings.

TDM Activities. We prepared TFCA reports for submittal to CCTA, collected information for 511 Contra Costa 07-08 Program review, and had several meetings with various employers and other agencies to discuss Bike to Work month.

Personnel Rules Update. We completed a preliminary draft.

General Plan Update and EIR Reviews. We are currently reviewing four EIRs: Point Molate in Richmond; Kohl's at I-580/Central in Richmond; 2700 Appian Way Mixed Use Development in Pinole; and the New Town Center in Hercules. We are also reviewing Richmond and Pinole General Plans.

FOCUS Priority Development Area (PDA). We are responding to requests from ABAG for additional information and clarification on our San Pablo Avenue PDA application.

Bay Trail Gap Closure Project. Early this year, the Board approved \$500,000 of STMP funds for this project. We are reviewing the edits proposed by East Bay Regional Park District on the funding agreement.

Mid-Year Budget Review. I met with Bradley Ward to begin the review process.

West County Mayors and Supervisors Association. I attended the October 23 meeting in El Cerrito, which included a presentation by Renewably First, a non-profit working to get more green hydrogen vehicles on the road.

Personnel Issues. Project Manager Joanna Pallock and Office Manager Nancy Cuneo were out sick for a significant portion of the month. As of this writing, they are both back and in good spirits.

Transition to New Position. Mike Sakamoto and I met and decided that his last day as Interim Executive Director will be on October 31. I'd like to express my deep gratitude to the Board and to Mike for providing his invaluable advice and assistance during my transition.

Attached are the additional monthly reports from the WCCTAC Project Managers Joanna Pallock and John Rudolph and Transportation Project Specialist Linda Young.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

Date: October 2008
To: Christina Atienza, Executive Director
From: Joanna Pallock, Project Manager
Re: Monthly Status Report for October 2008

Hercules

Major Activities:

Pinole

- Prepare the Summer Internship Program for the WCCUSD Board presentation and WCCTAC Board presentation
- Prepare for Paratransit allocation meeting
- Attend to personal health issues – out office from October 6th -20th
- Establish third phase of Lifeline Bus Pass mailing to 353 middle school students based on list created by WCCUSD mailed out Oct. 15

Richmond

Agency Collaboration – Meetings Attended:

San Pablo

October 1 – Prepare with students for SIP presentation to WCCTAC Board
October 1 – Meet with Christina and Peter Engel on Paratransit
October 3 – WCCTAC Board Meeting

Contra Costa
County

AC Transit

BART

WestCAT



West Contra Costa Transportation Advisory Committee

Date: October 2008
To: Christina Atienza, Executive Director
From: John Rudolph, Project Manager
Re: Monthly Status Report for October 2008

Major Activities:

1. Measure J, STMP, I-bonds and other funding tracking;
2. Climate Change and Air Quality issues affecting West County;
3. Transit issues – bus, ferry, BART, Capitol Corridor, etc;
4. Goods movement – trucks, trains, port expansion, trade corridors;
5. I-80 ICM project development;
6. San Pablo Avenue SMART Corridor, and associated ITS projects;
7. Mobility planning for seniors and persons with disabilities;
8. Bicycle and pedestrian planning and technical coordination;
9. Environmental tracking for development projects affecting local roads;
10. TAC follow-through – various research and preparation;
11. Taxicab driver safety and accessibility;
12. Coordination with Joanna P. and other staff;
13. Miscellaneous Other: RSRB, Arterial Operations, RPTC.

Agency Collaboration – Meetings Attended:

- | | | |
|----|-----|--|
| 01 | Oct | Countywide Transportation Plan Task Force, CCTA |
| 01 | Oct | Marina Bay Grade Crossing, Richmond |
| 01 | Oct | Planning Committee, CCTA |
| 02 | Oct | Administration and Projects Committee, CCTA |
| 09 | Oct | I-80 ICM, ACCMA |
| 10 | Oct | Marina Bay Grade Crossing, WCCTAC |
| 23 | Oct | San Pablo Dam Road PDT, Caltrans |
| 29 | Oct | “Cost to Sustain Traffic Operations” TAC, MTC |
| 29 | Oct | Transportation and Land Use Coalition, San Francisco |

El Cerrito

Hercules

Pinole

Richmond

San Pablo

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County

AC Transit

BART

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WCCTAC

West Contra Costa Transportation Advisory Committee

Transportation Demand Management Program

DATE: October, 2008
TO: Christina Atienza, Executive Director
FROM: Linda Young, Transportation Project Specialist
RE: WCCTAC/511 Contra Costa TDM Program Monthly Status Report

TDM Activities

- Completed and forwarded to CCTA the BAAQMD Annual Report of TDM Project Activities.
- Employer/Community Outreach – attended events in El Cerrito, Hercules, Pinole, Richmond, San Pablo and Rodeo to promote commute alternative options to employment sites and community groups.
- Transit – continuing requests for transit incentives, including the Capitol Corridor, has kept staff busy throughout the month.
- Countywide Guaranteed Ride Home Program – employer “Benefit Fairs” during the month of October have continued the trend of increased participation in the Guaranteed Ride Home program across the entire county.

Community Outreach - Agency Collaboration - Meetings Attended

511 Contra Costa Program Managers meeting
WCCTAC Board of Directors, TAC and Staff meetings
Contra Costa Transit Agency Marketing Committee meeting
League of Women Voters Board of Directors, Community Outreach and Ballot Issue Presentations



MEETING SUMMARY

El Cerrito

TO: WCCTAC-TAC and INTERESTED PARTIES
FROM: JOHN RUDOLPH, WCCTAC
DATE: OCTOBER 16TH, 2008
RE: SUMMARY OF THE OCTOBER 16TH TAC MEETING

Hercules

Hilltop/I-80 Overcrossing Project:

- Laura Hameister (286-7250) from Caltrans District 4 Project Management described some of the activities related to utility relocation at the Hilltop/I-80 Overcrossing. Laura is working with City of Richmond and Hilltop Mall officials to find an appropriate date for demolition that does not conflict with holiday shopping.

Pinole

"W-BART" Update:

- Deidre Heitman explained the history of W BART – feasible but expensive (\$500M+). A copy of the 2003 I-80 Rail Feasibility Study is available on WCCTAC's website (under Oct 2008 TAC Minutes). Through Measures C and J, West County decided to invest mostly in programs.

Richmond

West County Action Plan Update:

- At the request of the City of Pinole, the TAC considered including Fitzgerald Drive among Routes of Regional Significance in the West County Action Plan that is planned to go to the WCCTAC Board on October 31st. WCCTAC and CCTA staff will work with City of Pinole staff to amend the section on Appian Way to describe MTSOs and other actions to be taken with respect to Fitzgerald Drive.

San Pablo

I-80 Integrated Corridor Mobility Project:

- John Hemiup (350-2332) from ACCMA distributed a revised Organizational Chart for the I-80 ICM (attached). The org chart includes a PAC, an Executive Steering Committee, a Leadership Team, and a TAC. A work plan for the ICM TAC will be forthcoming next week from the CMA. Jurisdictions are asked to consider which persons in their agencies are best suited for membership in the ICM TAC. One possible time and place of the ICM TAC meetings might be immediately following regular WCCTAC TAC meetings in City of San Pablo Council Chambers, or in the new El Cerrito City Hall. John Hemiup will begin meeting next week one-on-one with jurisdictions to discuss TLSP (arterial and transit improvements).

Contra Costa County

AC Transit

BART

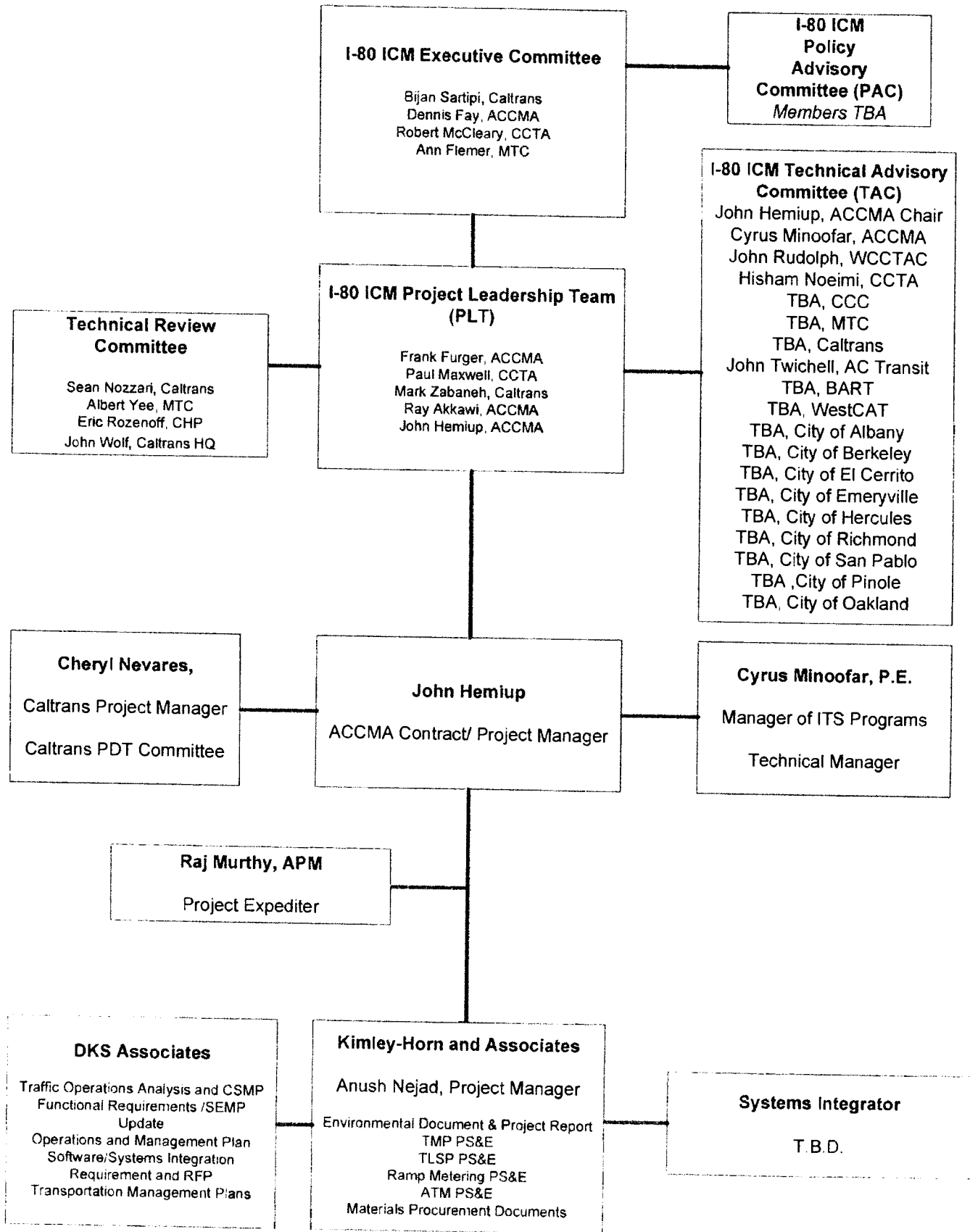
Federal Safe Routes to Schools:

- Shannon Ladner-Beasley presented a summary of a \$500,000 grant Contra Costa Health Services and WCCTAC received from Caltrans for Federal Safe Routes to Schools (attached). Members of the WCCTAC TAC are asked to assist Shannon and Nancy Baer in administering the grant by helping to organize walk audits, and to participate in two to four coalition workshops per year.

WestCAT

The next **regular TAC meeting** will be Thursday November 13th at 9:00 am.
The next **WCCTAC Board meeting** will be Friday October 31st at 7:30 am.

I-80 Integrated Corridor Mobility (ICM) Organizational Chart (Draft)



The West Contra Costa Safe Routes to School Program

Caltrans has awarded \$500,000 over the next 3-years to implement the West Contra Costa Safe Routes to School (WCC SRTS) program. The program will consist of Engineering, Encouragement and Educational activities in 7 Middle Schools and 2 Elementary Schools. Participating schools include:

Adams Middle School	Crespi Junior High School
Helms Middle School	Hercules Middle/High School
Lavonya De Jean Middle School	Pinole Middle School
Portola/Castro Junior High	Lincoln and Nystrom Elementary Schools (Richmond)

An initial Walk Audit/Walkability Workshop will help determine environmental obstacles and identify safe routes for walking and bicycling. Educational and encouragement activities will consist of classroom education, walking events, Bicycle Safety Certification Training, the Street Smarts Traffic Safety Education Campaign, and a variety of contests and other incentives. "Champions" and teams at each school will help coordinate school site activities with technical assistance from staff. These activities will be complemented by additional engineering and enforcement activities conducted by local jurisdictions.

The probable lead agency for the project is the Contra Costa Public Works Department (CCPW). Primary project activities will be planned, conducted, and evaluated by Contra Costa Health Services (CCHS) in partnership with local schools and the West Contra Costa Transportation Advisory Committee (WCCTAC). Contracts will be established with Cycles of Change for Bicycle Safety Certification Training, and with West Contra Costa Unified School District for the purchase of substitute teacher time.

The WCCTAC Technical Advisory Committee (TAC) will serve as an advisory team and its members will act as liaison's to their respective jurisdiction. WCCTAC and CCHS will jointly initiate the WCC SRTS Coalition, which will engage a variety of stakeholders in generating volunteer support for SRTS activities, help integrate them into related school and community activities, and undertake fundraising to supplement and sustain this effort beyond the Caltrans funding. A summary of project activities includes:

- Walk Audits/Walkability Workshops to assess the walking environment around schools
- Focus Groups to help determine which SRTS activities are likely to be the most successful
- Meetings with teacher and parent groups to address safety concerns and get input
- Assemblies to introduce SRTS concepts and program to students
- Tabling/Outreach contacts to disseminate SRTS messages and materials
- On-Site Technical Assistance with Champions to help schools conduct their own activities
- Classroom Pedestrian Educational Presentations (Middle School)
- Classroom Pedestrian and Bicycle Education Sessions (Elementary School)
- Walking Events at each school
- Bicycle Safety Certification Training Sessions, on the road training by Cycles of Change, for selected middle schools

The WCC SRTS project is consistent with the 2008 WCCTAC Action Plan currently being finalized by WCCTAC staff and Board. This application supports two Action Plan objectives, one relating to prioritizing grant-seeking for Safe Routes to Schools projects, and the other relating to conducting detailed assessment of the walking and bicycling environment around West County schools. In Action Plan discussions at the WCCTAC TAC during 2007 and early 2008, CCHS was identified by local jurisdictions as one of the responsible agencies for the SRTS components. CCHS obvious capacity for assessment, outreach and coordination, along with their demonstrated competence in previous transportation planning projects was an important factor in WCCTAC's interest in partnering with them on this proposal.

For further information, please contact Nancy Baer at 925-313-6837 or nbaer@hsd.cccounty.us, or Shannon Ladner-Beasley 925-313-6913 or sladner-beasley@hsd.cccounty.us.



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CA*

RE: WCCTAC Staff's 2008 Holiday Schedule

WCCTAC staff's 2008 holiday schedule is as follows:

Monday, December 22	Employees work or take a vacation day
Tuesday, December 23	Employees work or take a vacation day
Wednesday, December 24	Holiday
Thursday, December 25	Holiday
Friday, December 26	Employees work or take a vacation day
Monday, December 29	Employees work or take a vacation day
Tuesday, December 30	Employees work or take a vacation day
Wednesday, December 31	Holiday
Thursday, January 1	Holiday
Friday, January 2	Employees work or take a vacation day



MEMORANDUM

El Cerrito

TO: Board Members, Alternates, and Interested Parties

FROM: Christina Atienza, Executive Director (510.215.3044) *CMA*

Hercules

DATE: October 31, 2007

RE: Proposed Meeting schedule for the WCCTAC-TAC and WCCTAC Board for 2009

Pinole

TAC	Thursday, January 15, 2009	9:00 am
Board	Friday, January 30, 2009	7:30 am

Richmond

TAC	Thursday, February 12, 2009	9:00 am
Board	Friday, February 27, 2009	7:30am

San Pablo

TAC	Thursday, March 12, 2009	9:00 am
Board	Friday, March 27, 2009	7:30 am

TAC	Thursday, April 9, 2009	9:00 am
Board	Friday, April 24, 2009	7:30 am

Contra Costa
County

TAC	Thursday, May 14, 2009	9:00 am
Board	Friday, May 29, 2009	7:30 am

TAC	Thursday, June 11, 2009	9:00 am
Board	Friday, June 26, 2009	7:30 am

AC Transit

TAC	Thursday, July 9, 2009	9:00 am
Board	Friday, July 31, 2009	7:30 am

The TAC and Board are customarily silent in August.

BART

TAC	Thursday, September 10, 2009	9:00 am
Board	Friday, September 25, 2009	7:30 am

WestCAT

TAC	Thursday, October 8, 2009	9:00 am
Board	Friday, October 30, 2009	7:30 am

Combined November & December meetings

TAC	Thursday, November 19, 2009	9:00 am
Board	Friday, December 11, 2009	7:30 am

All meetings will be held in the City Council Chambers at the City of San Pablo Complex.



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CMA*

RE: **Draft MOU for Richmond Parkway Transit Center**

AC Transit Project Manager Jon Twichell has forwarded the attached draft MOU for cooperative planning and project development for WCCTAC's review and comment. The MOU is a renewal of the existing MOU which is set to expire shortly. AC Transit also requests clarification on whether Richmond and Pinole would like to continue being signatories for the new MOU or if WCCTAC's representation would be sufficient. Staff have presented this issue with Richmond and Pinole staff, and are awaiting their response, as well as any possible comments on the draft MOU.

**MEMORANDUM OF UNDERSTANDING
FOR
THE DEVELOPMENT OF THE RICHMOND PARKWAY TRANSIT CENTER**

THIS MEMORANDUM OF UNDERSTANDING (MOU) for the development of the Richmond Parkway Transit Center is entered into this _____ date of _____ 2008, by and between the following public agencies, which shall be known collectively as the "Richmond Parkway Transit Center Planning Group" ("the Planning Group"). The agencies comprising the Planning Group are: (1) the California Department of Transportation (hereafter "Caltrans"); (2) the Western Contra Costa Transit Authority (hereafter "WestCAT"); (3) the City of Richmond; (4) the West Contra Costa Transportation Advisory Committee (hereafter "WCCTAC"); (5) the Alameda-Contra Costa Transit District (hereafter "AC Transit" or "District"); (6) the City of Pinole; and (7) the Metropolitan Transportation Commission (hereafter "MTC").

RECITALS

- A. This MOU constitutes solely a guide to the respective intentions and policies of the parties involved and is not intended to authorize funding or project effort;
- B. With the exception of MTC, which agency was not a signatory to the original MOU, the parties originally entered into a five (5) MOU for the development of the Richmond Parkway Transit Center;
- C. As the original MOU will soon expire and as MTC going forward wishes to formally participate as a party to the MOU, this MOU will replace and extend the MOU originally entered into in 2003;
- D. The agencies entering into this MOU have for the past several years been working together as an informal planning group to advance funding and construction of an estimated 660-space parking facility and Transit Center; to prepare appropriate environmental documents and identify associated mitigation; and to plan, design and implement interchange and access improvements at the site of the current Richmond Parkway Park and Ride lot (hereafter "the Site");
- E. Caltrans is the current owner of the Site and is involved in the planning process for the new parking facility; however, Caltrans does not desire to own or operate the Site or the new parking facility once constructed;
- F. AC Transit has assumed responsibility from Caltrans and City of Richmond for maintenance and operation of the Site and the existing facility under the terms of an Agreement entered into between AC Transit and Caltrans on July 16, 2004;

- G. The Planning Group desires to continue providing specific direction for the management of the Transit Center project;
- H. AC Transit and WCCTAC have taken the initiative and generated 28.7 million in funding for the project from MTC's Regional Measure 2 funding and the Contra Costa Transportation Authority's STIP funds.
- I. Environmental work on the project is currently being completed. It is anticipated that Requests for Proposals (RFPs) for engineering and design of the expanded parking facility will be issued by the end of calendar year 2008. Construction will begin in min 2010.
- J. AC Transit and Caltrans are currently in the process of discussion regarding property rights in the Site going forward and the form of operation of the expanded parking facility.

NOW THEREFORE, the parties hereto agree as follows:

1. To meet on a regular basis (to be defined by the parties) to facilitate the continued development of the Richmond Parkway Transit Center expansion project.
2. The term of this MOU is for a period of five (5) years commencing as of the date entered into above.
3. The current Chair of the Planning Group is AC Transit, represented by its Transportation Planning Manger, Jon Twichell. The parties agree that they will annually select one of the agency representatives to act as Chair of the Planning Group. The next Chair will be selected for a on-year term to commence January 1, 2009.
4. AC Transit shall designate a staff member to serve as the Project Manager. The Planning Group will provide direction to the Project Manager as needed.
5. All formal actions by the Planning Group shall be made by consensus, or, in the case of disagreements, by majority vote with one vote allowed per agency. However, as owner of the current Richmond Parkway Park and Ride lot, Caltrans shall retain the final decision-making authority on all actions pertaining to the operation of the existing facility.
6. No party to this MOU, nor its Directors, officials, officers or employees shall be responsible for any damage or liability occurring by reason of a negligent act or omission of any other party or in connection with any work, authority or jurisdiction delegated to it under this MOU.

IN WITNESS WHEREOF, the parties have entered into this MOU on the date and year first appearing above.

Bijan Sartipi, District Director
Caltrans, District 4

Date

Rick Fernandez, General Manager
AC Transit

Date

Approved As To Form

Kenneth C. Scheidig, General Counsel
AC Transit

Date

Charles Anderson, General Manager
WestCAT

Date

Sharon Brown, Chair
WCCTAC

Date



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CA*

RE: **West County Action Plan Status Update**

The 2nd Draft West County Action Plan was released on June 27 with comments due on September 30. Staff's goal is to seek resolution of the following remaining issues at the November 13 WCCTAC-TAC meeting:

1. Request to Designate Fitzgerald Drive as a Route of Regional Significance. The City of Pinole made this request on the basis of the roadway providing access from a major arterial (Appian Way) to a regional highway interchange (I-80 at Richmond Parkway), which is one of the criteria for designation as a route of regional significance in the Action Plan. The criteria are necessary but not sufficient conditions for designating a roadway to be a route of regional significance. Staff intends to meet with Pinole staff and the TAC to confirm if the roadway warrants ongoing cooperative, multi-jurisdictional planning efforts, which is a requirement for all routes of regional significance; and if warranted, what Multi-Modal Transportation System Objectives (MTSOs), objectives, and actions would be appropriate.
2. Request to Explain the Exclusion of wBART. The City of Pinole made this request. A BART study conducted in 2003 found the project to be feasible but prohibitively expensive (about \$500 million). Staff will further discuss this with Pinole staff and the TAC to determine appropriate next steps.
3. Impacts of MTSOs Set by Other RTPCs for Inter-Regional Roads. State Route 4 and San Pablo Dam Road cross RTPC boundaries. Central County and Lamorinda have recently released their Action Plans, which include proposed MTSOs for these roads. Staff will review potential impacts of their proposed MTSOs on West County's proposed MTSOs for the same roadways.

Staff anticipates that we will be ready to seek the Board's approval at the December 5 meeting to forward the 2nd Draft West County Action Plan with possible amendments to CCTA for their incorporation into the Draft Countywide Transportation Plan.



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CMA*

RE: I-80 Integrated Corridor Management Update and Stakeholder Engagement

This memo presents an update and staff's request for the Board to authorize the WCCTAC Chair to sign the attached letter to West County jurisdictions requesting them to nominate staff to participate in the newly formed Technical Advisory Committee.

Background

The I-80 Integrated Corridor Management (ICM) project seeks to improve the operation of I-80 from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge and the surrounding arterials through active traffic management and enhanced transit services. The project involves numerous elements of intelligent transportation systems including real-time control of ramp meters and traffic signals, freeway lane management, bus rapid transit, transit signal priority, and the use of wayfinding and dynamic message signs. The project is led by the Alameda County Congestion Management Agency (ACCMA), and co-sponsored by CCTA and WCCTAC. The estimated cost of the project is \$91.7 million. The project is fully funded through the 2006 California Infrastructure Bond Act and other local funds.

Update and Stakeholder Engagement

The ACCMA released a new organizational chart, which includes a Policy Advisory Committee (PAC) consisting of elected officials to be determined from every jurisdiction affected by the project, and a Technical Advisory Committee (TAC) consisting of technical staff from these same jurisdictions. The organizational chart is attached.

The draft traffic analysis, including a traffic simulation of the real-time traffic control elements is expected to be completed in late January 2009. Target completion dates for the environmental documents are March 2009 for the Traffic Management Plan, April 2009 for the Traffic Light Synchronization Program (TLSP) Plan, and September 2009 for the Active Traffic Management Plan. Plans, specifications, and estimates for the various project elements are expected to be completed between June 2009 and April 2010. Construction is expected to begin as early as September 2009 and be completed by April 2012. The first component that will be implemented is the TLSP. ACCMA and their consultant, and for West County jurisdictions WCCTAC staff as well, will be meeting with all affected jurisdictions to explain the TLSP program and answer any questions they may have.

The ACCMA and CCTA sought WCCTAC's assistance in engaging the active participation of all affected West County jurisdictions in the PAC and TAC. For the PAC, staff will seek nominations from the Board in December. Staff proposes to send out as soon as possible the attached letter to City Managers, Transit General Managers, and the County Administrator seeking appointments to the TAC.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

[Date]

Hercules

[To:
City Managers, El Cerrito, Hercules, Pinole, Richmond, San Pablo;
General Managers, AC Transit, WestCAT, BART;
County Administrator, Contra Costa County]

Pinole

Re: I-80 Integrated Corridor Mobility Project

Dear [City Managers]:

Richmond

The Interstate 80 Integrated Corridor Mobility Project (ICM) is a \$90 million project co-sponsored by the Alameda County Congestion Management Agency, the Contra Costa Transportation Authority, and the West Contra Costa Transportation Advisory Committee. The project is fully funded through the 2006 California Infrastructure Bond Act and other local funds, with CCTA, ACCMA, and WCCTAC support.

San Pablo

The purpose of the project is to improve the operations of the mainline I-80 freeway and of adjacent arterials and transit operations, from the Carquinez Bridge to the San Francisco Oakland Bay Bridge.

Contra Costa
County

The participation of city and transit staff in decisions affecting this project is necessary to ensure that improvements to the freeway are integrated with improvements in local arterials and transit operations. A Technical Advisory Committee is being formed to guide the ICM over the next several years.

AC Transit

We are requesting affected agencies to nominate a staff person to participate on the ICM Technical Advisory Committee. Please forward the name of your nominee to John Rudolph by November 5th 2008. If you have any questions, please feel free to contact John at (510) 215-3042 or via email at johnr@ci.san-pablo.ca.us.

BART

Thank you for your attention to this matter.

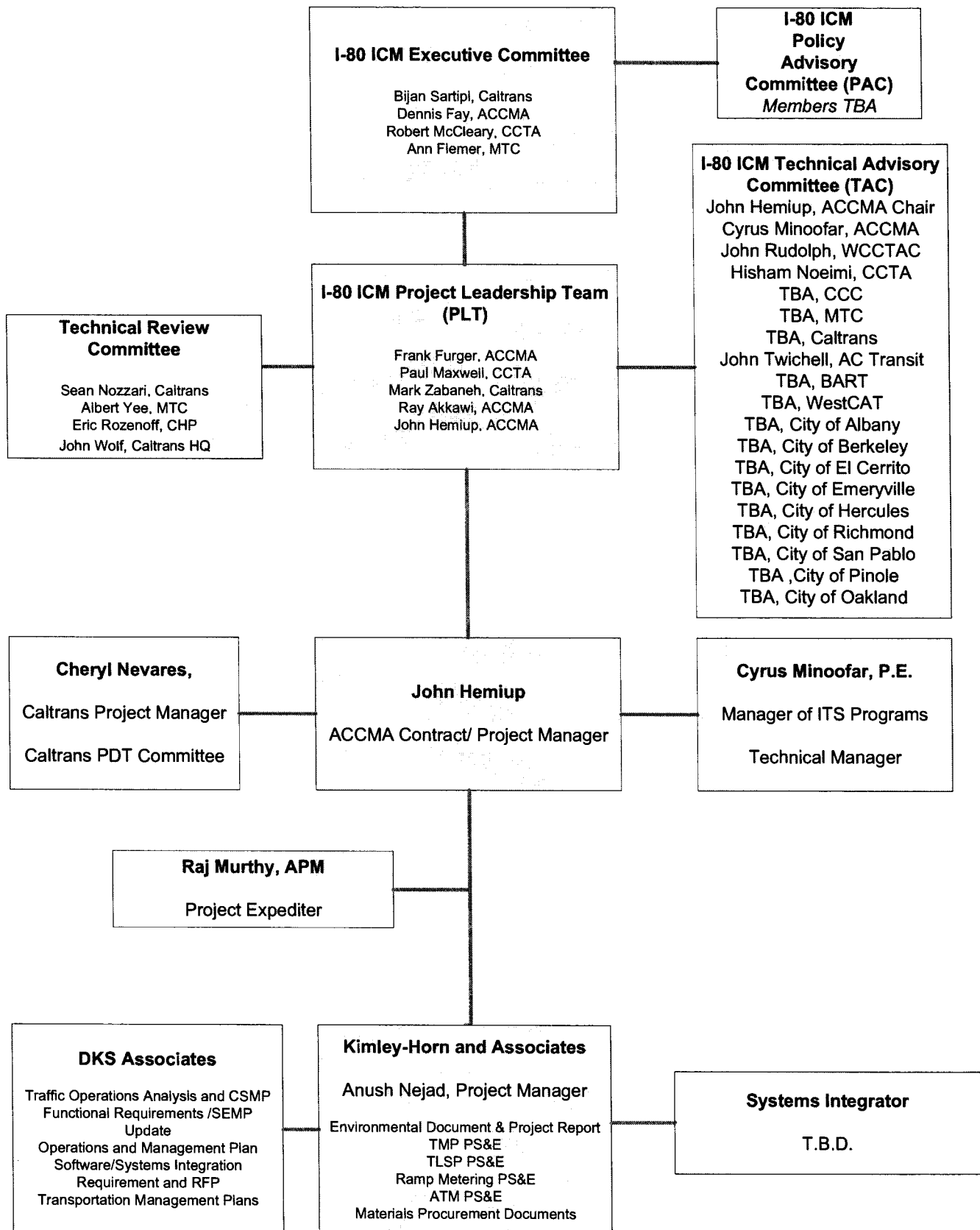
Sincerely,

WestCAT

Sharon J. Brown, Chair

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I-80 Integrated Corridor Mobility (ICM) Organizational Chart (Draft)





TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CMA*

RE: Proposed Measure J Fund Swap for Marina Bay Parkway Grade Separation

Staff requests the Board to support the temporary use of the first seven years of Measure J West County Ferry Service allocations to fund a portion of Richmond's Marina Bay Parkway Grade Separation project. The Board's support would be contingent on:

- 1) A guarantee from Richmond that the borrowed funds would ultimately be repaid out of redirected Measure J Richmond Parkway funds;
- 2) Agreement from Hercules on Richmond's offer to guarantee the availability of funds for the Hercules ferry project, if needed prior to FY 2015; and,
- 3) Water Emergency Transit Agency (WETA) supporting the same.

The proposed fund swaps would potentially enable Richmond to receive \$20 million in Proposition 1B funds toward the project, which would not otherwise be available.

Background

The Marina Bay Parkway Grade Separation project ("project") is located in Richmond on Marina Bay Parkway at the BNSF/RPRC railroad crossing north of Regatta Boulevard. The project is to design and construct a roadway undercrossing in place of the existing at-grade crossing. The purpose of the project is to reduce train-related congestion, improve emergency vehicle access to the area, as well as improve access to the proposed WETA ferry terminal. The project sponsor is the Richmond Community Redevelopment Agency.

The project is estimated to cost \$37.5 million. Richmond has identified potential funding totaling \$26.75 million from various sources including: a \$3.75 million match from the railroad; \$3 million in developer impact fees; \$5 million from the Proposition 1B Highway-Rail Crossing Safety Account (HRCSA); and \$15 million from the Proposition 1B Trade Corridor Improvement Fund (TCIF). The funding shortfall is \$10.75 million. The Proposition 1B HRCSA funds are contingent on Richmond being able to demonstrate to the California Transportation Commission (CTC) by November 26, 2008 that the project has a full funding plan. Proposition 1B funds also require that construction contracts be awarded by December 2010.

Richmond staff are seeking approval from the Richmond City Council to redirect Measure J Richmond Parkway funds to the project in order to address the shortfall. Measure J allows for funds apportioned to Richmond Parkway to be reprogrammed for Richmond ferry service at the request of the City of Richmond; and the project qualifies as an eligible candidate for reprogramming because it would facilitate access to the proposed WETA ferry terminal. However, Measure J funds for Richmond Parkway are not slated to be programmed until after FY 2015, which is too late for the CTC's December 2010 deadline.

CCTA staff are willing to advance Measure J funds for Richmond Parkway as long as the total expected cash flow to West County for the seven-year period covered by the 2007 Measure J Expenditure Plan remains about the same. This constraint would require the deferral of other West County programs or projects. For several reasons, the best candidate for deferred disbursement is the West County Ferry Service program. First, while WETA staff expect that the Measure J funds would be needed exclusively for ferry operations, Measure J allows for the funds to be used for capital, landside improvements as determined by WCCTAC and WETA. Second, WETA anticipates that ferry operations for either Richmond or Hercules will not likely begin prior to 2013, so the funds are not needed immediately. Third, the estimated allocations for the seven-year period covered by the 2007 Measure J Strategic Plan is \$11.2 million, which is sufficient to cover the project shortfall.

Proposal

The proposal is to assist Richmond in closing the shortfall for the Marina Bay project by supporting the swap of cash flow between the Richmond Parkway and West County Ferry Service projects. The swap would entail the following coordinated and conditional actions by Richmond, Hercules, WETA, WCCTAC, and CCTA:

1. Richmond approves the redirection of Measure J Richmond Parkway funds to the project, and requests CCTA to reprogram the funds.
2. WETA agrees to defer receipt of its annual share of Measure J West County Ferry Service funds from FY 2009 to FY 2015, and to accept repayment in annual, inflation-adjusted amounts over 18 years beginning in FY 2016 through the end of Measure J in FY 2034. WETA's agreement is not to be construed as a commitment to use the funds exclusively to support ferry operations.
 - a. In order to ensure that the Hercules ferry project is not adversely affected by the deferment, Richmond offers through a formal agreement to secure Hercules' interest by guaranteeing to repay CCTA 50 percent of the amount that would have been allocated to the Measure J West County Ferry Service from FY 2009 to FY 2015 for WETA's use on the Hercules ferry, if it becomes operational prior to FY 2015.
 - b. Hercules and Richmond enter into the agreement. The agreement is not to be construed as a commitment from WETA to an even split of the Measure J Ferry Service funds between the Hercules and Richmond ferry projects.
3. WCCTAC and WETA nominate the project to receive the deferred Measure J Ferry Service receipts.
4. CCTA agrees to program \$11.2 million in FY 2011 for the project, paying it out of the deferred disbursements to WETA from FY 2009 to FY 2015 plus a cash advance, if necessary.
5. CCTA agrees to pay WETA the total amount deferred from FY 2009 to FY 2015 in annual, inflation-adjusted installments beginning in FY 2016 through FY 2034, and charges the payment amounts to the Measure J Richmond Parkway account. The basis for the repayment is actual sales tax revenues received from FY 2009 to FY 2015.

Recommendation

Adopt Resolution 08-03 and direct staff to forward the resolution to all affected parties.

**WEST CONTRA COSTA TRANSPORTATION ADVISORY COMMITTEE
RESOLUTION 08-03**

MEASURE J FUND SWAP FOR MARINA BAY PARKWAY GRADE SEPARATION

WHEREAS, the City of Richmond (“Richmond”) wishes to replace an existing at-grade railroad crossing at Marina Bay Parkway with an undercrossing (“Project”) in order to reduce train-related congestion, improve emergency response to the Richmond Shoreline area, and enhance the viability of ferry transit; and

WHEREAS, the Project has been awarded \$5 million from the Proposition 1B Highway-Rail Crossing Safety Account, contingent on demonstration of a full funding plan and construction contract award by December 2010; and

WHEREAS, Richmond estimates that the funding shortfall for the project is about \$10.75 million; and

WHEREAS, the Measure J Expenditure Plan and 2007 Strategic Plan set aside for Richmond funds to be programmed between FY 2016 and FY 2034 to upgrade Richmond Parkway or to reprogram unused funds for Richmond ferry service; and

WHEREAS, Richmond desires to reprogram and advance \$11.2 million of the Measure J funds dedicated to Richmond Parkway to fully fund the Project by FY 2011; and

WHEREAS, the Contra Costa Transportation Authority (“CCTA”), which manages the Measure J Program, desires to maintain the projected total cash flow to West County for the seven-year period covered by the 2007 Measure J Expenditure Plan; and

WHEREAS, the Measure J Expenditure Plan and the 2007 Strategic Plan set aside for the Water Emergency Transit Authority (“WETA”) 2.25 percent of sales tax revenues on an annual basis from FY 2009 to FY 2034 to support West County Ferry Service from Richmond and Hercules to San Francisco; and

WHEREAS, the Project as a landside improvement is an eligible use for the West County Ferry Service funds; and

WHEREAS, the disbursement of annual allocations for the West County Ferry Service funds from FY 2009 to FY 2015, if deferred in exchange for advancing funds to the Richmond Parkway project, would maintain the projected total cash flow to West County for the seven-year period covered by the 2007 Measure J Expenditure Plan; and

WHEREAS, WETA anticipates that the West County Ferry Service funds will not be needed until 2013; and

WHEREAS, the City of Hercules (“Hercules”) desires to protect the viability of the Hercules ferry project through a guarantee that funds equivalent to that which would have been allocated to the West County Ferry Service funds would be available if needed some time between FY 2009 and FY 2015; and

WHEREAS, WCCTAC and WETA are responsible for determining the specific uses for the West County Ferry Service funds.

NOW, THEREFORE, BE IT

RESOLVED, that all of the recitals set forth above are true and correct to the best of the WCCTAC Board’s knowledge, and by this reference, are incorporated herein as findings; and be it further

RESOLVED, that WCCTAC supports the temporary use of Measure J West County Ferry Service allocations from FY 2009 to FY 2015 to fund a portion of the Richmond’s Marina Bay Parkway Grade Separation project if the following conditions are met:

1. Richmond guarantees that the borrowed funds would be repaid out of Measure J funds dedicated to Richmond Parkway; and
2. Hercules agrees to a proposal from Richmond to secure the viability of the Hercules ferry project by guaranteeing the availability of 50 percent of the amount that would have been allocated for West County Ferry Service between FY 2009 and FY 2015; and
3. WETA also supports the temporary use of the Measure J West County Ferry Service allocations from FY 2009 to FY 2015 to fund a portion of Richmond’s Marina Bay Parkway Grade Separation project; and be it further

RESOLVED, that the WCCTAC Board directs staff to forward this resolution of support to CCTA for their consideration.

The foregoing Resolution was adopted by the WCCTAC Board by a vote of _____ at a regular meeting on October 31, 2008.

By:

Sharon J. Brown, Chair



TO: WCCTAC Board

DATE: October 24, 2008

FR: Christina Atienza, Executive Director *CMA*

RE: Recommended Allocation of Measure J Paratransit Funds for FY 2010 and 2011

Staff requests the Board's approval to forward the following recommendations to CCTA:

- a) allocate West County's share of FY 2010 and 2011 Measure J funds for seniors and persons with disabilities to the five eligible recipients in accordance with the percentages recommended herein; and
- b) set aside funds from the additional West County allocation to conduct a comprehensive West County Paratransit Plan to inform future expenditures and allocations and establish a reserve.

Background

Measure C dedicated a flat 2.97 percent of total sales tax revenues to improve paratransit services for seniors and persons with disabilities throughout the County. Measure J carries that base percentage forward ("Measure C Base"), and increases it by 0.53 percent for the first year of the program and by an additional 0.10 percent each year thereafter ("Measure J Increase"). West County's share of the countywide program is a little over 33 percent.

Under Measure C, each eligible recipient received a fixed percentage of the total countywide program funds. The assignments were determined based on census data for elderly, disabled, and low-income populations within each recipient's service area. In West County, the eligible recipients are the paratransit providers, and their shares of the countywide program were: El Cerrito – 3.1 percent, Richmond – 18.3 percent, San Pablo – 5.6 percent, and WestCAT – 6.4 percent (total of all four is 33 percent). Under Measure J, West County has an additional eligible recipient, the East Bay Paratransit Consortium (EBPC), which provides ADA paratransit for AC Transit's service area. CCTA is responsible for determining allocation percentages, but will consider recommendations from WCCTAC.

In addition to the countywide program, Measure J also provides to West County a flat 0.65 percent of total sales tax revenues ("West County Additional") to supplement the services provided under the countywide program. WCCTAC is responsible for determining the allocations for the West County-specific program.

Proposal

Set-Aside for West County Paratransit Plan. The operators are interested in a coordinated approach that would enable them to best serve their clients. To this end, a comprehensive West County Paratransit Plan is recommended. The plan would identify existing and projected future needs; provide solutions for fulfilling those needs; identify strategies for leveraging funds; and lay out an implementation plan, including a recommended expenditure and allocation plan for the Measure J funds from FY 2012 through the life of

Measure J. This plan is proposed to be funded out of a set-aside from the West County Additional funds in an amount not to exceed \$200,000. The detailed scope of work would be developed in consultation with the West County paratransit operators and CCTA, and be brought back to Board for approval.

Interim FY 2010 and FY 2011 Program. While the plan is in development, staff recommends an interim program involving only the first two years of Measure J funding. Recommended specific allocations for the three funding pots are as follows:

1. *For the Measure C Base: continue to use the Measure C allocation percentages for the four recipients that were eligible under Measure C.*

Measure J provides that if desired, all current recipients of Measure C funds may continue to receive their FY 2008-09 share of the base Measure C allocation to continue existing programs. The percentage allocations were last updated on a countywide basis in 2002/2003. Absent more up to date information, these percentages are by default the most reasonable figures. New census data will become available in 2010/2011.

2. *For the Measure J Increase: allocate all funds to the new eligible recipient, EBPC.*

Measure J stipulates that “revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.” EBPC currently provides a large number of ADA paratransit trips in West County – about 70 percent of the combined total trips provided by the other four eligible recipients. EBPC is funded in large part by AC Transit and to a lesser extent by BART.

3. *For the West County Additional (0.65 percent of sales tax):*
 - *set aside 0.25 percent to fund the West County Paratransit Plan to inform year future allocations, and to start a small reserve; and*
 - *allocate the remaining 0.40 percent to the five eligible recipients according to their recommended proportional share of the total of the Measure C Base and the Measure J Increase.*

The amount of the reserve would be contingent on the final estimate of the cost of the recommended study and the actual sales tax revenues that are realized. Requests for the reserves, if any, would be brought back to the Board for approval. Also, if CCTA does not approve the recommendations for items 1 and 2 above, staff proposes to reevaluate the recommendations for the West County additional funds.

The recommended allocation plan for the interim program is shown in the Attachment. Paratransit program staff representatives from all five West County providers and CCTA are unanimously in support of the proposed allocation. Attachment A also shows the estimated funding that each operator may receive based on the most current CCTA estimate of sales tax revenues. *The funding estimates are for information purposes only. Actual allocations will be based upon actual sales tax revenues received by CCTA.* Attachment B provides additional information on services offered by the East Bay Paratransit Consortium.

Recommendation

Approve staff’s recommendations and direct staff to forward the recommendations to CCTA for final approval.

ATTACHMENT A

RECOMMENDED ALLOCATION OF WEST COUNTY MEASURE J FUNDS FOR SENIORS AND PEOPLE WITH DISABILITIES
INTERIM FY 2010 AND FY 2011 PROGRAM

	FY 2010				FY 2011				Total FYs 2010 & 2011
	Project 15		Project 20b West County Additional Subtotal ³	FY Total	Project 15		Project 20b West County Additional Subtotal ³	FY Total	
	Base Measure C Allocation ¹	Measure J Increase ²			Subtotal	Base Measure C Allocation			
By Percentage of Total Sales Tax									
Countywide Program Share	2,970	0.530	3,500	3,500	2,970	0.630	3,600	3,600	
West County Program Share (33.47% of Co.)	0.994	0.231	1,225	1,875	0.994	0.266	1,260	1,910	
Program Share by Operator									
EBPC	0.000	0.231	0.231	0.075	0.000	0.266	0.266	0.084	0.350
El Cerrito	0.093	0.000	0.093	0.030	0.093	0.000	0.093	0.030	0.123
Richmond	0.545	0.000	0.545	0.178	0.545	0.000	0.545	0.173	0.718
San Pablo	0.166	0.000	0.166	0.054	0.166	0.000	0.166	0.053	0.219
WestCAT	0.190	0.000	0.190	0.062	0.190	0.000	0.190	0.060	0.250
Reserve/Study ⁴	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250
Total	0.994	0.231	1,225	0.650	0.994	0.266	1,260	1,910	
By Estimated Total Sales Tax Revenue⁵				\$73,850,000	\$76,434,750				\$150,284,750
Countywide Program Share	\$2,193,345	\$391,405	\$2,584,750	\$0	\$2,270,112	\$481,539	\$2,751,651	\$0	\$2,751,651
West County Program Share	\$734,069	\$170,594	\$904,663	\$480,025	\$759,761	\$203,316	\$963,078	\$496,826	\$1,459,904
Program Share by Operator									
EBPC	\$0	\$170,594	\$170,594	\$55,704	\$0	\$203,316	\$203,316	\$64,545	\$267,861
El Cerrito	\$68,681	\$0	\$68,681	\$22,426	\$71,084	\$0	\$71,084	\$22,566	\$93,651
Richmond	\$402,483	\$0	\$402,483	\$131,423	\$416,569	\$0	\$416,569	\$132,244	\$548,814
San Pablo	\$122,591	\$0	\$122,591	\$40,030	\$126,882	\$0	\$126,882	\$40,280	\$167,162
WestCAT	\$140,315	\$0	\$140,315	\$45,817	\$145,226	\$0	\$145,226	\$46,104	\$191,330
Reserve/Study ⁴	\$0	\$0	\$0	\$184,625	\$0	\$0	\$0	\$191,087	\$377,462
Total	\$734,069	\$170,594	\$904,663	\$480,025	\$759,761	\$203,316	\$963,078	\$496,826	\$1,459,904

Notes:

- Measure J provides that all current recipients of Measure C funds continue to receive their FY 2008-09 share of the base Measure C allocation to continue existing programs if desired. The proposed allocation above is consistent with the proportional share of Measure C funds received by El Cerrito, Richmond, San Pablo, and WestCAT.
- Measure J requires revenue growth above the base allocations be utilized to expand paratransit services and providers eligible to receive these funds. The above allocation assumes that none of this new revenue will go toward increases in services among the Measure C providers, but will all go to East Bay Paratransit Consortium as a new eligible provider.
- Measure J provides a flat 0.65 percent to West County for additional transportation for seniors and people with disabilities. The above assumes that 0.25 percent will be set aside for both Fys to establish a small reserve and for a detailed study (see Note 4). The remaining 0.4 percent is proposed to be distributed in proportion to each operator's share of the Total Project 15 revenues.
- The proposed study is to evaluate the needs of seniors and disabled individuals in West County and determine the best use for the remaining 23 years of Measure J funding to meet those needs.
- The revenue estimates are the best estimates provided to date by CCTA. The revenues by operator that are shown above are for information purposes only. **Actual revenues received will be based upon on actual sales tax revenues received by CCTA.**

ATTACHMENT B

East Bay Paratransit in Western Contra Costa County

The East Bay Paratransit Consortium (EBPC) was established in 1994 by the Alameda-Contra Costa Transit District (AC Transit) and the San Francisco Bay Area Rapid Transit District (BART) under a cooperative agreement to jointly provide paratransit services mandated and specified by the Americans with Disabilities Act (ADA). As an ADA paratransit system, East Bay Paratransit is a transportation service for people who, because of a disability or a disabling health condition, are unable to use regular buses or BART trains all or some of the time.

The service area is the overlapping service territory of AC Transit and BART and includes western Contra Costa County (El Cerrito, San Pablo, Richmond, El Sobrante) and western Alameda County. East Bay Paratransit also transports riders to and from any destination in San Francisco. East Bay Paratransit arranges for transfers with adjacent paratransit systems so that people can travel throughout the nine county San Francisco Bay Region. In Contra Costa County, East Bay Paratransit has transfer arrangements with WestCAT and with CCCTA. Service is comparable to the fixed route systems of AC Transit and BART and is provided with $\frac{3}{4}$ mile of a BART station or $\frac{3}{4}$ mile on either side of a bus route. Services are available during all the hours of operation of the station or route. In some areas services are thus provided 24 hours/day.

Total passengers transported in all of East Bay Paratransit's service territory in FY 07/08 were 662,322 or approximately 2,200 trips per weekday. Ridership is expected to be higher in FY 08/09 as there has been a significant recent upturn in daily ridership—up to 2,600 in a single day recently.

East Bay Paratransit is an important part of senior and disabled transportation in western Contra Costa County. More than 2,000 west county residents are certified as eligible to use East Bay Paratransit. In FY 07/08, East Bay Paratransit provided 69,000 trips to residents of Richmond, San Pablo, El Cerrito, El Sobrante, Pinole, Kensington, and Hercules. About 2,000 trips are coordinated with WestCAT each year. Costs to AC Transit and BART for providing paratransit in West County in FY 07/08 were \$3.6 million.

On a typical day trips taken by west county residents include about 30% city-to-city trips, for example Richmond residents traveling within Richmond. 45% of the trips are from one city in west county to another. The remainder are trips to other counties, mainly Alameda County. East Bay Paratransit riders use the service to go to a variety of destinations. According to a FY 2007 system-wide survey, 24% are going to some sort of medical appointment and 10% are going to a dialysis treatment. 19% were transported to and from an adult day program. The remaining trips include errands, work trips, education and social engagements. Although there are no age requirements for ADA paratransit, more than half of East Bay Paratransit's riders are seniors. 49% are under 65 years of age, 29% 65 to 80, and 22% over 80.

October 24, 2008

Christina Atienza

From: Robert McCleary [rmccleary-7@ccta.net]
Sent: Thursday, October 09, 2008 9:59 AM
To: John Hall; Steve Goetz; Barbara Neustadter; Christina Atienza; Tai Williams; lbobadilla@ci.san-ramon.ca.us; John Cunningham; sgoet@cd.cccounty.us
Cc: Martin Engelmann; Brad Beck
Subject: GMP Items

RTPC Staff, John Hall, Steve Goetz:

Thanks for your participation in the GMP Task Force, and for your suggestions at the meeting yesterday. Martin and Brad have provided some feedback on the meeting, and I appreciate your interest in addressing concerns you have with the GMP.

I wanted to let you know that several members of the Authority are interested in greatly simplifying the GMP requirements. In that context, my goal is to offer the Board the proposals that result from the task force discussions, as well as other potential opportunities to reduce the number of GMP items and/or greatly simplify them. I think the overall objectives should be a simple checklist, reduced bureaucracy, and opportunity for timely payment of 18% funds at the end of each fiscal year.

In my view, as noted in the Planning Committee board item, the passage of SB 375 and the focus of MTC (and ABAG) on "smart growth," densification, the freeway performance initiative, HOT lanes, and numerous other initiatives will require a refocusing of the Authority's efforts. My personal preference would be to delete several of the GMP items, possibly including numbers 1, 3, 6, and/or 7. We need to assess where items continue to provide value, and eliminate items that are enforceable by the state, otherwise funded, or take significant effort that doesn't provide clear and tangible results that help the Authority and its local jurisdictions in the larger environment. I remain undecided in terms of these items, but think there is ample room for further discussions.

Martin will be circulating the results of the GMP Task Force's discussions to you in the near future. I would like to follow that up with another discussion that may stretch further about what the Authority should consider. The Board will have to weigh whether or not it is willing to amend the Expenditure Plan and possibly the Ordinance; but I am interested in offering them the possibility, and leaving them to make the decisions they are comfortable with.

Regards,

Bob

Christina Atienza

From: Marcella Aranda [maranda@mtc.ca.gov]
Sent: Friday, October 24, 2008 11:36 AM
To: Amy Burch
Subject: URGENT - TIME SENSITIVE: Potential Economic Stimulus * Information Needed by October 31, 2008

Importance: High

** High Priority **
** Reply Requested by 11/1/2008 (Saturday) **

DISTRIBUTED TO THE LOCAL STREETS AND ROADS WORKING GROUP:

Dear Public Works Representatives,

Many of you have probably already heard the rumors of a potential federal economic stimulus package for transportation. The idea of such a package would be to jump start jobs through capital infrastructure projects. Recent stimulus bills - \$30 billion in a House version and \$10.8 billion in the Senate's - hint at a range in possible funding levels. While the Senate version failed to secure enough votes to pass, the House version did pass. Further action on existing or alternative economic stimulus proposals could start up again as early as November or after the newly elected take office in January. It is important to note that there may not be any stimulus package at all; however, it is also important that Bay Area jurisdictions be poised to take advantage of funding should it become available.

There is not a lot of detail yet on what kind of strings would be attached to this potential funding but since it would be designed to stimulate the economy, a probable requirement would be that the funds get spent quickly. Time frames discussed have been anywhere from 60 to 120 days to obligate the funds and execute contracts. While tight deadlines might be difficult to meet, this requirement represents an advantage for street and road maintenance projects to acquire a substantial amount of this funding because they are typically easy to deliver within shorter time periods than larger capital projects. Other likely requirements would include that the funding not supplant existing revenues designated for transportation infrastructure projects and that projects are federal aid eligible.

Right now, MTC needs to know what projects Bay Area jurisdictions have in the pipeline that are ready to go so that we can gauge the extent to which stimulus funds can be used for local street and road projects. This information is very time sensitive so please do not delay your response. Below is an example of the type of information that is needed. It is important to be as detailed as possible. Also, we would welcome any information you have regarding the impact that funding for your projects would have on the economy.

Example:

Project description: Resurfacing of 1.8 lane miles of various federal aid eligible roadways
Estimated cost of project: \$400,000
Estimated time needed to award contract: 55 days

Some ideas in addition to pavement maintenance include:

- Local bridge projects (match requirements might be suspended)
- Safe Routes to School
- Safety projects
- "Green" storm water treatment pilot projects
- Non-pavement projects along federal aid eligible roadways: sidewalks, storm drains, signals, etc...

Please remember, Federal Aid eligible projects only. Also, projects must be able to be delivered quickly and stimulus funding should not be used to supplant existing revenue.

Please e-mail your responses to Amy Burch, aburch@mtc.ca.gov , no later than October 31st.

Thank you,

Theresa Romell
Senior Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5772
E-Mail: tromell@mtc.ca.gov

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 22, 2008

Hercules

Mr. Hector Rojas
City of Richmond
1401 Marina Way South
Richmond, CA 94804

Dear Mr. Rojas:

Pinole

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration for a Kohl's Department Store Project (File No. 1104490) located at 4903 Central Ave and 2700 Rydin Road in Richmond.

Richmond

As the sub-regional agency addressing transportation issues for the local cities in West Contra Costa County, our comments extend to the following issues.

San Pablo

1. Coordination with neighboring jurisdictions and Caltrans. What efforts have been made to inform the City of El Cerrito of the potential traffic impacts of this project on Central Avenue? Currently El Cerrito and Caltrans are developing a project to change access points to I-80 and I-580 from Central Avenue.

2. Construction impacts and plans for mitigation. What is the projected date of completion? What plans are in place to mitigate traffic, noise, and air quality impacts during construction? What is the developer willing to pay for traffic circulation improvements in and around the site?

Contra Costa
County

Thank you for the opportunity to comment on this document.

Sincerely,

AC Transit

Joanna Pallock
Project Manager, WCCTAC

cc: Christina Atienza, Executive Director
WCCTAC Board (packet)

BART

W:\Joanna\EIR\10 31 8 EIR Response to Kohls Richmond.doc

WestCAT

Voters consider doubling parcel tax in AC Transit

By Denis Cuff - Contra Costa Times - 10/17/2008

Voters in the AC Transit District in Alameda and Contra Costa counties will decide in November whether to double the agency's parcel tax from \$48 to \$96 a year to cover higher operating costs.

AC Transit board members said passage of Measure VV is the last chance to avert service cuts or fare increases that would be a hardship on many poor, elderly, students and disabled riders.

"The people who use our service the most are the ones who can afford it the least," said Chris Peeples, the AC Transit board president. "We need a stable source of funding."

AC Transit is pinched by cuts in state tax allocations to transit agencies, and rising costs for fuel, worker pensions and medical insurance.

Earlier this year, the board pulled back consideration of a fare increase, including the \$1.75 basic fare, after riders angrily objected.

The parcel tax, which requires two-thirds voter approval, would raise some \$14 million a year for 10 years from property owners in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Leandro, San Pablo and the unincorporated areas of of Castro Valley, Ashland, Cherryland, El Sobrante, Fairview, Kensington, and San Lorenzo.

Without passage of the measure, the existing parcel tax of \$48 a year will expire in June, 2013.

No one testified against VV when the transit board voted to put it on the ballot.

One Berkeley resident, Merrilee Mitchell, signed the ballot arguments to oppose the measure. She said AC Transit is in a financial hole in part because it runs extra large buses on some routes that attract few riders.

"They're wasting money, and then trying to shove this increase down our throats," said Mitchell, who gets around town by bicycle and bus. "It's unfair to saddle financially strapped homeowners with more taxes."

Mitchell said AC Transit would attract more revenue if it had discounted fares outside the rush hour.

Peeples disagreed, saying an off-peak fare discount would either have little or not effect on AC Transit's finances, and might worsen them.

He said discounted fares would attract a few more riders, but not so many as to offset the loss in revenues from from reducing fares.

In defense of AC Transit's routes, he said the agency has put the extra large buses on the busiest routes. When other routes were cut, he said, it was the least traveled ones.

AC Transit carries some 227,000 passengers per week on its 105 bus lines that serve 364 square miles.

Contact Denis Cuff at 925-943-8267 or dcuff@bayareanewsgroup.com

Measure VV

Would double AC Transit parcel tax from \$48 to \$96 a year

- What it would do: raise \$14 million a year extra for operating costs
- votes to pass: Two-thirds majority
- supporters: League of Women Voters, Sierra Club, Urban Habitat, Bay Area Transportation and Land Use Coalition, many seniors' groups and elected officials
- opponents: Berkeley resident Merilee Mitchell

Full speed ahead? Voters to decide fate of high-speed rail project in California

By Paul Rogers Mercury News – Contra Costa Times - 10/18/2008

It was 139 years ago when railroad baron and future university founder Leland Stanford drove in the Golden Spike at Promontory Summit, Utah, completing the transcontinental railroad and forever changing California.

Supporters of a new high-speed rail measure on the Nov. 4 statewide ballot hope voters will perform the electoral equivalent, hammering home a yes vote and reshaping the state's future again.

Proposition 1A would authorize the sale of \$9.95 billion in bonds to begin construction of a network of bullet trains traveling up to 220 mph, zipping passengers from the Bay Area and Los Angeles in 2½ hours. Fans of the project say it will help the environment and modernize the state's transportation needs, but opponents say it is too expensive, particularly during the current economic downturn.

Previous generations laid the foundation for modern California with the transcontinental railroad, State Water Project and BART, say backers of the proposition.

"These three projects were indispensable. California couldn't have existed and flourished without them. This is absolutely comparable," said Quentin Kopp, chairman of the California High Speed Rail Authority, a state agency drawing up the proposal.

High speed rail would reduce smog, global warming emissions and congestion at the state's airports and freeways, Kopp said, particularly as California's population continues to grow by 600,000 people a year.

Opponents, however, call the plan a boondoggle that the state cannot afford.

"It's highly unrealistic. It's just going to be another black hole where we end up shoveling money into," said Kris Vosburgh, executive director of the Howard Jarvis Taxpayers Association.

The project has been in the planning stages since 1996 when the Legislature established the High Speed Rail Authority. That agency has spent \$58 million since then, holding public hearings, completing environmental studies and funding engineering work.

The authority predicts the final cost at \$45 billion. If Proposition 1A passes, that money will complete construction of the first phase from San Francisco to Los Angeles by 2018, Kopp said. Eventually, the train would also travel to Sacramento, San Diego and, potentially, Oakland.

The group has not secured the remaining \$35 billion, a point noted by critics who include the California Chamber of Commerce, the California Farm Bureau Federation and State Sen. Tom McClintock, R-Thousand Oaks.

The authority's director, Mehdi Morshed, has said the rest of the costs could come from private investors — Richard Branson's Virgin operates trains in England, for example — along with federal funding.

The measure is endorsed by Sen. Dianne Feinstein, the Sierra Club, the State Building & Construction Trades Council of California and several business groups, including the Silicon Valley Leadership Group and San Jose Silicon Valley Chamber of Commerce.

The most recent poll, a Field Poll in July, showed Proposition 1A leading 56 percent to 30 percent. Looming over the election, however, is the recent Wall Street meltdown and California's housing slump, which almost certainly will affect voters, political experts say.

"When all you hear is bad economic news, people are much more cautious," said Barbara O'Connor, director of the Institute for the Study of Politics and the Media at California State University-Sacramento. "I don't think it has anything to do with the merits of the project. It's all about timing."

The last time the economy was this bad, in 1994, California voters rejected all four bond measures on the state ballot — \$6 billion for normally popular issues like parks, schools and earthquake safety. This year, there is nearly \$17 billion on the state ballot in bond spending for high-speed rail, renewable energy, veterans housing and children's hospitals.

Though it would be among the largest public works projects ever proposed in California, the campaign has garnered surprisingly little attention or funding. There is no organized committee raising money to oppose it. The Yes on 1A side raised just \$569,000 through Sept. 30, not enough for TV ads. Most of that money came from engineering and construction companies, like Webcor, Parsons Brinckerhoff and HNTB, and labor union groups, like the California Alliance for Jobs, which donated \$200,000.

Gov. Arnold Schwarzenegger has spoken favorably about high-speed rail but has not yet taken a position on Proposition 1A.

Supporters note that high-speed train systems have been around since Japan built the first one more than 40 years ago for the Tokyo Olympics. France, China, South Korea, Italy, Germany and other nations also have bullet trains.

As for the bad economy, Kopp said the High Speed Rail Authority estimates the project would create 160,000 construction jobs, and 450,000 other jobs in tourism, tech and other industries by linking such destinations as the Central Valley and Silicon Valley.

"The best medicine in a time of economic vicissitudes is priming the pump," said Kopp, a retired San Mateo County judge and former state senator.

Last month, the Howard Jarvis Taxpayers Association released a report that said the project's ridership estimates and costs — 70 million people by 2030 and \$55 for a one-way ticket between San Francisco and Los Angeles — are overly optimistic. It noted that high-speed rail is more suited for Japan and Europe because they have denser cities, higher gasoline prices and more government subsidies.

Critics also say that California already has too much debt. The state legislative analyst said Proposition 1A would cost \$19.4 billion over 30 years once principal and interest on the bonds is paid off.

"This is like losing your job and then using your credit card to put in a new swimming pool to help provide work for others," said Vosburgh of the jobs argument.

Temporary financial downturns shouldn't dissuade Californians from investing in their future, supporters counter.

"If this fails, I don't know the next step," Kopp said. "I can speculate that it would probably be dead for another decade and maybe the next generation."

IF YOU'RE INTERESTED

For more information, go to www.californiahighspeedtrains.com and www.hjta.org.

Contact Paul Rogers at progers@mercurynews.com or (408) 920-5045.

BART riders can pay for parking with EZ Rider

By Janis Mara – Contra Costa Times – 10/20/08

BART riders will soon be able to pay for parking with the EZ Rider cards they already can slip in the slot to pay their train fares, the transit agency said Monday.

The EZ Rider cards, which are tied to riders' credit cards and eliminate the need to fumble for cash, will work in new parking validation machines that will be installed between Nov. 10 and Dec. 15 at the 15 stations where customers pay to park.

The Orinda station will get the first validation machines on Nov. 10. Eventually, Lafayette, Walnut Creek, Lake Merritt, Fruitvale, West Oakland, Ashby, North Berkeley, El Cerrito Plaza, Rockridge, MacArthur, Fremont, Dublin/Pleasanton, Colma and Daly City will have them.

BART will supply parking hangtags and EZ Rider cards to those who don't already have them. Signups begin at <https://ezrider.bart.gov> on Nov. 3.

The hangtags can be activated for the day by swiping an EZ Rider tag in the parking validation machine. EZ Rider, used by some 33,000 BART riders, works like FasTrak, feeding funds to the holder's card.

Higher parking fees for BART?

By Janis Mara - Contra Costa Times - 10/22/2008

If you park in a BART parking lot, your costs may be going up, thanks to the increasing popularity of public transit.

A plan to start charging \$1-a-day parking fees for the Castro Valley and San Leandro stations by April is already a done deal. BART's Board of Directors today will consider reinstating \$1-a-day fees at the South San Francisco, Millbrae and San Bruno stations by February and a \$1 fee increase, to \$3 for the Daly City station and \$2 at Colma.

The agency's parking fees are based on how many people park in the lots. As BART ridership soared, its parking lots filled.

BART said the increases would bring in \$800,000 for its fiscal year 2009, which ends June 30. The agency is slightly in the red only three months into the fiscal year and the future is less than bright, according to a memo from Dorothy Dugger, BART's general manager, to the board.

"The signs of a declining economy are beginning to appear and in all likelihood will adversely impact our financial performance for the rest of the year," Dugger wrote Oct. 16.

That's not the agency's only problem. A hoped for \$8.7 million in state funding failed to materialize in September, and additional clouds are gathering.

"We are down almost \$2 million in sales-tax proceeds compared with the same time period last year," said BART spokesman Linton Johnson. People are cutting back on spending, which means they aren't paying as much sales tax, an important source of revenue for the agency.

BART also depends on income from fares. Though ridership zoomed in 2008, with average ridership between 360,000 and 380,000 per day, it may be losing momentum. There were 4.9 percent more riders than expected in July; this growth slowed to 2.2 percent more than expected in August and then essentially stopped in September.

One bright spot on the BART horizon is a proposed agreement with American Medical Response to provide paramedics to the West Oakland and downtown Oakland stations.

"This would be during rush hour, so we can accomplish two goals: Provide people with emergency medical help and keep the trains moving," Johnson said.

Bringing in outside medical help can cost minutes of time that cause trains to back up and delay commuters. This arrangement could help prevent such delays, the spokesman said.

Reach Janis Mara at 925-952-2671 or jmara@bayareanewsgroup.com. Check out her Energy Blog at www.ibabuzz.com/energy.