



El Cerrito

## WCCTAC Technical Advisory Committee (TAC) MEETING NOTICE AND AGENDA

Hercules

**DATE & TIME:** Thursday, Nov 17, 2011, 9:00 – 11:00 a.m.

Pinole

**LOCATION:** City of San Pablo, Council Chambers  
13831 San Pablo Avenue (at Church Lane), San Pablo  
*Accessible by AC Transit lines #72, 72R, 76, and L*

Richmond

**1. Call to Order and Self-Introductions – John Rudolph, Chair**

**2. Public Comment.** The public is welcome to address the TAC on any item that does not otherwise appear on the agenda. *Please fill out a speaker card.*

San Pablo

**3. Meeting Notes and Sign-in Sheet from the Oct 13, 2011 Meeting.** *(Attachment)*

Contra Costa  
County

**4. I-80 Integrated Corridor Mobility Project – 30 minutes.** Project staff will provide updates and responses to last month’s discussion, and report to the TAC on Caltrans’ response to staff’s letter of Sept 14 concerning the O&M MOU. *(John Hemiup and Raj Murthy, ACTC, Cristina Ferraz, Caltrans, and Staff – Attachments – Information/Discussion)*

AC Transit

**5. San Pablo Avenue Smart Corridors Program Status – 10 minutes.** Last month, the TAC agreed by informal consensus to recommend suspension of WCCTAC’s participation in the program, which does not include transit priority for the 72 Rapid Bus, until the ICM is operational in 2014, contingent upon critical elements of the SC program carrying forward into the ICM. Individual agencies will verify with Caltrans and ACTC which elements of the SC they would like to see included in the ICM deployment. The TAC’s discussion and action with respect to recommending suspension will inform a draft proposed letter to ACTC for the Board’s approval at its next meeting on Dec 9, 2011. *(Staff – Attachment – Discussion/Action)*

BART

WestCAT

**6. I-80 Corridor Transit Opportunities Study – 30 minutes.** On Oct 28 the Board directed staff to prepare a preliminary scope, schedule, and budget for a technology- and mode-neutral study of transit opportunities on the I-80 corridor. Staff will provide an update on this effort at the meeting. The study is proposed to be funded primarily out of funds from Measure J 28b, Subregional Transportation Needs. *(Staff – Discussion)*

7. **STMP Update – 10 minutes.** On Oct 28, the Board agreed to issue a Letter of No Prejudice to Richmond, per a request from the city's Community Redevelopment Agency, for a future commitment of \$527,000 for Richmond Intermodal East Side Improvements. The LONP provides for Richmond's eventual reimbursement after development and approval of an updated strategic plan for the STMP. Revised project fact sheets have been received from County (North Richmond Truck Route), Hercules (Intermodal Transit Center) and Richmond (Intermodal Station, Ferry). Staff will provide an update on next steps for the strategic plan update. (*Staff – Attachment – Discussion*)
8. **Lifeline Cycle 3 Program Guidelines and Funding – 10 minutes.** The TAC will preliminarily review eligible projects for consideration for funding. (*Staff – Attachment – Information/Discussion*)
9. **TLC and PBTF Calls for Projects – 5 minutes.** TLC and PBTF applications are due Nov 14. The TAC will briefly review the applications submitted. (*Staff – No Attachment – Information/Discussion*)
10. **Project Updates and Announcements – 10 minutes**
  - a. Transit Enhancement Strategic Plan and Wayfinding Plan – *No Attachment.*
    - The West Contra Costa Transit Enhancement Strategic Plan and the West Contra Costa/Albany Transit Wayfinding Signage Plan were presented to the WCCTAC Board on Oct 28.
    - Discussion of the plans will be continued at the Dec 9, 2011 WCCTAC Board meeting.
  - b. High Occupancy Toll (HOT) Lane Update – *Attachment.*
  - c. SCS Growth Opportunity Areas – Designation as PDAs – *Attachment.*
  - d. SB 375/SCS Update – *Attachment.*
  - e. FTA Title VI and EJ Circulars – Information Session Nov 14 – *Attachment.*
  - f. Transportation Demand Management Activities – *No Attachment.*
11. **Other Business.**
12. **Adjourn until Jan 12, 2012 (no TAC in December).**

**Next meetings:**

**TAC:**

• Jan 12 – 9:00 a.m. • Feb 9 – 9:00 a.m.

**Board:**

• Dec 9 – 8:00 a.m. (*Note unique date*) • Jan 27 – 8:00 a.m

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In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact John Rudolph at 510.215.3042 or Valerie Jenkins at 510.215.3217 prior to the meeting. If you have special transportation requirements and would like to attend the meeting, please call WCCTAC (see phone numbers 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.



**TO:** WCCTAC Technical Advisory Committee

**DATE:** Nov 9, 2011

**FR:** John Rudolph JR

**RE:** Summary Notes of Oct 13, 2011 WCCTAC-TAC Meeting

1. Meeting Notes from Sept 8 accepted.

2. I-80 Integrated Corridor Mobility Project: Cristina Ferraz, Caltrans, and John Hemiup and Ray Akkawi, ACTC, provided status reports on key deliverables and milestones, consistent with material in the agenda packet. Ms. Ferraz clarified a typographical error on p. 4-1 concerning the start of construction of the Adaptive Ramp Metering Project (should read, "start construction in early 2011") and asked the consultant team to forward a link to the Final Ramp Metering Plan to stakeholders. Weekly project construction meetings are being held in Pinole on Thursday mornings. El Cerrito asked to receive notice of construction efforts currently underway and detailed key deliverables. WestCAT asked to be copied on announcements pertaining to activities in its service area. AC Transit stated that the Richmond Parkway Transit Center is still under evaluation. Staff asked the project team to include updates on the RPTC Feasibility Study in its monthly reports to the TAC. Ms. Ferraz said the final Project Implementation Plan is expected to be completed in Jan 2012. Ms. Ferraz said that after WCCTAC's comment letter of Sept 14 on the draft O&M MOU, only one issue remains outstanding at the level of the Executive Steering Committee, namely the formation and inclusion of a Policy Advisory Committee; a draft revision is expected in mid to late Nov 2011. Ms. Ferraz announced that the project team was developing two sets of talking points, one short, the other slightly longer, for circulation to elected officials and others; these will be forwarded to stakeholders soon. Mr. Ferraz noted that as a condition of granting a permit to work on portions of the ATM project within its jurisdiction, the Bay Conservation and Development Commission asks Albany, Berkeley, Emeryville, and Oakland to allow directional signage to the Eastshore State Park to be installed on crossing arterials. Berkeley agreed in principle to the concept and asked for more information..

3. San Pablo Avenue Smart Corridors Program Status: Project staff distributed corridor maps detailing the locations of fixed and PTZ cameras associated with the Smart Corridors and ICM projects. The TAC discussed several of the cameras and noted that an El Cerrito camera on Central near San Luis St may be in Richmond, and Richmond has not yet determined whether it will maintain this camera. The TAC inquired about other cameras near areas that may be of interest to the ICM project team, such as 6<sup>th</sup>/University and 7<sup>th</sup>/Ashby, and suggested that the ICM project should incur costs for maintaining these cameras, as the traffic they monitor pertains mostly to the freeway, and in these locations the anticipated diversions will most likely occur. Ms. Ferraz said the project team would evaluate these requests.

The project team distributed a table indicating the cost per WCCTAC member agency of contracts for TSP, collocation, CCTV, MVDS, and other equipment associated with the Smart Corridors Program. Ms. Ferraz clarified that through the ICM project local agencies will have access to a focal person assigned to the project in the Traffic Management Center at Caltrans District 4 offices; and that the project will not record video. ACTC staff stated that there are no start-up costs as the contract contains

tasks to reconnect equipment after a suspension of activity. ACTC staff noted that AC Transit's costs are shown for the entire corridor. Through consensus, the TAC indicated its recommendation to suspend WCCTAC's participation in the Smart Corridors program until the ICM project comes on line in late 2014.

4. CC-TLC and PBTF Calls for Projects: The TAC agreed to recommend that the Board (a) allocate all of the funds available in the programming period, and (b) not set aside any portion of CC-TLC funds exclusively for plans and studies. The TAC nominated the following individuals to serve on the TLC Review Committee: Yvetteh Ortiz (El Cerrito), Robert Reber (Hercules), Winston Rhodes (Pinole), Chadrick Smalley (Richmond), Adèle Ho (San Pablo), Jamar Stamps (County), Nathan Landau (AC Transit), Deidre Heitman (BART), Rob Thompson (WestCAT). Dave Campbell from the EBBC volunteered to serve on the committee as well.

5. Hercules-Rodeo-Crockett Community Based Transportation Plan: Hercules staff expressed reservations about its ability to commit staff time to this effort. County staff asked if the scope might be adjusted to focus more on the Rodeo and Crockett areas than the Hercules area. WestCAT noted the regional nature of the study. The TAC asked whether MTC might allow adjustments in the scope. Staff agreed to follow through on the TAC's questions and suggestions.

6. STMP Update: Staff reviewed current efforts to update project information and financial transmittals. El Cerrito staff asked why the STMP was being updated, when there is effectively no funding left in the program. Staff indicated that the Board had provided direction to develop a plan before any further allocations are made, and that Richmond had requested a Letter of No Prejudice to advance its own funding for Richmond Intermodal eastside improvements for eventual reimbursement by the STMP. The TAC agreed to continue to work with staff to update the project fact sheets and financial processes.

7. Draft Proposed 2012 Board and TAC Meeting Calendar: Staff reviewed the draft calendar, highlighting that the Board would regularly meet on the 4<sup>th</sup> Friday and the TAC would regularly meet on the 2<sup>nd</sup> Thursday, except (a) in August, when the agency is dark; (b) in November when the Board does not meet and the TAC meets on Nov 8; and (c) in December when the Board meets on Dec 7 and the TAC does not meet.

8. Appian Way Study: Staff provided an update on a study to look at four intersections on Appian Way near Fitzgerald Drive with a view toward protecting Pinole's PDA and recommending treatments for complete streets in the Appian Way segment spanning Pinole and this part of the County, including bicycle, pedestrian, and transit improvements.

9. BCDC Proposed Bay Plan Amendment: The TAC noted this amendment was approved.

10. Adjournment until November 17, 2011, at 9:00 a.m.

The next **regular WCCTAC-TAC meetings** will be:

- Nov 17 at 9:00 a.m. • Jan 12, 2012 at 9:00 a.m.

The next **WCCTAC Board meetings** will be:

- Dec 9 at 8:00 a.m. • Jan 27, 2012 at 9:00 a.m.

WCCTAC Technical Advisory Committee Meeting: *Oct 13, 2011*

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## WCCTAC-TAC MONTHLY UPDATE – November 2011

- I. **STATUS OF OVERALL PROJECT (Refer to Project Delivery Strategy Chart dated November 2011)**
- **SYSTEM INTEGRATION (#1)**
    - ✓ Request for Proposals (RFP) reviewed by industry in January 2010. DONE
    - ✓ Request for Proposals (RFP-phase 1) submitted to software development firms in September 2011. DONE
    - ✓ Request for Proposals (RFP-phase 2) submitted to software development firms in September 2011 in combination with phase-1. DONE
    - Proposals due date: November 30, 2011
  
  - **SPECIALTY MATERIALS PROCUREMENT (#2)**
    - Procurement documentation to be finalized by early 2012
    - Manufacturing of specialty signs and installation of signs: from mid- 2012 to late 2014
  
  - **TOS PROJECT (#3)**
    - ✓ Completed design in October 2010. DONE
    - ✓ Construction allocation approved by CTC in January 2011. DONE
    - ✓ Advertise for Construction in March 2011: DONE
    - ✓ Lowest Bidder: Rosendin Electric (\$1.2M, about 35% below Engineer's Estimate)
    - ✓ Award Construction Contract in April 2011. DONE
    - ✓ Construction Ongoing.
    - Complete Construction in late 2012
  
  - **ADAPTIVE RAMP METERING PROJECT (#4)**
    - Complete design in Fall 2011.
    - Start Construction in Spring 2012.
    - Complete Construction in Spring 2014
  
  - **ACTIVE TRAFFIC MANAGEMENT SYSTEM (ATM) PROJECT (#5)**
    - Complete design in Fall-2011
    - Start Construction in Spring 2012
    - Complete Construction in Mid 2014

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- **SAN PABLO CORRIDOR, ARTERIAL AND TRANSIT IMPROVEMENTS PROJECT (#6)**
  - ✓ Completed design in January 2010. DONE
  - ✓ Construction allocation approved by CTC in January 2011
  - ✓ Advertised construction contract on April 14, 2011
  - ✓ Award Construction Contract in June 2011
  - ✓ Construction Ongoing
  - Complete Construction in mid 2013
  
- **RICHMOND PARKWAY TRANSIT CENTER IMPROVEMENTS (#7)**
  - ✓ **Lead Agency: AC Transit**
  - Environmental Clearance (CEQA cleared, but NEPA pending)
  - Due to budgetary constraints, this project may be put on hold.

## II. STATUS OF KEY MILESTONES

- ✓ Completion of Environmental Document: July 29, 2011 - DONE

## III. STATUS OF KEY DELIVERABLES TO BE REVIEWED BY WCCTAC-TAC MEMBERS:

- ✓ **Concept of Operations (CONOPS):** describes how system concepts will be operated in the corridors. The document begins by exploring alternative systems that may be employed, evaluates them based on the corridor constraints, and then explores the preferred concepts. Then operational concepts are developed of how the system will operate during various traffic conditions and how the stakeholders will operate/interact with the system. **Final Draft provided to WCCTAC-TAC in November 2010.**
- ✓ **Ramp Metering Plan (RMP):** will identify the initial ramp metering rates and operational plans to be used along the corridor. Project stakeholders will be involved in the review and approval process for concurrence on the rates/operational plan. Once the initial rates are implemented, Caltrans and associated project stakeholders will fine-tune the rates in the field (similar to a traffic signal turn-on) to achieve a satisfactory balance of operations. **Final Draft provided to WCCTAC-TAC in August 2010. Final Ramp Metering Plan provided to WCCTAC-TAC in October 2010.**
- **Project Implementation Plan (PIP):** will outline and set reasonable timelines for the anticipated four phases of the I-80 ICM project: 1) Project development; 2) Construction and integration; 3) System verification, testing and acceptance; and 4) System validation and operations. **Draft Outline of the PIP provided to WCCTAC-TAC in December 2010. Comments received on January 24, 2011. Final Draft PIP to be submitted to WCCTAC in January 2012.**
- **Operations and Maintenance Memorandum of Understanding (O&M MOU):** will detail stakeholder roles and responsibilities related to operations and maintenance of all elements of the I-80 ICM project, including incident management, development of pre-approved signal timing modifications, adaptive ramp metering strategies, and maintenance/operations of installed equipment. **Draft MOU submitted to WCCTAC on February 18, 2011. Comments received on September 14, 2011. Project team is reviewing comments.**
- **Operations and Management Plan (O&M Plan):** will outline the operational and management elements of the project, including the on-going and future costs for

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operations, management and maintenance of both freeway and arterial systems. **Draft O&M Plan submitted to WCCTAC on February 25, 2011.**

- **Incident Response Plan (IRP):** will define standard operating procedures and roles and responsibilities of each stakeholder (Caltrans, ACCMA, CCTA, CHP, WCCTAC, MTC, AC Transit, BART, and the local Jurisdictions along the Corridor). The IRP will include activation of Lane Use Signals, ramp metering modifications, pre-approved traffic signal timing plans, and other incident management strategies to be coordinated among above stakeholders. The IRP will also define events that could trigger the use the field devices such as Variable Advisory Speed Signs and Lane Use Signs. **Begin workshops with local agencies in January 2012.**

#### IV. OUTREACH:

- ✓ One-on-one meeting with cities – July 2010
- ✓ Second round of one-on-one meetings with cities – February and March 2011
- ✓ Provide monthly update to WCCTAC-TAC on status of project – on-going
- ✓ City Council meetings
  - ✓ April 4, 2011 - Albany
  - ✓ April 5, 2011 – Pinole
  - ✓ April 26, 2011 - Richmond
  - ✓ May 3, 2011 – Emeryville
  - ✓ June 6, 2011 – San Pablo
  - ✓ July 26, 2011- Oakland
- ✓ Develop a public outreach strategy prior to release of the Draft Environmental Document (DED) – April 2011
- ✓ Public Meetings (2) - May 2011
- ✓ Public/Business outreach prior to start construction of San Pablo Project – September 2011
- ✓ Operations Focus Meetings – June 14, 2011 and July 27, 2011

#### V. ACTION ITEMS:

1. Project team to provide a list/layout of SMART corridor devices that will be used as part of the I-80 ICM project. DONE.
2. John Hemiup, with Alameda CTC, to e-mail short and long version of talking points to WCCTAC-TAC members
3. Elbert Chang to post 100% PS&E ARM Plans on project website and send link to WCCTAC members.
4. Elbert Chang to check response to Berkeley comments regarding on-ramp queue loop locations. Provide link to ARM plans noting Berkeley sheets.
5. Cristina to check with Caltrans Operations staff if Caltrans would use existing Smart Corridor Cameras on Central, Buchanan, University, Ashby and Powell.
6. Cristina to report back as to whether Caltrans agrees to maintain existing SMART Corridor camera and MVDS count stations within State ROW (San Pablo Avenue, Ashby Avenue, I-80 off-ramps).

Updated by: Cristina Ferraz, Caltrans

Reviewed by: John Hemiup, Alameda CTC and Elbert Chang, KHA

November 9, 2011

4.3



EAST BAY SMART CORRIDOR COST PER WCCTAC MEMBERS

City Contribution to CCTV & MVDS: Weighted Percentage

Devices	Total Qty	% of devices
CCTV	46	19%
MVDS	65	26%
TSP	145	56%
	256	100%

	Hercules	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
Hercules	1	2.08%	0	0.00%	3	6.25%	3	6.25%	3	6.25%	0	0
Hercules	2	3.08%	1	1.54%	4	6.15%	4	6.15%	4	6.15%	0	0

ATMS Service Contract: City & AC Transit (TSP) Contribution

Devices/Service	Qty	Cost	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
CCTV-Annual + Bi-Annual	48	\$336	\$16,126.56	2.08%	\$0.00	0.00%	\$1,007.91	6.25%	\$1,007.91	6.25%	\$1,007.91	6.25%	0%	\$0
MVDS-Annual + Bi-Annual	65	\$357	\$23,206.30	3.08%	\$357.02	1.54%	\$1,428.08	6.15%	\$1,428.08	6.15%	\$1,428.08	6.15%	0%	\$0
TSP-Annual + Bi-Annual	145	\$805	\$116,725.00										100%	\$116,725
Start Up Services + Monthly Meetings	1	\$12,400	\$12,400.00	1.14%	\$41.97	0.34%	\$338.38	2.73%	\$338.38	2.73%	\$338.38	2.73%	56%	\$6,944
Emergency Call-out + Troubleshooting of Failures	1	\$81,542	\$81,542.00	1.14%	\$275.99	0.34%	\$2,225.16	2.73%	\$2,225.16	2.73%	\$2,225.16	2.73%	56%	\$45,864
<b>TOTALS</b>			<b>\$250,000</b>		<b>\$674.98</b>		<b>\$4,999.52</b>		<b>\$4,999.52</b>		<b>\$4,999.52</b>			<b>\$169,333</b>

Contributions to Collocation

Collocation	City	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
		\$112,512.00	1.585%	\$472.56		\$3,810.04		\$3,810.04		\$3,810.04			\$51,079

Contributions to System Wide Services

System	City	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
		\$192,564.00	2.948%	\$879.20		\$7,088.56		\$7,088.56		\$7,088.56			\$76,268

City Contribution to San Pablo Corridor

San Pablo Corridor	Vendor	Devices	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
CCTV		22		4.55%	0	0.00%	3	13.64%	3	13.64%	3	13.64%	0%	\$0
MVDS		27		7.41%	1	3.70%	4	14.81%	4	14.81%	4	14.81%	0%	\$0
Weighted average		49		5.98%		1.85%		14.23%		14.23%		14.23%	0%	\$0
DS3 service	AT&T Calnet		\$25,200.00	4.55%	\$0.00	0.00%	\$3,436.36	13.64%	\$3,436.36	13.64%	\$3,436.36	13.64%	0%	\$0
Power at intersections	PG&E		\$21,780.00	4.55%	\$0.00	0.00%	\$2,970.00	13.64%	\$2,970.00	13.64%	\$2,970.00	13.64%	0%	\$0
T1 service	AT&T Calnet		\$44,100.00	4.55%	\$0.00	0.00%	\$6,013.64	13.64%	\$6,013.64	13.64%	\$6,013.64	13.64%	0%	\$0
WYMAN service for MVDS (if AT&T Mobility)			\$21,504.00	7.41%	\$796.44	3.70%	\$3,185.78	14.81%	\$3,185.78	14.81%	\$3,185.78	14.81%	0%	\$0
<b>TOTALS</b>			<b>\$112,584.00</b>		<b>\$796.44</b>		<b>\$15,605.78</b>		<b>\$15,605.78</b>		<b>\$15,605.78</b>			<b>\$0</b>

Contribution to connection from City TMC to Collocation

Collo	Vendor	Devices	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
DS3 service	AT&T Calnet	1	\$12,600.00	0%	0	0%	0	0%	0	0%	0	0%	100%	\$12,600
T1 service	AT&T Calnet	14	\$29,400.00	0%	0	0%	0	0%	0	0%	0	0%	100%	\$29,400
<b>TOTALS</b>			<b>\$42,000.00</b>		<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>		<b>\$0.00</b>			<b>\$42,000</b>

TOTALS COST PER CITY

TOTALS	Vendor	Devices	Cont Totals	% Hercules	Contra Costa Co	% Contra Costa Co	Richmond	% Richmond	San Pablo	% San Pablo	El Cerrito	% El Cerrito	% AC contrib	AC TRANS
			\$578,992.78		\$2,823.19		\$31,503.91		\$31,503.91		\$31,503.91			\$340,679
<b>TOTALS</b>					<b>\$2,823.19</b>		<b>\$31,503.91</b>		<b>\$31,503.91</b>		<b>\$31,503.91</b>			<b>\$340,679</b>

WCCTAC CITIES ONLY (NO AC) TOTAL = \$109,718.33

SMART COR TOTAL \$919,672

# Alameda County Transportation Commission

## East Bay Smart Corridor O & M

WCCTAC Cost Share for FY 09-10 & FY 10-11

9/7/2011

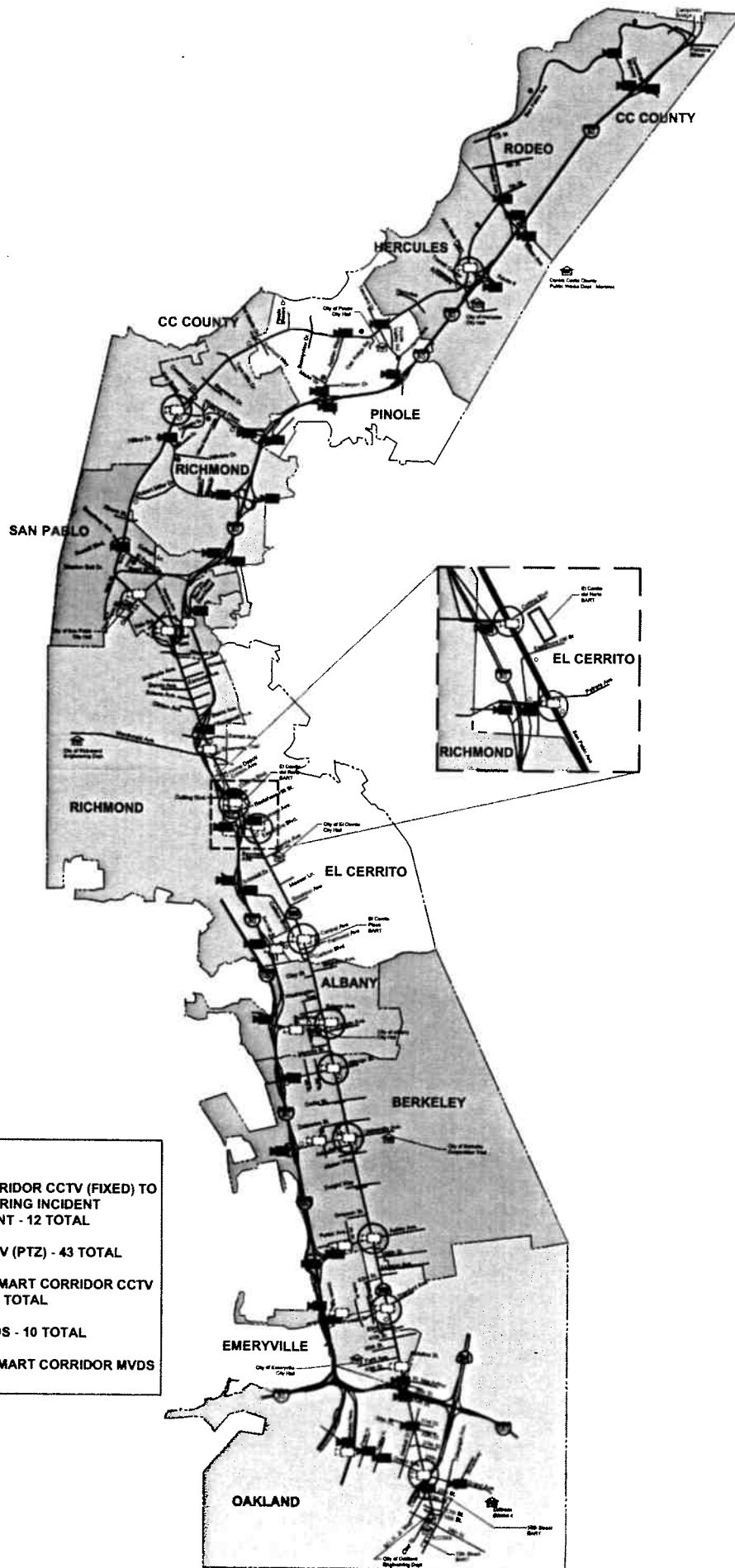
Category		FY 09-10	FY 10-11
PG&E Electrical Service	Direct in CCC	\$ 4,685.62	\$ 5,759.27
AT&T Mobility (Wireless Service)	Direct in CCC	\$ 7,115.68	\$ 6,443.45
AT&T Calnet (T1 Lines)	Direct in CCC	\$ 29,436.61	\$ 29,434.22
DS3 Service	Prorated	\$ 12,554.57	\$ 13,240.79
Colocation Costs	Prorated	\$ 25,726.03	\$ -
Alameda CTC Staff Costs	Prorated	\$ 9,729.63	\$ 1,830.03
Alameda CTC Field Maintenance Costs	Prorated	\$ 21,859.60	\$ 3,092.60
<b>Totals</b>		<b>\$ 111,107.74</b>	<b>\$ 59,800.36</b>

**Legend:**

CCC - Contra Costa County

Created By:  
Raj Murthy

Reviewed By:  
John Hemiup



**LEGEND**

- SMART CORRIDOR CCTV (FIXED) TO BE USED DURING INCIDENT MANAGEMENT - 12 TOTAL
- I-80 ICM CCTV (PTZ) - 43 TOTAL
- ⊞ EAST BAY SMART CORRIDOR CCTV (FIXED) - 22 TOTAL
- I-80 ICM MVDS - 10 TOTAL
- EAST BAY SMART CORRIDOR MVDS - 24 TOTAL

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**APPENDIX A: 2006 STMP PROJECTS, COSTS, AND FUNDING APPORTIONMENTS**  
*(Costs shown in 1,000s of 2004\$)*

Projects <i>(in no priority order)</i>	Total Cost	Measure J	STMP
<b>Richmond Intermodal Station</b> – Public improvements including, but not limited to: the parking garage, station building, transit center, east side improvements, lighting and real-time transit information.	\$36,000		\$15,000
<b>Interchanges on I-80 at San Pablo Dam Road and Central Avenue; and on Highway 4 at Willow Avenue</b> – Upgrade and improve the interchange at I-80/San Pablo Dam Road including provisions for bicyclists and pedestrians; enhance operations and vehicular, bicycle, pedestrian safety in the vicinity of the interchange. Modify and realign the interchange and ramp at I-80/Central Avenue, and/or other improvements to improve access to/from I-80 and I-580 at Central Avenue. Relocate and realign ramps at Willow Avenue to meet current standards for improved local access and freeway movements.	\$46,200	\$30,000	\$14,280
<b>Capitol Corridor Improvements</b> – Parking, station platform, signage and plazas, rail improvements, etc. at the Hercules Passenger Rail Station and/or track improvements, drainage, fencing, safety improvements and/or other improvements along the Capitol Corridor line in West Contra Costa County.	\$48,200	\$7,500	\$13,255
<b>Ferry Service to San Francisco from Richmond and/or Hercules/Rodeo</b> – New ferry service utilizing high-speed vessels and funds for capital improvements such as terminals, landside improvements, parking, lighting, transit feeder service, signage, etc.	\$91,000	\$45,000	\$12,650
<b>BART Access and/or Parking Improvements</b> – Parking, aesthetic, and/or access improvements, station capacity improvements, sidewalks, lighting/restroom renovations, bicycle storage, expanded automatic fare collection equipment, etc. at the El Cerrito Plaza, El Cerrito Del Norte, and/or Richmond BART stations.	\$92,100	\$15,000	\$25,330
<b>Bay Trail Gap Closure</b> – Close gaps in the Bay Trail in West Contra Costa County, including, but not limited to the following: (1) the one-mile gap along the Richmond Parkway between Pennsylvania and Gertrude Avenues; (2) the 1.8-mile gap north of Freethy Boulevard to Payne Drive in Richmond; (3) the two-mile gap from Payne Drive to Cypress Avenue in Richmond; (4) the one-mile gap from Pinole Shores to Railroad Avenue in Pinole; and (5) the 1.8 mile gap from Railroad Avenue to Parker Avenue in Hercules.	\$5,490		\$1,510
<b>San Pablo Dam Road Improvements in Downtown El Sobrante</b> – Traffic calming, additional signals, pedestrian improvements, turn lanes, etc. that are identified in the Downtown El Sobrante Transportation and Land Use Plan (and subsequent documents).	\$6,900		\$1,900
<b>San Pablo Avenue Corridor Improvements</b> – Infrastructure improvements on San Pablo Avenue through West Contra Costa County within a half-mile walking distance of San Pablo Avenue in either direction and/or San Pablo Avenue SMART Corridor improvements.	\$6,000		\$1,650
<b>North Richmond Road Connection Project</b> – Extend Seventh Street northward to connect to an eastward extension of Pittsburg Avenue in North Richmond.	\$7,950		\$4,000
<b>Hercules Transit Center</b> – Relocate and expand the Hercules Transit Center on the east side of Highway 4.	\$6,000		\$1,650
<b>Del Norte Area Transit Oriented Development Project Public Improvements</b> – Parking facilities; bicycle, pedestrian, and/or bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, street crossings, or signals; and/or Ohlone Greenway improvements.	\$25,000		\$6,875
<b>TOTAL</b>	<b>\$370,840</b>	<b>\$97,500</b>	<b>\$98,100</b>

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**Project Name:**

North Richmond Truck Route Project

**Date:**

October 13, 2011

**Project Number(s):**

0956 (North Richmond Truck Route)

**Project Sponsor:**

Contra Costa County Redevelopment Agency

**Project Scope:**

The North Richmond Truck Route will extend from Market Avenue to Parr Boulevard. The extension will facilitate truck and vehicle traffic passing through North Richmond from the Richmond Parkway.

**Project Type:**

Transit  
 Highway

Local Street  
 Major Arterial

Bike/Ped  
 Other (freight)

**Need/Purpose:**

To improve safety, capacity and circulation of the roadways.

**Current Status:**

This is a proposed project. County Redevelopment Agency is conducting a community planning process to reach consensus on alignment. The current alignment being considered extends northward from 7<sup>th</sup> Street. Planning process was completed in February 2007. Planning process is financed through a Caltrans Environmental Justice planning grant. North Richmond is also currently undergoing a separate specific plan process.

**Issues:**

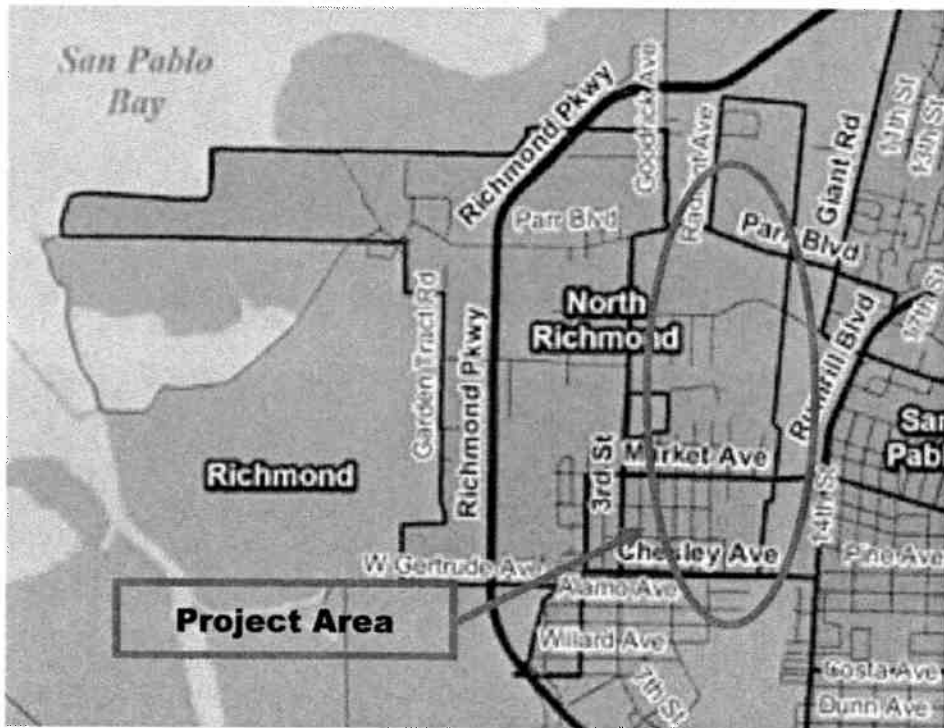
None at this time.

**Possible Segmentation:**

N/A

**Project Support/Opposition:**

The North Richmond community asked for this project to reduce or eliminate the large number of big rig trucks passing through the residential area and Verde Elementary School. The concept of creating a truck bypass in and around these areas was initially developed by County staff and the North Richmond Municipal Advisory Council in 1999-2000. Since then the County had been seeking funding for planning and project development work. The Caltrans Environmental Justice Planning Grant, announced in 2005, has enabled the County to begin work on the project. The cities of Richmond and San Pablo have supported the County's efforts because it helps create a truck route that could benefit those cities as well. West County generally suffers from big rig truck traffic that conflicts with residential uses and sensitive receptors.



**Project Location Map**

**Project Schedule:**

<u>Project Phase:</u>	<u>Begin (Mo./Yr.)</u>	<u>Complete (Mo./Yr.)</u>
Preliminary Studies/Planning		3/2015
Environmental Clearance	3/2017	3/2019
Design	3/2015	3/2020
Right of Way	3/2019	3/2020
Construction	3/2020	9/2021

**Cost Estimates and Funding:**

Cost Estimate (Current Dollars)*		Funding Commitments and Sources	
Preliminary Studies/Planning	\$ 400,000	STMP	\$
Environmental Clearance	\$ 600,000		\$
Design	\$ 1,600,000		\$
Right of Way	\$10,000,000		\$
Construction	\$15,000,000		\$
	\$	Funding not yet secured	\$
<b>TOTAL</b>	<b>\$ 27,600,000</b>	<b>TOTAL</b>	<b>\$</b>

- If cost estimate is not in current dollars, specify date of estimate \_\_\_\_\_.

**Cash flow (please provide cash flow needs for ONLY STMP funds):**

<b>“STMP” Cash Flow Needs (x \$1000)</b>									
Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-15	FY15-20	FY20-25	FY25-30	TOTAL
Preliminary Studies/Planning						400			
Environmental Clearance						600			
Design						1600			
Right of Way						10,000			
Construction							15,000		
<b>TOTAL</b>						12,600	15,000		

**Project Name:**

Hercules Intermodal Transit Center (ITC)

**Date:**

October 19, 2011

**Project Number(s):**

**Project Sponsor:**

City of Hercules

**Project Scope:**

**The Hercules ITC project will include the following:**

1. A 13,500 square foot station structure including three towers – one on the land side for access to the plaza, one on the center-boarding platform to access the trains, and one on the water-side for access to the ferry pier and dock. The station will be anchored by a café building and over 1,400 residential units, retail, and commercial office space in the surrounding transit oriented development. The City of Hercules offices may occupy a civic building directly across from the station, thereby allowing the public officials and employees to utilize the transit facilities, Bay Trail, parks, and services.
2. A temporary surface parking lot approximately one block from the station will be constructed that will include disabled parking spaces, electric vehicle hook-ups, and "Flex Car" parking. In the future, an adjacent multi-story parking garage will meet full build out parking demand and will be "wrapped" with retail and residential uses. The Hercules ITC parking needs will be accommodated in the surface and structured parking to eliminate impacts on the surrounding residential developments.
3. An 800-foot center boarding platform will be constructed once the UPRR tracks are separated to accommodate the 35-foot platform width. A curve in the tracks will be slightly straightened to increase train speeds. As noted above, a third track will be constructed adjacent to the existing tracks, which is a benefit to the both passenger and freight trains.
4. Pedestrian and bicycle access as well as a bicycle "garage" for bike parking will be constructed.
5. All areas of the Hercules ITC including the plaza entrance to the station, passenger waiting areas, and restroom facilities will be completely ADA accessible.
6. Public parks, pocket parks, and a 10-acre passive park on Hercules Point (adjacent to the station) will be constructed.
7. Refugio Creek will be widened approximately 200 feet, and three new bridges will be constructed at Bayfront Boulevard, Transit Loop, and the UPRR. This widening and restoration will align with the upstream improvements already constructed as part of the adjacent housing development. All necessary creek mitigation will be accomplished within the existing Refugio Creek watershed in the vicinity of the Hercules ITC.
8. Extension of John Muir Parkway and construction of Bayfront Bridge, which will provide a direct access route to the ITC from Interstate 80 and Highway 4. This is a critical link for the region and will relieve congestion on our highways. This route will also create connectivity from the North Shore Business Park and will enable workers and residents to walk to work, access commercial uses and public transportation.

**Project Type:**

Transit  
 Highway

Local Street  
 Major Arterial

Bike/Ped  
 Other

**Need/Purpose:**

The Hercules Intermodal Transit Center project is an important regional, if not statewide demonstration project. When fully developed, the ITC along with the Hercules Bayfront Transit Oriented Development in California. The Station is a Smart Growth project that provides transit in walking distance to both Jobs and housing. Additionally, the ITC will provide not only access to Capitol Corridor service immediately, but also future connections to Water Transit ferry service, In addition to rail and ferry transit opportunities. The station will provide local and express bus services with WestCAT at the waterfront location.

**Current Status:**

- 1.Environmental:** The ITC Final EIR was certified on August 9, 2011.
- 2. Funding:** An updated source and application of funding analysis has been prepared showing full funding for Phase I.
- 3. Negotiations with Hercules Bayfront on Development Agreement:** Negotiations with the private developer continue and a tentative agreement with Bayfront on land acquisition terms and an amended development agreement are nearly complete.

**Issues:**

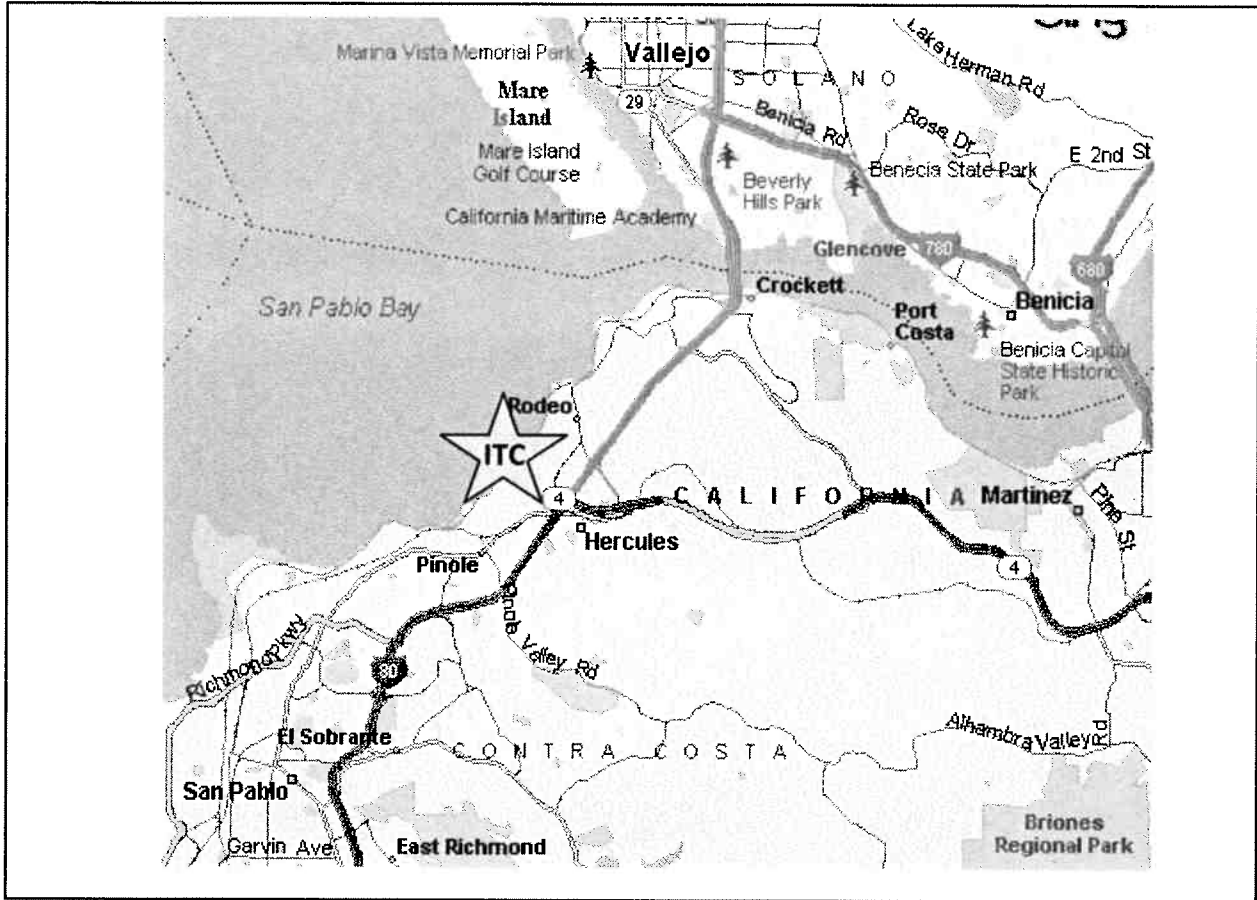
**Possible Segmentation:**

**Project Support/Opposition:**

The partnership extends past funding. The City of Hercules is working with more than eight agencies and over six permitting agencies to complete the project. The City has also worked very diligently – starting from the Charette process in 2000 in which several hundred residents provided input into the City's future vision – to include the public in the project.

In summer 2009, over six public meetings were held to receive public input on various components of the project including the design of the station building, the creek restoration plans, and integration of the history of the City into a public art and interpretive program for the Hercules ITC and surrounding area. The Hercules Historical Society is an active partner in planning and integrating the rich history of the City of Hercules into the Hercules ITC and Hercules Bayfront development.

Hercules ITC partners include: Metropolitan Transportation Commission; California Department of Transportation; Contra Costa Transportation Authority; East Bay Regional Park District; Western Contra Costa Transit Authority; West Contra Costa Transportation Advisory Committee; Capitol Corridor Joint Powers Authority; Union Pacific Railroad; Contra Costa County; Federal Transit Administration; Amtrak.



**Project Location Map**

**Project Schedule:**

<u>Project Phase:</u>	<u>Begin (Mo./Yr.)</u>	<u>Complete (Mo./Yr.)</u>
Preliminary Studies/Planning		complete
Environmental Clearance		2/12
Design		4/12
Right of Way		3/12
Construction		7/12

**Cost Estimates and Funding:**

Cost Estimate (Current Dollars)*		Funding Commitments and Sources	
Preliminary Studies/Planning	<i>complete</i>	STMP	\$6,200,000
Environmental Clearance	\$1,000,000	STIP-RIP	\$8,000,000
Design	\$1,500,000	STIP-TE	\$1,959,000
Right of Way	\$3,000,000	2012 STIP	\$5,100,000
Construction	\$57,000,000	Measure J	\$4,541,000
		Measure WW	\$900,000
		TCRP	\$700,000
		HPP	\$800,000
		TIGER II	\$2,265,000
		Other local	\$5,500,000
		Funding not yet secured	\$ 26,535,000
<b>TOTAL</b>	<b>\$ 62,500,000</b>	<b>TOTAL</b>	<b>\$ 62,500,000</b>

- If cost estimate is not in current dollars, specify date of estimate \_\_\_\_\_.

**Cash flow (please provide cash flow needs for ONLY STMP funds):**

<b>“STMP” Cash Flow Needs (x \$1000)</b>									
Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-15	FY15-20	FY20-25	FY25-30	TOTAL
Design					1500				
Right of Way					3000				
Construction					51000	7000			
<b>TOTAL</b>					55500	7000			

**Project Name:**

**Richmond Intermodal Station**

**Date:**

**10/29/11 update**

**Project Number(s):**

**Measure C # 2302 (parking structure), CTP #1114, 0523a, 1127 & 0369, & many project elements could also qualify as Measure J # 1002 (BART access)**

**Project Sponsor:**

**Richmond Community Redevelopment Agency**

**Project Scope:**

**From 2006 STMP Appendix A: "Public Improvements including, but not limited to: the parking garage, station building, transit center, east side improvements, lighting and real-time transit information."**

This project includes all of the public improvements associated with the Richmond Transit Village. Generally, Phase I includes work west of the station, while Phase II includes work east of the station. The following brief descriptions are provided for the public improvements specifically enumerated in the 2006 STMP project description:

*-Parking Garage*

Design and construction of a six-level parking structure with ground floor commercial space. The structure is intended to replace all existing surface parking at the station as well as add approximately 120 parking spaces, for a total of approximately 760 spaces. The parking structure is to be built to BART Facility Standards. This project component includes streetscape improvements along the parking structure's interface with 15<sup>th</sup> Street, Macdonald Avenue and 16<sup>th</sup> Street.

*-Station Building/Transit Center*

Design and construction of a 2,800 square foot transit station building east of the existing BART station. This structure is intended to house transit supportive functions. This project element also includes the design and construction of a pedestrian plaza, stairway and BART-specification elevator improve access to the station.

*-East Side Improvements*

Design and construction of access improvements to encourage bicycle and pedestrian activity east of the station to the Richmond Civic Center (27<sup>th</sup> Street). This project element has been split into two segments: Nevin Improvements BART to 19<sup>th</sup>, and Nevin Improvements 19<sup>th</sup> to 27<sup>th</sup>.

The BART to 19<sup>th</sup> segment will remove the existing non-accessible sloped walkway into the BART station, replace it with an at-grade extension of Nevin Avenue from 19<sup>th</sup> Street to a kiss

and the car-de-bus near the station entrance, install a stair way and elevator to the station similar to that completed on the west side, and include a canopy for weather protection over the station access. The street will be designed for pedestrian and bicycle access, and will facilitate the development of the proposed transit oriented housing east of the station.

The 19<sup>th</sup> to 27<sup>th</sup> segment is a pedestrian and bicycle –focused streetscape project that will totally reconstruct Nevin Avenue and include wider sidewalks with bulb-out extensions at intersections, enhanced crosswalks, new lighting and landscaping, stormwater treatment features, “super sharrow” (bicycle boulevard) pavement markings, a traffic circle and public art elements.

*-Lighting*

The project includes the design and construction of new and enhanced lighting around the station area, including the bus circulation and waiting areas, as well as adjacent streets.

*-Real-time Transit Information*

This component of the project includes the installation of new transit wayfinding signage and real-time transit information displays in and around the station area.

Additional project components not specifically enumerated in the description but integral to the overall project (i.e. “included, but not limited to...”) include the following.

*West Side Improvements*

This component includes the design and construction of pedestrian and bicycle amenities west of the station, extending to Kaiser Hospital (Harbour Way). This includes two pedestrian plazas (one from the easterly terminus of Nevin Avenue to the above mentioned transit center plaza, and another from Marina Way to 13<sup>th</sup> Street), sidewalk enhancements along Nevin Avenue, bicycle lanes along Nevin Avenue, Marina Way and Barrett Avenue, new curb ramps, landscaping and lighting improvements.

*Amtrak Center Boarding Platform*

This element of the project includes the design and construction of a center boarding platform to eliminate the need for Amtrak patrons to cross active rail lines in order to board trains.

**Project Type:**

**Transit**  
 **Highway**

**Local Street**  
 **Major Arterial**

**Bike/Ped**  
 **Other**

**Need/Purpose:**

This Project is the cornerstone of the strategy for the redevelopment of Downtown Richmond. In 2001, the City Center Specific Plan identified the Project area as an opportunity for a mixed use center which includes residential use at a high urban density. This wide recognition of the degree of underutilization of the property around this transit hub, where interregional, regional and local transit services are offered by Amtrak, BART, AC Transit, Golden Gate Transit and private shuttle operators, led to the Agency’s effort to develop the Richmond Transit Village.

The Richmond Transit Village is principally implemented through a three-party Disposition and Development Agreement (DDA) executed in 2001 among the Richmond Community Redevelopment Agency, BART and the Olson Company. The DDA guides the development of BART and Agency-owned properties adjacent to the Richmond Intermodal Transit Station to culminate in 232 units of transit oriented housing and 16,500 square feet of commercial space, with enhanced pedestrian and bicycle connectivity to transit services and adjacent neighborhoods and destinations. All of the public improvements that comprise this Project are directly associated with the development of the transit village to ensure that, when complete, the community is pedestrian and bicycle friendly and transit supportive.

**Current Status:**

**The current status of each Project component identified above is described below:**

*Amtrak Center Boarding Platform*  
Completed

*-Station Building/Transit Center*  
Completed

*West Side Improvements*  
Completed

*-Parking Garage*  
Currently under construction, with completion estimated in August 2012

*-East Side Improvements*

BART to 19<sup>th</sup> segment

Currently at 30% design. A firm has been selected to complete the design to 100% and a design contract will be awarded pending identification of funding.

19<sup>th</sup> to 27<sup>th</sup> segment

Currently at 90% design. Construction estimated for summer 2012 pending identification of additional construction funding.

*-Lighting*

50% complete, with 50% currently in design, encompassed by the project components described above

*-Real-time Transit Information*

Currently in design, implemented by BART

7-13

**Issues:**

The estimates of Project costs depicted in the 2006 STMP are out of date and significantly lower than actual expenses. The Agency, in recognition of the increasing Project costs, and the significant shortfalls in the STMP aggressively and successfully pursued other funding sources for the Project components. As a result of the Agency's efforts, the parking structure, station building/transit center funding plans were all completed without the use of any STMP funds.

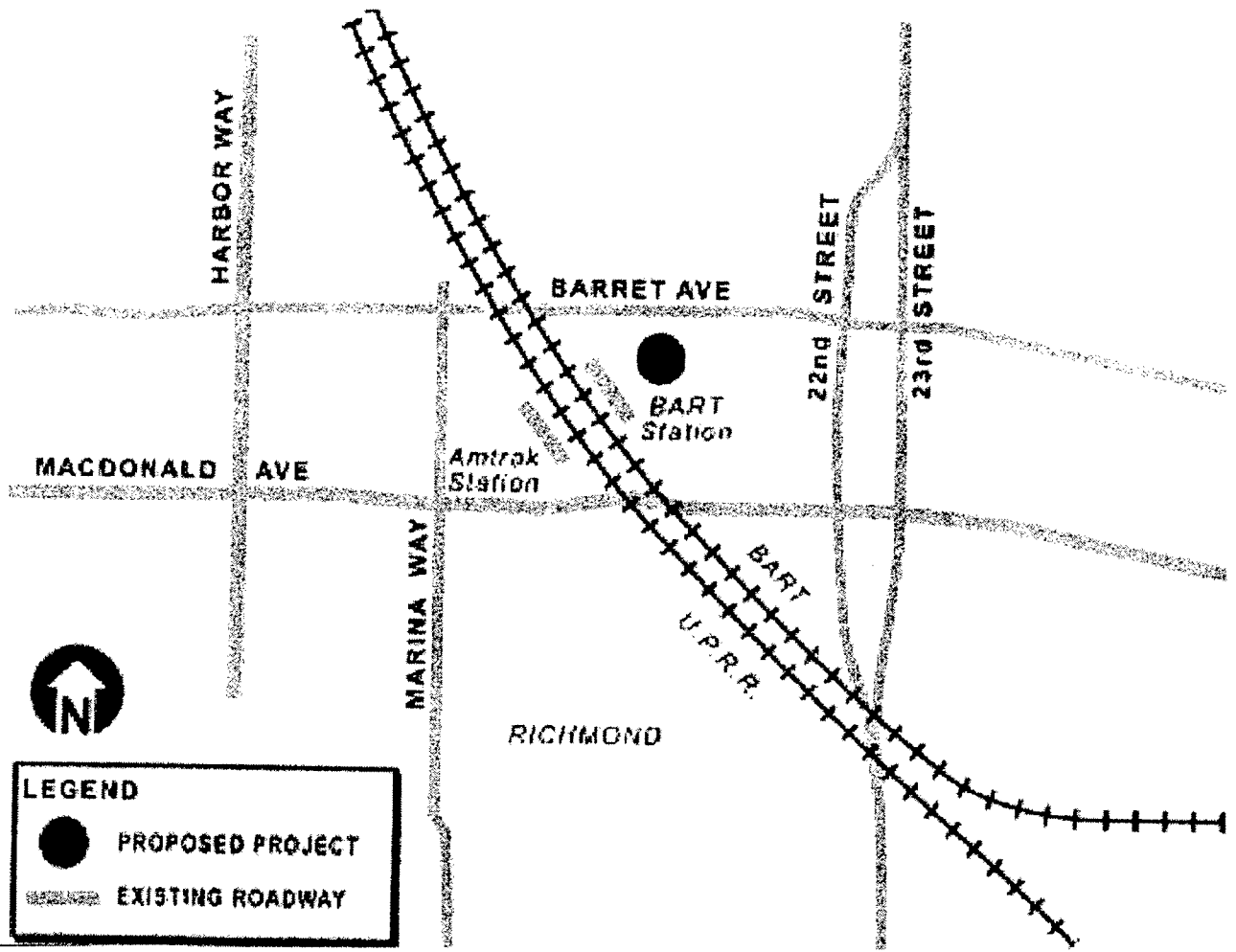
For the east side improvements component, a significant funding gap remains, despite the Agency's efforts to secure additional funding to backfill the STMP.

**Possible Segmentation:**

The Agency has already segmented the Project to the extent possible, in order to tailor Project components to available funds.

**Project Support/Opposition:**

The Project has extraordinarily strong and long standing support among community members and other stakeholders. The Richmond Transit Village is the result of many public meetings (far too numerous to list) held over the course of three years, particularly during the adoption of amendments to the City Center Specific Plan to accommodate the Project. These included numerous community meetings with the Iron Triangle Neighborhood Council, workshops held "on-site" at the Social Security Regional Payments Center; and Design Review Board, Planning Commission, Redevelopment Agency Board and City Council public hearings.



Project Location Map

7-15

**Project Schedule:**

Because the Project has been segmented, various dates apply to the different segments. This table only addresses the “east side improvements” project components

Project Phase:	Begin (Mo./Yr.)		Complete (Mo./Yr.)	
	BART-19 <sup>th</sup>	19 <sup>th</sup> -27 <sup>th</sup>	BART-19 <sup>th</sup>	19 <sup>th</sup> -27 <sup>th</sup>
Preliminary Studies/Planning	6/98	4/09	1/12	5/10
Environmental Clearance	10/02	6/10	12/11	10/12
Design	11/12	6/09	4/12	12/12
Right of Way	N/A	N/A	N/A	N/A
Construction	8/12	5/12	4/13	11/12

**Cost Estimates and Funding:**

This table includes all Project components

Cost Estimate (Current Dollars)*		Funding Commitments and Sources	
Preliminary Studies/Planning	\$30,000	STMP	???
Environmental Clearance	\$125,000	STIP (IIP and RIP)	\$10,100,000
Design	\$4,475,000	Measure C	\$6,165,000
Right of Way	\$0	FTA (multiple)	\$8,490,000
Construction	\$52,800,000	TCRP	\$5,000,000
		TLC (multiple)	\$5,320,000
		SR2T	\$750,000
		TFCA	\$600,000
		RCRA (local funds)	\$15,600,000
	\$	Funding not yet secured	\$5,405,000
<b>TOTAL</b>	<b>\$ 57,430,000</b>	<b>TOTAL</b>	<b>\$</b>

- If cost estimate is not in current dollars, specify date of estimate \_\_\_\_\_.

**Cash flow (please provide cash flow needs for ONLY STMP funds):**

7-16

**“STMP” Cash Flow Needs (x \$1000)**

<b>Fiscal Year</b>	<b>FY06-07</b>	<b>FY07-08</b>	<b>FY08-09</b>	<b>FY09-10</b>	<b>FY10-15</b>	<b>FY15-20</b>	<b>FY20-25</b>	<b>FY25-30</b>	<b>TOTAL</b>
Preliminary Studies/Planning									
Environmental Clearance									
Design					527				
Right of Way									
Construction					4878				
<b>TOTAL</b>									

**Project Name:**

**Ferry Service to San Francisco from Richmond and/or Hercules/Rodeo\***

This factsheet is submitted for Richmond only

**Date:**

**10/29/11 update**

**Project Number(s):**

**Measure J # 9003 (grade separation, landside improvement), Measure J Program 22**

**Project Sponsor:**

**WETA/Richmond Community Redevelopment Agency**

**Project Scope:**

**From 2006 STMP Appendix A: "New ferry service utilizing high-speed vessels and funds for capital improvements such as terminals, landside improvements, parking, lighting, transit feeder service, signage, etc.."**

This Project includes a ferry terminal, vessels, associated bay trail improvements, parking improvements, and other landside access improvements.

For the Richmond terminal, one of the most significant landside improvements is the Officer Bradley A. Moody Memorial Underpass on Marina Bay Parkway. Measure J included funds for the upgrade of the Richmond Parkway to Caltrans standards, but provided that the City could elect to use these funds for ferry landside improvements. Since the upgrade of the parkway was found to be infeasible, the City exercised this choice and programmed Measure J proceeds to assist with the underpass project in recognition of the severe transit access impacts created by the existing grade crossings in the Marina Bay area. The underpass funding plan has been completed without STMP funds.

**Project Type:**

**Transit**  
 **Highway**

**Local Street**  
 **Major Arterial**

**Bike/Ped**  
 **Other**

**Need/Purpose:**

The proposed Richmond/San Francisco ferry route is one of a number of ferry service options discussed in the San Francisco Bay Water Emergency Transportation Authority (WETA)'s Implementation and Operations Plan (IOP), titled *A Strategy to Improve Public Transit with an Environmentally Friendly Ferry System*. The IOP was adopted by the State of California in October 2003, recognizing political and public support for expanded ferry services and a growing need for new Bay Area transportation options. The IOP demonstrates how Bay Area ferry service could be safely expanded to add more trips on existing routes and bring service to new destinations, including the City of Richmond and the East Bay. The IOP also demonstrates how ferries would strengthen the Bay Area's disaster preparedness and how they would aid the

region in the event of an emergency. This service provides significant traffic congestion relief benefits, supports growing population and employment in Richmond, and enhances the region's disaster response capabilities.

**Current Status:**

**The current status of each Project component identified above is described below:**

*Terminal and Service*

WETA is currently conducting an environmental review for the terminal construction and operation of the Richmond-San Francisco service. A design team has been retained by WETA to develop concept terminal designs, site plans, and support the environmental review effort.

*Landside Improvements*

Meanwhile, the Agency has been implementing a significant landside improvement, the Officer Bradley A. Moody Memorial Underpass, such that construction drawings are complete and the project is ready to bid pending the allocation of programmed Trade Corridor Improvement Fund dollars.

**Issues:**

WETA is working in partnership with Richmond to secure construction and operating funds for this terminal.

**Possible Segmentation:**

The Agency has already segmented the Project to the extent possible, in order to tailor Project components to available funds.

**Project Support/Opposition:**

The Project has extraordinarily strong support among community members and other stakeholders.



**Project Schedule:**

<u>Project Phase:</u>	<u>Begin (Mo./Yr.)</u>		<u>Complete (Mo./Yr.)</u>	
Preliminary Studies/Planning	6/09		12/11	
Environmental Clearance	6/09		6/12	
Design	4/11		10/12	
Right of Way	N/A	N/A	N/A	N/A
Construction	4/13		8/14	

The above schedule represents a “best case scenario” and requires additional operations and construction funding than has been identified at this time. This schedule is subject to change as WETA is the lead implementing agency of this project.

**Cost Estimates and Funding:**

<b>Cost Estimate (Current Dollars)*</b>		<b>Funding Commitments and Sources</b>	
Preliminary Studies/Planning	\$100,000	STMP	\$12,650,000
Environmental Clearance	\$250,000	Measure J	\$11,800,000
Design	\$5,000,000	TCIF	\$18,975,000
Right of Way	N/A	UPRR match	\$1,900,000
Construction	\$59,300,000	Developer fees	\$3,500,000
		RCRA local funding	\$1,775,000
		Contact WETA for other funding sources	
	\$	Unmet need	\$14,050,000
<b>TOTAL</b>	<b>\$64,650,000</b>	<b>TOTAL</b>	<b>\$ \$64,650,000</b>

- If cost estimate is not in current dollars, specify date of estimate \_\_\_\_\_.

**Cash flow (please provide cash flow needs for ONLY STMP funds):**

**“STMP” Cash Flow Needs (x \$1000)**

**WCCTAC  
STMP**

**Project Fact Sheet**

<b>Fiscal Year</b>	<b>FY06-07</b>	<b>FY07-08</b>	<b>FY08-09</b>	<b>FY09-10</b>	<b>FY10-15</b>	<b>FY15-20</b>	<b>FY20-25</b>	<b>FY25-30</b>	<b>TOTAL</b>
Preliminary Studies/Planning									
Environmental Clearance									
Design									
Right of Way									
Construction						12,650			
<b>TOTAL</b>									

## Planning Committee **STAFF REPORT**

Meeting Date: November 2, 2011

<b>Subject</b>	<b>Cycle 3 Lifeline Transportation Program</b>
<b>Summary of Issues</b>	The Metropolitan Transportation Commission (MTC) has released draft guidelines for the Cycle 3 Lifeline Transportation Program (LTP). The LTP provides funding to transportation projects that serve MTC - Defined Communities of Concern <sup>1</sup> . Funding sources proposed for Cycle 3 are discretionary funds from MTC and include Job Access Reverse Commute (JARC), State Transit Assistance (STA), Proposition 1B transit capital and Surface Transportation Program (STP) funds.
<b>Recommendations</b>	That the Planning Committee receives this information.
<b>Financial Implications</b>	CCTA only administers this program. All funding is provided directly between MTC and project sponsors. Staff costs to administer the program are recovered through planning funds received by MTC.
<b>Options</b>	1. N/A
<b>Attachments</b>	A. Draft Third Cycle Lifeline Transportation Program Guidelines & Funding FY 2011 through FY 2013
<b>Changes from Committee</b>	

### Background

MTC has issued a draft of its Program Guidelines and Funding for the third cycle of the LTP covering fiscal years 2011 through 2013. The LTP is a \$5.5 million grant program intended to address gaps and/or barriers in transportation for low-income communities, and to improve the range of travel choices available to the people of those communities. Projects should be developed through a collaborative and open planning process, and must be drawn from available Community-Based Transportation Plans (CBTPs), countywide or regional Welfare-to-Work Transportation Plans (WWTPs), or otherwise documented assessment of needs within

<sup>1</sup> 30% or more of the population in a Transportation Analysis Zone (TAZ) is below twice the poverty level and 70% or more are people of color.

communities of concern. The LTP is administered by the County Congestion Management Agencies (CMAs) in each of the nine Bay Area Counties.

MTC has proposed three substantial changes to the cycle 3 program from the cycle 2 program. First, multi-county projects would be handled by MTC as opposed to the CMAs. Projects would be funded from a maximum of 15 percent of the participating county's fund share. Second, Proposition 1B Public Transit Modernization, Improvement and Service Enhancement Account (PTMISEA) funds would be applied for by the bus operators directly to MTC. Target funding would be provided to each operator by formula. Third, STP funds would be added to the LTP program in 2013.

An additional change would revise the criteria used to establish Communities of Concern. The new criteria, being considered for use in MTC's equity analysis, would reduce the current number of Communities of Concern in the Bay Area. It is not likely that MTC will apply these new criteria to this cycle of Lifeline funding.

Proposed funding for cycle 3 to be administered by the Authority is:

		FY 2011		FY2012		FY 2013			Total
		STA	JARC	STA	JARC	STA	JARC	STP	
Contra Costa	13.4%	(1)	\$387,331	\$1,597,687	\$387,331	\$1,596,001	\$387,331	\$1,203,291	\$5,527,972
(1) FY 2011 STA funds were programmed in Cycle 2									

The current schedule for Cycle 3 would have MTC releasing a Call for Projects November 17, 2011. CMAs would need to submit a program of projects to MTC by April 11, 2012. The short time schedule is based on the proposition 1B deadline. Staff has suggested that because the proposition 1B funding will be handled directly between MTC and the transit operators the schedule should be relaxed to allow for more time to outreach to the various communities of concern to identify projects eligible to receive the funding and put together sponsorship opportunities. MTC is considering these changes.

In previous LTP cycles project selection was conducted by a Lifeline Transportation Review Committee, which reviewed project applications and forwarded its recommendations to the PC for review and discussion.

The make-up of the review committee for the previous two cycles was:

- CCTA staff person (1)
- County Board of Supervisors staff appointee (1)
- TCC appointee (1)
- Bus Transit Coordinating Committee appointee (1)

- Transportation Alliance appointee (1)
- One member each from a Community Based Organization (CBO) that played a significant role in the CBTP for each designated Community of Concern (4)<sup>2</sup>
- A representative from the County Employment and Human Services Department (1) and
- Contra Costa’s representative on MTC’s Minority Citizens Advisory Committee (MCAC) (1). [The MCAC no longer exists do the representation would come from the County representative on MTC’s Policy Advisory Committee]

MTC’s draft guidelines list the following as regional application evaluation criteria:

- (1) project need/stated goals and objectives,
- (2) community-based transportation plan (CBTP) or other substantive local planning effort priority,
- (3) implementation plan,
- (4) project budget/sustainability,
- (5) coordination and program outreach, and
- (6) cost-effectiveness and performance indicators.

Lifeline Program Administrators may establish additional criteria and the weight to be assigned for each criterion in the assessment process. Any additional criteria must be approved by MTC.

In cycle 2 CCTA used the following criteria and weights for ranking projects:

Ranking Criteria	2 <sup>nd</sup> Cycle Weight
Project Need/Stated Goals and Objectives	20%
Implementation	
• For applicants seeking funding for operations - OR - For applicants seeking funding for programs and capital projects	10%
• Demand	15%
Total Implementation	25%
Project Budget/Sustainability	10%
Coordination and Program Outreach	15%
Program and Cost-effectiveness	10%
Leverage Outside Funds	5%
Project Readiness	10%
Community-Based Transportation Plan (CBTP) Priority	5%

<sup>2</sup> Designated Communities of Concern with active CBTP’s include the Richmond Area, Antioch-Pittsburg-Baypoint, the Monument Corridor and Martinez.

**Next Steps**

At its December meeting Staff will request to release a call for projects and application for the Cycle 3 LTP funding.

## ATTACHMENT A

### **Third Cycle Lifeline Transportation Program Guidelines and Funding FY 2011 through FY 2013**

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting projects for the Lifeline Program. This requires a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include, but are not limited to highlighting the program and project solicitation on the CMA website, sending targeted postcards and e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes), and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

**Fund Availability:** Fund sources for the Third Cycle Lifeline Program (FY 2011 - FY 2013) include State Transit Assistance (STA), Proposition 1B - Transit funds, Job Access and Reverse Commute (JARC), and Surface Transportation Program (STP), as shown in Table A. Funding for STA, JARC<sup>1</sup>, and STP will be assigned to counties by each fund source, based on the county's share of poverty population consistent with the estimated distribution outlined in Table B. Note that the county shares were updated using 2010 census data which resulted in some shifts compared to previous Lifeline cycles. Lifeline Program Administrators will assign funds to eligible projects in their counties based on a competitive process to be conducted by the Lifeline Program Administrators in each county. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is outlined in Table C. All funded projects must meet the eligibility requirements of the respective funding source.

**Multi-Year Programming:** The Third Cycle Lifeline Transportation Program will cover a three-year programming cycle, FY2010-11 to FY2012-2013.

<sup>1</sup> Consistent with federal JARC guidance, MTC may set aside up to five percent of the region's FY11, FY12 and FY13 apportionments to fund administration, planning and technical assistance.

Competitive Process: Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate a portion of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable governing board of the CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Program and goals, and is eligible for this fund source. Transit operators who wish to use Proposition 1B Transit funds for multi-county projects should contact MTC for concurrence. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements. For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements. Project sponsors who wish to apply for a multi-county project will apply directly to MTC. A copy of the application for is available at <http://www.mtc.ca.gov/planning/lifeline/>.

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement:

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use certain federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program, and is included in the net project costs in the project budget.

For JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Eligible Projects: Per the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs must be “derived from a locally developed, coordinated public transit-human services transportation plan”, and the plan must be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identified the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children’s transportation programs, taxi voucher programs, improved access to autos, etc. See Appendix 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements, etc.; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.

Eligible planning projects, consistent with requirements of funding sources, include (but are not limited to) planning assistance for updating Community-Based Transportation Plans (CBTP), consolidated transportation services planning, and bicycle and pedestrian planning projects.

CBTP updates are eligible for STP funding provided the following conditions are met:

1) A county has identified a lead agency to update the status of existing plans, needs, and projects, and to track implementation of projects over time; 2) A county-led process involving multiple stakeholders has established a way to set priorities for plan updates within the county (e.g., oldest first, largest populations, highest percentage of implemented projects); 3) Communities getting plan updates must be identified as Communities of Concern (CoCs) as part of the Plan Bay Area process to have priority, but countywide updates will be considered in counties with either no CoCs or with more than two-thirds of the county low-income population

residing outside designated CoCs. Counties may decide whether and/or how to prioritize CBTPs over other eligible uses such as bicycle and pedestrian projects. [At the October 14<sup>th</sup> Planning Committee meeting, there will be a discussion of an alternative four-factor approach to defining Communities of Concern. Based on the results of that discussion, there may be revisions to the CBTP priority process.] See Appendix 1 for additional details about eligibility by funding source.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Multi-county projects may also be funded and are encouraged. In recognition of proposed multi-county projects, MTC reserves the right to set aside a portion of funds per county (anticipated to be less than 15%) in order to fund such projects. Project sponsors who wish to apply for a multi-county project should apply directly to MTC. The application form will be available at <http://www.mtc.ca.gov/planning/lifeline/>. Applicants must submit eight (8) copies and an electronic copy on CD or USB flash drive of their application, by 4:00 PM on Wednesday, February 29, 2012 to:

Kristen Mazur  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

MTC will screen multi-county applications and coordinate scoring activities with Lifeline Program Administrators.

**Project Selection/Draft Program of Projects:** MTC is the designated recipient for the Bay Area's large Urbanized Area (UA) funding apportionment of JARC funds. Caltrans is the designated recipient for California's small and non-UA funding apportionment of JARC funds. As the designated recipient, MTC is responsible for ensuring a competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a county-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans.

For the MTC process, standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/stated goals and objectives, (2) community-based transportation plan (CBTP) or other substantive local planning effort priority, (3) implementation plan, (4) project budget/sustainability, (5) coordination and program outreach, and (6) cost-effectiveness and performance indicators.<sup>2</sup> Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

<sup>2</sup> For future cycles of the Lifeline Transportation Program, transit operations projects will need to be consistent with recommendations stemming from MTC's Transit Sustainability Project. See <http://www.mtc.ca.gov/planning/tsp/>

Each county will appoint a local review team of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council, and representatives of local stakeholders, such as, transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local review team. Each county will assign local priorities for project selection.

In funding projects, preference will be given to strategies emerging from local CBTP processes or other substantive local planning efforts. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Regional Lifeline funds should not supplant or replace existing sources of funds.

A full program of projects is due to MTC from each Lifeline Program Administrator on April 11, 2012. However, with state and federal funding uncertainties, sponsors with projects selected for FY2013 STA and FY2013 JARC funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to prioritize high scoring projects with FY2011 and FY2012 funds. MTC staff will work with Lifeline Program Administrators on this sequencing; more will be known about the FY2013 funds near the end of calendar year 2012.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a "use it or lose it" policy. Beginning this cycle, MTC is adding a project delivery requirement that project sponsors must expend the Lifeline Transportation funds within three years of the grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator, or for projects funded with Proposition 1B Transit funds, by the Board of the transit operator. The appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation deadlines and requirements.

Project Oversight: Lifeline Program Administrators are responsible for programmatic and fiscal oversight of Lifeline projects, and for ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance, and are responsible for approving reimbursement requests, budget changes, and scope of work changes, prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Any changes to JARC or STP funded projects must be reported to MTC and reconciled with FTA.

As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, workshops held, car loans provided, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. For planning projects, project sponsors are responsible for establishing a schedule of deliverables related to the project. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

Fund Administration:

*For projects receiving JARC Funds:* MTC will enter projects into the Transportation Improvement Program (TIP) for projects sponsored by non-Federal Transit Administration (FTA) grantees, e.g. nonprofits or other local government entities. MTC will enter projects into MTC’s FTA grant planned to be submitted in spring 2012. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and will enter projects into the TIP and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

*For projects receiving STA funds:* For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely seek to enter into a funding agreement directly with the project sponsor.

*For projects receiving Proposition 1B Transit Funds:* Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is June 1, 2012. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales.

*For projects receiving STP funds:* Once the FY13 funds are known to be reasonably available, MTC will enter projects into the Transportation Improvement Program (TIP) for non FTA grantees. MTC will request a transfer of funds from the Federal Highway Administration (FHWA) to FTA. Following the transfer, MTC will enter projects into MTC’s FTA grant planned to be submitted in spring 2013. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and once the FY13 funds are known to be reasonably available, will enter projects into the TIP, request FHWA transfers and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through

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grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

### Timeline Summary

<b>Action</b>	<b>Due Date</b>
MTC Issues Lifeline Call for Projects	November 17, 2011
Multi-county Project applications due to MTC	February 29, 2011
Board-approved programs due to MTC from CMAs	April 11, 2012
Prop 1B allocation requests due to MTC from project sponsors	April 11, 2012
MTC and transit operators submit TIP Amendments	March/April 2012 – Deadline TBD
Commission approval of Program of Projects	May 23, 2012
MTC submits FY11 Prop 1B requests to Caltrans	June 1, 2012
MTC submits FTA grant with FY11 and FY12 JARC projects	June/July 2012 (following TIP approval)
FY11 and FY12 JARC-funded projects: project sponsors begin to enter into funding agreements	September/October 2012 (following FTA grant approval)
MTC confirms availability of FY13 STA, STP and JARC funding; MTC and transit operators submit TIP Amendments for FY13 JARC and STP projects	Winter/Spring 2013
MTC and transit operators submit FTA grant with FY13 JARC and STP projects	Summer 2013 (following TIP approval)
FY13 JARC and STP project sponsors begin to enter into funding agreements	Summer/Fall 2013 (following FTA grant approval)

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**Table A – Lifeline Transportation Program  
Third Cycle Funding  
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual (Programmed in Cycle 2)	FY2012 Estimate	FY2013 Estimate	Total
STA <sup>1</sup>	\$ -	\$ 11,673,561	\$ 11,907,032	\$ 23,580,593
Prop 1B <sup>2</sup>	\$ 46,519,967	-	-	\$ 46,519,967
JARC <sup>3</sup>	\$ 2,562,648	\$ 2,562,648	\$ 2,562,648	\$ 7,687,944
STP <sup>4</sup>	\$ -	\$ -	\$ 8,971,587	\$ 8,971,587
<b>Total</b>	<b>\$ 49,082,615</b>	<b>\$ 14,236,209</b>	<b>\$ 23,441,267</b>	<b>\$ 86,760,091</b>

Notes:

- (1) FY2011 STA Funds were programmed in Cycle 2. The FY2011-12 STA Estimates reflect the \$413.2 million in the FY2011-12 State Budget. The FY2012-13 STA estimates assume 2% growth.
- (2) FY2011 Prop 1B appropriations represent three years of funding.
- (3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance.
- (4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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**Table B – Estimated Funding Target by Fund Source per County**

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013		Total	Potential 15% for Regional/ Multi-County
	STA <sup>1</sup>	JARC <sup>2</sup>	STA	JARC <sup>2</sup>	STA	JARC <sup>2</sup>		
Alameda	23.7%	685,806	2,772,194	685,806	2,827,638	685,806	2,130,539	1,468,168
Contra Costa	13.4%	387,331	1,565,687	387,331	1,597,001	387,331	1,203,291	829,196
Marin	2.6%	75,235	304,120	75,235	310,202	75,235	233,728	161,063
Napa	2.2%	-	256,062	-	261,183	-	196,794	107,106
San Francisco	13.1%	378,258	1,529,010	378,258	1,559,590	378,258	1,175,104	809,772
San Mateo	7.6%	218,838	884,598	218,838	902,290	218,838	679,848	468,487
Santa Clara	23.7%	561,175	2,768,861	561,175	2,824,238	561,175	2,127,977	1,410,690
Solano	5.8%	-	678,389	-	691,957	-	521,368	283,757
Sonoma	7.8%	127,873	914,640	127,873	932,933	127,873	702,937	440,119
MTC - Admin, Planning, Technical Assistance <sup>3</sup>		128,132	-	128,132	-	128,132	-	384,397
<b>Total</b>	<b>100.0%</b>	<b>2,562,648</b>	<b>11,673,561</b>	<b>2,562,648</b>	<b>11,907,032</b>	<b>2,562,648</b>	<b>8,971,587</b>	<b>5,978,359</b>

(1) FY2011 STA Funds were programmed in Cycle 2  
 (2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance  
 (3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants).

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**Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County**

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) <sup>2</sup>	Prop 1B <sup>1</sup>		Total
	FY2011	FY2012	
AC Transit	8,403,487	-	8,403,487
BART	8,173,010	-	8,173,010
County Connection (CCCTA)	484,534	-	484,534
Golden Gate Transit/Marin Transit	1,477,729	-	1,477,729
Wheels (LAVTA)	240,910	-	240,910
Muni (SFMTA)	11,723,430	-	11,723,430
SamTrans	2,272,697	-	2,272,697
Tri Delta Transit (ECCTA)	327,019	-	327,019
VINE (NCTPA)	597,647	-	597,647
VTA	9,186,049	-	9,186,049
WestCat (WCCTA)	147,335	-	147,335
Solano County Operators	1,547,328	-	1,547,328
Sonoma County Operators	1,938,791	-	1,938,791
<b>Total</b>	<b>46,519,967</b>	<b>-</b>	<b>46,519,967</b>

(1) FY2011 Prop 1B appropriations represent three years of funding.  
 (2) Only transit operators who have previously received Proposition 1B funds are included in the formula distribution

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**Appendix 1  
Lifeline Transportation Program Third Cycle Funding**

**Funding Source Information**

	<b>State Transit Assistance (STA)</b>	<b>Proposition 1B – Transit</b>	<b>Job Access and Reverse Commute (JARC)</b>	<b>Surface Transportation Program (STP)</b>
<b>Purpose of Fund Source</b>	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals	To fund any Federal highway, including projects on any public road, transit capital projects, and intracity/ intercity bus terminals and facilities.
<b>Detailed Guidelines</b>	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA2007Work.pdf</a>	<a href="http://www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF">www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF</a>	<a href="http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf">www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf</a>	<a href="http://www.fhwa.dot.gov/programadmin/13005.cfm">http://www.fhwa.dot.gov/programadmin/13005.cfm</a>
<b>Use of Funds</b>	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons	For public transportation purposes
<b>Eligible Recipients</b>	<ul style="list-style-type: none"> <li>▪ Transit operators</li> <li>▪ Cities and Counties if eligible to claim TDA</li> <li>▪ MTC for regional coordination</li> <li>▪ Other entities, under an agreement with an eligible recipient</li> </ul>	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> <li>▪ Operators of public transportation services, including private operators of public transportation services</li> <li>▪ Private non-profit organizations</li> <li>▪ State or local governmental authority</li> </ul>	<ul style="list-style-type: none"> <li>▪ Operators of public transportation services, including private operators of public transportation services</li> <li>▪ Private non-profit organizations</li> <li>▪ State or local governmental authority</li> </ul>
<b>Eligible Projects</b>	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> <li>▪ New, continued or expanded fixed-route service</li> <li>▪ Purchase of vehicles</li> <li>▪ Shuttle service if available for use by the general public</li> <li>▪ Purchase of technology (i.e. GPS, other ITS applications)</li> <li>▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc.</li> <li>▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.</li> </ul>	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> <li>▪ Rehab, safety, or modernization improvements</li> <li>▪ Capital service enhancements or expansions</li> <li>▪ New capital projects</li> <li>▪ Bus rapid transit improvements</li> <li>▪ Rolling stock procurement, rehab, or replacements</li> </ul> <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>Capital and Operating</u> projects including:</p> <ul style="list-style-type: none"> <li>▪ Services (e.g. late-night &amp; weekend, shuttles)</li> <li>▪ Ridesharing and carpooling</li> <li>▪ Transit-related aspects of bicycling</li> <li>▪ Local car loan programs</li> <li>▪ Marketing</li> <li>▪ Certain pedestrian and bicycle projects</li> <li>▪ Administration and expenses for voucher programs</li> <li>▪ ITS, AVL, etc. for improving scheduling and dispatch</li> <li>▪ Mobility management</li> </ul> <p>Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.</p>	<p><u>Capital and Planning</u> projects including:</p> <ul style="list-style-type: none"> <li>▪ Public transit capital improvement projects</li> <li>▪ Rehab, safety, or modernization improvements</li> <li>▪ Pedestrian and bicycle facilities</li> <li>▪ Transportation planning activities</li> <li>▪ Community-Based Transportation Plan updates</li> <li>▪ Consolidated transportation services planning</li> </ul>

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	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
<b>Lifeline Program Local Match</b>	20%	20%	<ul style="list-style-type: none"> <li>50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA)</li> <li>50% for auto projects</li> <li>20% for capital projects</li> </ul>	20%
<b>Estimated timing for availability of funds to project sponsor</b>	<ul style="list-style-type: none"> <li>Transit operators and eligible cities and counties can initiate claims for FY12 and FY13 funds immediately following MTC approval of program of projects for current fiscal year funds.</li> <li>For "other entities", the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</li> </ul>	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans by April 11, 2012. Disbursement timing depends on bond sales.	For FY11 and FY12 funds, following MTC approval of the program of projects, there will be a 3-6 month process of entering projects in the TIP, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For FY13 funds, the 6-9 month process of entering projects in the TIP, applying for the FTA grant, and entering into funding agreements will start as soon as the funds are appropriated and secured (approximately Spring 2013).	After the FY13 STP funds are appropriated and secured in approximately October 2013, there will be a 4-6 month process of entering projects in the TIP, applying to FHWA for a funds transfer to FTA, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements.
<b>Accountability &amp; Reporting Requirements</b>	<ul style="list-style-type: none"> <li>Transit operators and eligible cities and counties must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</li> <li>Depending on the arrangement with the pass-through agency, "other entities" will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</li> </ul>	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their JARC grants. All project sponsors will submit annual JARC reporting information to MTC.	Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.

Note: Information on this chart is accurate as of October 2011. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

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## Appendix 2 Lifeline Transportation Program Third Cycle Funding

### Compliance with Federal Requirements for Job Access and Reverse Commute (JARC) and Surface Transportation Program (STP) Funds

Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5316, FTA Circulars C 9050.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a funding agreement by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

#### Title VI of the Civil Rights Act

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
- b. Information whether the project will provide assistance to predominately minority and low-income populations. (Projects are classified as providing service to predominately minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that federal funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Lifeline Transportation Program, MTC will keep a record of applications submitted for Lifeline funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominately minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all JARC and STP subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964O, as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the*

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*Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21.* By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving JARC and STP funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the

subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS)

JARC and STP recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.<sup>3</sup> A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

Role of Recipients/Subrecipients: JARC and STP recipients/subrecipients' responsibilities include:

- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of the grant;
- Meeting program requirements and grant/funding agreements requirements including, but not limited to, Title VI reporting requirements;
- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

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<sup>3</sup> A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

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# Express Lane Expansion Proposal Moves Forward

Regional Express Lane Network

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## October 27, 2011 UPDATE

MTC's plan to add 290 miles to the Bay Area's system of high-occupancy toll (HOT) lanes — known as Express Lanes — took a major step forward today, when the California Transportation Commission (CTC) determined that the plan meets the eligibility requirements for the implementation and operation of HOT lanes established by state statute. Meeting in Sacramento, the CTC affirmed the plan's eligibility by a vote of 6 to 1. (See below for details on the Express Lane plan.) A public hearing on MTC's application for eligibility was held in conjunction with the CTC's October 27 meeting, and a second public hearing will be held during the CTC's next meeting, to be held in Riverside on December 14 and 15. In the coming months, MTC will work with its regional Express Lane partners (including Caltrans and county-level congestion management agencies) to devise and implement a public outreach process in the Bay Area, identify and sequence Express Lane projects in the authorized highway corridors, and perform project engineering and operation analyses.

For more information, contact MTC's Lisa Klein: [lklein@mtc.ca.gov](mailto:lklein@mtc.ca.gov)

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## September 28, 2011

The MTC commission today voted to seek authorization from the California Transportation Commission (CTC) to develop and operate an expanded Express Lane network in the Bay Area, largely through the eastern side of the region. The proposal would allow the region to add as many as 290 directional miles to the 280 miles of Express Lanes already constructed or authorized in the region, bringing the total potential coverage to 570 miles of interconnected Express Lanes across the Bay Area. However, any expansion of the Express Lane network would be subjected to further financial, operational and environmental analysis as well as extensive public involvement before any funding commitments would be made or construction would begin.

Expanding the network of Express Lanes would deliver a one-two punch to traffic congestion by closing gaps in the region's high-occupancy vehicle lane network — thereby benefiting both carpoolers/vanpoolers and express bus riders — while also improving mobility for solo drivers willing to pay a toll.

As is the case with the region's first Express Lane, now operating along the Sunol Grade on southbound Interstate 680 (Alameda and Contra Costa counties), solo motorists would be able to choose to buy their way into the Express Lanes in order to bypass traffic bottlenecks, while carpools and vanpools would be able to use the lanes free of charge. The tolls will vary according to the level of congestion: the worse the congestion, the higher the price to bypass the traffic, a concept known as "value pricing."

The optional payments have been characterized as a form of congestion "insurance" that will allow motorists to get to their destinations on time when it really matters. Drivers would pay electronically via FasTrak® transponders attached to their windshields.

An MTC staff analysis estimates that the expanded network would be financially feasible with a per-mile toll rate ranging from 14 cents to \$1 in 2020. The current average peak-period toll on the I-680 Express Lane is \$3 for the 14-mile length, or 21 cents per mile. The Express Lanes hold out the best hope for closing gaps in the region's existing carpool-lane network, and are a cost-effective way of increasing travel time savings for carpools and buses that ply the lanes.

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The planned additions to the region's Express Lane system would create a north-south backbone network in the East Bay that would stretch from Milpitas in northern Santa Clara County to the northern border of Solano County, and would encompass Interstate 80 in Alameda, Contra Costa and Solano counties, Interstate 680 in Solano and Contra Costa counties, and Interstate 880 in Alameda County, along with the approaches to the Dumbarton and San Mateo-Hayward bridges.

Of the 290-mile expansion, 150 miles would involve converting existing diamond lanes, or high-occupancy vehicle (HOV) lanes, to Express Lanes, and 120 miles would involve widening freeways to create new HOV/Express Lanes in both directions. The remaining 20 miles involve a stretch of Interstate 880 through Oakland that cannot physically accommodate Express Lanes per se, but that is targeted for a variety of advanced operational strategies to smooth traffic flows.

In addition to the year-old Interstate 680 southbound Sunol Grade Express Lane, the region is building an Express Lane along eastbound Interstate 580 in eastern Alameda County. Express Lanes are also coming to the westbound direction of Interstate 580, and studies are under way for adding an Express Lane in the northbound direction of the I-680 Sunol Grade. And Santa Clara County has state authorization for Express Lanes along Highway 101 going the complete length of the county, along with Route 85 and Highway 237. Under MTC's proposal submitted to the CTC, these routes already operating or in the pipeline would be operated in tandem with the expansion routes to create a seamless, integrated network.

The expanded Express Lane network could be completed as early as 2030. While the Express Lane backbone network approved in concept today is smaller than what was envisioned in the Transportation 2035 Plan adopted by MTC in 2009, it nonetheless would constitute a major remaking of the region's freeway system.

The CTC is expected to consider MTC's application at its meeting on October 26-27, 2011.  
– *Brenda Kahn*

## SCS Growth Opportunity Areas - Designation as PDAs

From: Sailaja Kurella

Date: Tue, 25 Oct 2011

Category: SCS Process

Dear Planning Directors and other staff,

We will be accepting new PDA applications for areas proposed as "Growth Opportunity Areas" during the SCS Initial Vision Scenario process, as well as for other potential growth areas in your jurisdictions, on a revised schedule to align with the SCS timeline. Jurisdictions will need to submit a PDA application for each Growth Opportunity Area that they wish to be considered in the SCS and OneBayArea grant program. The PDA application materials have been updated and are available on the FOCUS website:

<http://www.bayareavision.org/pdaapplication/>

The following timeline outlines key dates for submitting a PDA application for Growth Opportunity Areas in time for consideration in the SCS and OneBayArea grant program:

- December 16, 2011: Jurisdictions submit completed PDA applications
- January 2012: Staff review of applications received
- January 30, 2012: Deadline for submitting local resolutions in support of PDA Application
- February 1, 2012: Staff PDA recommendations presented to ABAG Regional Planning Committee with Planned/Potential status
- March 15, 2012: Staff PDA recommendations presented to ABAG Executive Board for final adoption with Planned/Potential status

At its September 2011 meeting, the ABAG Executive Board approved this timeline along with the following additions to the PDA framework:

- Addition of the following place types to the menu of place types in the Station Area Planning manual, which jurisdictions self select from as part of their PDA application: Employment Center and Rural Town Center/Rural Corridor.
- Approval of criteria for these additional place types.
- Addition to the PDA criteria that the minimum housing density is in line with the selected place type from the Station Area Planning Manual.

If you would like to make changes to existing PDAs (status change, boundary changes, etc.), please do so during the PDA adoption timeframe outlined above. You can find more information on the process for making changes to PDAs on the FOCUS PDA application web page, noted above.

Please let me know if you have any questions regarding this process.

Regards,  
Sailaja

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*Planning Committee STAFF REPORT*

November 2, 2011

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## SB 375/SCS Implementation Update

### Evaluating the SCS Alternatives

Work continues on review of three new alternative land use scenarios released by MTC/ABAG in late August. The three new scenarios are:

1. *Constrained Core Concentration Growth Scenario*: This scenario concentrates housing and job growth at *selected* PDAs in the inner Bay Area (defined as areas along the Bay from Richmond south to San Jose and up to San Francisco), along the region's core transit network.
2. *Focused Growth Scenario*: This scenario recognizes the potential of the PDAs and GOAs, with an emphasis on housing and job growth along major transit corridors.
3. *Outer Bay Area Growth Scenario*: This scenario addresses higher levels of housing and jobs growth in the outer Bay Area.

In a parallel effort, MTC has completed its initial performance evaluation of projects that will define the transportation network that will support the SCS. Authority staff met with MTC staff on October 17<sup>th</sup> to discuss comments, and the CMA Planning Directors met with MTC Planning staff on October 21<sup>st</sup> to review draft comments received. The report will go to the MTC Planning Committee for approval on November 4, 2011.

Local staff will continue to review the land use assumptions for their respective jurisdictions under each of the alternatives through November.

**Planning Directors Meetings:** The Planning Directors met on October 7, 2011, and received a presentation on the three proposed alternatives and the process for evaluating them. The next Planning Directors meeting will be on Friday, January 13, 2012.

**Regional Advisory Working Group:** The RAWG for November was cancelled.

**OneBayArea Grant Program:** The Authority submitted comments on this proposal in September. Subsequently, MTC revised the schedule for developing this program, moving it to a March 2012 proposal and a final in May

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FTA invites you to attend an  
Information Session regarding the  
Proposed Title VI and  
Environmental Justice Circulars

Monday, November 14, 2011  
6:00 pm - 9:00 pm, local time  
Ed Roberts Campus — a fragrance-free facility — located at:  
3075 Adeline Street, Berkeley, California 94703  
*Light refreshments will be served*



Please RSVP at [www.FTAInformationSession.com](http://www.FTAInformationSession.com). Registration is free.

Read the circulars ahead of time, and submit your official comments to the docket! [www.regulations.gov](http://www.regulations.gov)

To request a reasonable accommodation, enter your request at [www.FTAInformationSession.com](http://www.FTAInformationSession.com)  
at least 7 days prior to the event.



U.S. Department  
of Transportation  
**Federal Transit  
Administration**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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