



El Cerrito

WCCTAC Technical Advisory Committee (TAC) MEETING NOTICE AND AGENDA

Hercules

DATE & TIME: Thursday, Sept 8, 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.*
 - 3. Meeting Notes and Sign-in Sheet from the July 7, 2011 Meeting.** *(Attachment)*
 - 4. I-80 Integrated Corridor Mobility Project – 45 minutes.** Project staff will provide updates on the project. The TAC will discuss its proposed revisions to the draft MOU with an eye toward placing the revised draft MOU before the WCCTAC Board on Sept 30. A copy of the draft MOU is available here: <http://www.wcctac.org/wp-content/uploads/2011/03/20110218-Final-Draft-MOU.pdf>. Staff will provide an update on direction received from the WCCTAC ad hoc subcommittee. *(John Hemiup and Raj Murthy, ACTC, Cristina Ferraz, Caltrans, and Staff – Attachments – Information/Discussion/Action)*
 - 5. San Pablo Avenue Smart Corridors Program Status – 10 minutes.** The TAC will continue to discuss options for west County jurisdictions to suspend participation in the Smart Corridors Program while maintaining TSP functionality for AC Transit. *(Staff – Attachment – Discussion/Action)*
 - 6. West County Subregional Transportation Mitigation Fee Program (STMP) – 20 minutes.** The Board directed staff to work with the TAC to prepare an update to the Strategic Plan, considering the impacts of the recession. The TAC will begin this process by first updating the list of projects. *(Staff – Attachments – Discussion/Action)*

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

7. **Anticipated TLC and PBTF Calls for Projects – 20 minutes.** On Aug 18, the TCC forwarded the draft Calls to the Planning Committee and Authority Board for adoption and release. Pending the Authority’s meeting on Sept 21, applications to both programs are expected to be due Nov 14 to CCTA. The TAC will discuss potential project applications. *(Staff – Attachment – Discussion)*

8. **2012 State Transportation Improvement Program (STIP) Candidate Projects – 5 minutes.** On Aug 18, the TCC recommended four projects for consideration by the Administration and Projects Committee and approval by the Authority Board. The TCC noted that the top four projects were unanimous choices by the two sub-groups of the selection panel. *(Staff – Attachment – Information)*

9. **Project Updates and Announcements – 10 minutes**
 - a. Transit Enhancement Strategic Plan and Wayfinding Plan – *No Attachment.*
 - The Working Group continues to meet at 11:00 a.m. following the TAC.
 - Next meeting is Sept 8 at 11:00 a.m. in Council Chambers.
 - b. Update on SB 375: OneBayArea Grant Program, and CCTA proposed response – *Attachment.*
 - c. Article, The New York Times: “In Auto Test in Europe, Meter Ticks Off Miles, and Fee to Driver” (Aug 10, 2011) – *Attachment.*
 - d. Free Seminar: “Strategies to Overcome the Key Challenges of Project Sustainability,” Sept 14, San Jose (RSVP Sept 2) – *Attachment.*
 - e. Transportation Demand Management Activities – *No Attachment.*

10. **Other Business.**

11. **Adjourn until Oct 13.**

Next meetings:

TAC:

- Oct 13 – 9:00 a.m.
- Nov 17 – 9:00 a.m. *(Note 3rd Thursday)*

Board:

- Oct 28 – 8:00 a.m.
- Dec 9 – 8:00 a.m. *(Note unique date)*

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: Sept 1, 2011

FR: John Rudolph JR

RE: Summary Notes of July 7, 2011 WCCTAC-TAC Meeting

1. Staff noted that the meeting would adjourn in memory of Mr. Kanwal Sandu, San Pablo Assistant Planner, who passed away on July 5 as a result of injuries sustained in a traffic collision.

2. Meeting Notes from June 9 accepted.

3. I-80 Integrated Corridor Mobility Project: John Hemiup, ACTC, and Cristina Ferraz, Caltrans, provided status reports on key deliverables and milestones, consistent with material in the agenda packet. Staff asked that special care be taken by the project management team and local technical personnel to ensure that city councils are apprised of traffic control plans and that construction activities related to implementation of the ICM do not damage investments made by the cities in sidewalks and other streetscape improvements. Caltrans is preparing responses to staff's follow up questions and comments from the June 14 Operations/Discussion, and will provide these by July 13 when the follow-up meeting with Caltrans Operations is scheduled to be held at Caltrans Division 4. Staff suggested that July 13 may not be an optimal meeting date, and Mr. Hemiup agreed to find an alternative date during the week of July 25.

3. San Pablo Avenue Smart Corridors Program Status: Staff provided a verbal update on member agencies' use of the SC devices pursuant to a poll conducted in June. Some agencies find the multi-camera view useful, and some agencies have had additional improvements made to the workstations so that traffic signal timing may be adjusted from the office. Because the web site is not operational and the workstations are obsolete, staff and the TAC agreed that WCCTAC could consider suspending participation in the program until such time as the ICM is operational, provided the transit signal priority (TSP) for AC Transit on San Pablo Ave continues through AC Transit's separate relationship with Alameda CTC. Mr. Hemiup provided approximate cost estimates per intersection should member agencies choose to participate individually in the program.

4. 2012 State Transportation Improvement Program (STIP) Process and "Call for Projects": Hisham Noeimi, CCTA, provided background information on the CFP. Staff polled members as to likely projects to be submitted, and reminded applicants that RTPC concurrence is required and applications are due July 13.

6. Proposed By-laws for Countywide Bicycle Pedestrian Advisory Committee (CBPAC): The TAC reviewed the draft by-laws and noted the proposed addition of two additional members to the committee, namely, a third county representative and an appointee from CCTA's Bus Transit Coordinating Committee. The TAC also noted that staff appointees from the RTPCs may be any technical staff from the RTPC and member agencies. Next meeting of the CBPAC is July 25.

7. Safe Routes to Transit (SR2T) Cycle IV: Staff described the next step in development of the West Contra Costa/Albany Transit Wayfinding Plan. Development of the wayfinding plan to 35% PS&E was funded through SR2T Cycle III. WCCTAC will apply for funds for procurement and installation and manage the consultant contract, while individual member agencies will work directly with the consultant on design review and installation issues based on each particular agency's signage guidelines. Continuation of a Wayfinding working group may be necessary for coordination purposes. A pre-grant application meeting is planned for the week of July 25 to finalize the approach to the wayfinding signage implementation.

8. "Complete Streets" Tech Transfer Seminar Briefing: Staff and seminar participants and attendees provided a verbal update on the seminar, at which Yvetteh Ortiz, El Cerrito Engineering Manager, and Chad Smalley, Richmond Development Project Manager, provided overviews of recent projects aimed at improving the local transportation network for bicyclists, pedestrians, and all users of the roadways. The TAC discussed Complete Streets policy in the context of state and federal efforts to quantify and standardize multi-modal levels of service. Nathan Landau, AC Transit, suggested that the matter of Complete Streets policy be brought again to the TAC for a more thorough discussion and eventually to the WCCTAC Board, as MTC is advancing a proposal to distribute block grants only to jurisdictions that have adopted a Complete Streets policy.

9. Adjournment until September 8, 2011, at 9:00 a.m.

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

- [no TAC meeting in August]
- Sept 8 at 9:00 a.m.
- Oct 13 at 9:00 a.m.

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

- July 22 at 8:00 a.m.
- [no Board meeting in August]
- Sept 30 at 8:00 a.m.

WCCTAC Technical Advisory Committee Meeting: *July 7, 2011*

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WCCTAC-TAC MONTHLY UPDATE – September 2011

- I. **STATUS OF OVERALL PROJECT (Refer to Project Delivery Strategy Chart dated August 30, 2011)**
- **SYSTEM INTEGRATION (#1)**
 - ✓ Request for Proposals (RFP) reviewed by industry in January 2010. DONE
 - ✓ Request for Proposals (RFP-phase 1) to be submitted to software development firms in September 2011
 - ✓ Request for Proposals (RFP-phase 2) to be submitted to software development firms in September 2011 in combination with phase-1
 - **SPECIALTY MATERIALS PROCUREMENT (#2)**
 - ✓ Procurement documentation to be finalized 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
 - ✓ 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
 - ✓ Start Construction in September 2011
 - ✓ Complete Construction in late 2012
 - **ADAPTIVE RAMP METERING PROJECT (#4)**
 - ✓ Complete design in mid-2011
 - ✓ Start Construction in early 2012
 - ✓ Complete Construction in late 2013
 - **ACTIVE TRAFFIC MANAGEMENT SYSTEM (ATM) PROJECT (#5)**
 - ✓ Complete design late-2011
 - ✓ Start Construction in early 2012
 - ✓ Complete Construction in early 2014

- **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
 - Start Construction in September 2011
 - 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

- ✓ Release of the draft Initial Study/Environmental Assessment (draft IS/EA) covering Projects # 1, 2, 4 and 5 to the public: April 25, 2011
- ✓ Held Public Meetings (2) after release of DED:

ALBANY

*Wednesday, May 4, 2011
6:30 p.m. – 8:30 p.m.
Albany Senior Center
846 Masonic Avenue
Albany, CA*

SAN PABLO

*Wednesday, May 11, 2011
6:30 p.m. – 8:30 p.m.
San Pablo City Hall (Maple Hall)
13831 San Pablo Avenue
San Pablo, CA*

- ✓ Comments on the draft IS/EA due on May 25, 2011
- ✓ Approval of Environmental Document: July 29, 2011

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 October 2011.**
- **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.**
- **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 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 October 2011.**

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

V. ACTION ITEMS:

1. Cities to review and provide comments on the Draft MOU and Draft O&M Plan. WCCTAC staff will provide the compilation of comments to Caltrans/Alameda CTC.

Updated by: John Hemiup, Alameda CTC

Reviewed by: Cheryl Nevares, Caltrans, Raj Murthy, Alameda CTC and Randy Durrenberger, KHA

August 30, 2011

I-80 ICM PROJECT DELIVERY STRATEGY

Created by C Ferraz
Checked by J Hemtup
August 30, 2011

**CORRIDOR MANAGEMENT
IMPROVEMENT ACCOUNT
(CMIA)**
\$64.6 M Total

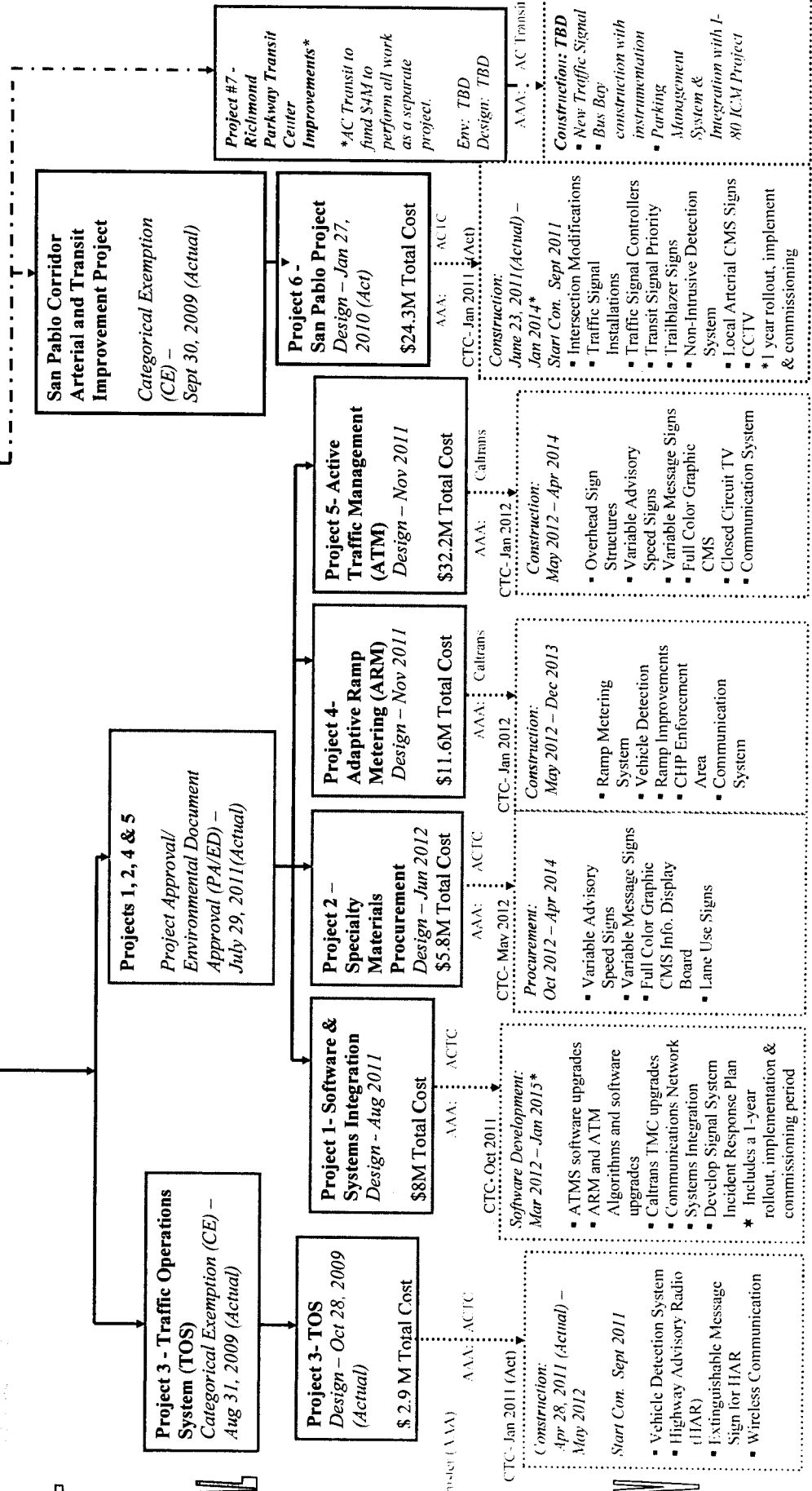
**Traffic Light Synchronization
Program (TLSP)**
\$28.3 M Total

**PROJECT
PHASES**

ENVIRONMENTAL

DESIGN

CONSTRUCTION



Adviser, Award & Administer (AAA)
Construction Contract

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TO: WCCTAC Technical Advisory Committee

DATE: Sept 1, 2011

FR: John Rudolph JR

RE: San Pablo Ave Smart Corridor Status

Costs. WCCTAC staff have been coordinating with Alameda CTC to obtain breakdown of costs for two unpaid invoices pertaining to west County's share of the San Pablo Ave Smart Corridor Program in FY 09-10 and FY 10-11. Staff have requested that Alameda CTC review the cost per agency of the I-80 ICM and the Smart Corridor, as provided in Fig. 1 below, based on figures in Attachment A of the ICM MOU, and from the Smart Corridor costs spreadsheet provided to the TAC in March. Alameda CTC staff have been asked to confirm both that the ICM and Smart Corridor devices are actually mutually exclusive of each other (in terms of the cost numbers below), and that the O&M funds that CCTA has secured cover the I-80 ICM costs only, and exclude the Smart Corridor costs.

Figure 1. Potential costs breakdown per agency and program.

	I-80 ICM ^a	Smart Corr ^b	Total
El Cerrito	\$ 21,472.67	\$ 31,503.91	\$ 52,976.58
Richmond	\$ 37,940.41	\$ 31,503.91	\$ 69,444.32
San Pablo	\$ 24,343.80	\$ 31,503.91	\$ 55,847.71
County	\$ 11,555.18	\$ 2,823.19	\$ 14,378.37
Pinole	\$ 26,588.61	\$ -	\$ 26,588.61
Hercules	\$ 16,325.31	\$ 12,383.43	\$ 28,708.74
Total	\$ 138,225.98	\$ 109,718.35	\$ 247,944.33
AC			
Transit	\$ -	\$ 340,679.00	\$ 340,679.00
Cities +			
AC	\$ 138,225.98	\$ 450,397.35	\$ 588,623.33

^a From Draft I-80 ICM MOU, Attachment A.

^b From spreadsheet provided by ACTC.

Program Utilization. The TAC has discussed the use of the Smart Corridor program elements by the jurisdictions. WCCTAC's poll of staff is summarized in Fig. 2 below. The consensus in the poll and subsequent discussions indicates: (a) that CCTV cameras connected to individual workstations in agencies' offices are useful at times, but the collocation costs of transmitting video, which comprise the bulk of expenses to west County, are comparatively high; and (b) that the Transit Signal Priority for AC Transit buses is valuable, should be continued, and could be improved. Note: WestCAT does not have the in-house expertise to operate and maintain the equipment, nor the funds to dedicate to it.

Figure 2. Poll of Agencies' use of Smart Corridors equipment.

	El Cerrito	Pinole	Hercules	Richmond	San Pablo	County
1. Purpose and frequency last two years of viewing cameras?	N	N	N	N	Once/month on per-incident basis	2x/month follow-up citizens complaint
2. Have you accessed data from detection systems in two years? Purpose? Frequency?	N	N	N	N	Yes, ADTs for grant apps and prospective developers	N
3. Workstation or computer?	N	N	N	Yes, obsolete/disrepair	Yes	Yes
4. Where?	N	N	N	Was in Enginr., maybe another in Work Yard	Enginr.	PW
5. Who?	N	N	N	No one	PWD and PWI use QuikNet to monitor/control signal timing	PW, 255 Glacier Dr
6. Changes to SPA signal timing in two years? Purpose? Frequency?	Yes, for ped movements	N	N	N	N	N
7. Assessment of signal coordination?	Could be better	N	N	No complaints	Pretty good	OK; some problems
8. Use of web site?	N	N	N	N	See #4 above	Seldom
9. Other comments re current or desired use of SC?	Would like to see integrated management with ped timing, LTs, and sidestreet delay minimized.	N	N	Constant monitoring not needed. Would be nice to have ability to collect traffic data. The BiTran system is down; Richmond hopes ICM project will provide hardware/software upgrades.	Would like the multiple camera screen view.	

2006 STMP PROJECTS, COSTS, AND FUNDING APPORTIONMENTS

(Costs shown in 1,000s of 2004\$)

Projects (in no priority order)	Total Cost	Measure J	STMP
Richmond Intermodal Station – 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
Interchanges on I-80 at San Pablo Dam Road and Central Avenue; and on Highway 4 at Willow Avenue – 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
Capitol Corridor Improvements – 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
Ferry Service to San Francisco from Richmond and/or Hercules/Rodeo – 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
BART Access and/or Parking Improvements – 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
Bay Trail Gap Closure – 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
San Pablo Dam Road Improvements in Downtown El Sobrante – 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
San Pablo Avenue Corridor Improvements – 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
North Richmond Road Connection Project – Extend Seventh Street northward to connect to an eastward extension of Pittsburg Avenue in North Richmond.	\$7,950		\$4,000
Hercules Transit Center – Relocate and expand the Hercules Transit Center on the east side of Highway 4.	\$6,000		\$1,650
Del Norte Area Transit Oriented Development Project Public Improvements – 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, or signals; and/or Ohlone Greenway improvements.	\$25,000		\$6,875
TOTAL	\$370,840	\$97,500	\$98,100

SUBREGIONAL TRANSPORTATION MITIGATION FEE PROGRAM (STMP)
LIFE-TO-DATE RECEIPTS, EXPENDITURES, PROGRAM BALANCE
 Period Ending December 31, 2010

Accrual Date	RECEIPTS							Interest	Total	Cumulative Total
	County	El Cerrito	Hercules	Pinole	Richmond	San Pablo				
Beginning Bal.										
FY 07 Q1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 117,783
FY 07 Q2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569	\$ 569	\$ 118,352
FY 07 Q3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,458	\$ 3,458	\$ 121,811
FY 07 Q4	\$ 167,434	\$ 2,217	\$ 1,400	\$ 29,122	\$ -	\$ 105,548	\$ -	\$ -	\$ 305,721	\$ 427,532
FY 08 Q1	\$ -	\$ 739	\$ 5,091	\$ 53,415	\$ 281,160	\$ 19,321	\$ -	\$ -	\$ 359,726	\$ 787,258
FY 08 Q2	\$ 13,831	\$ 2,595	\$ -	\$ -	\$ -	\$ 23,401	\$ 7,617	\$ 7,617	\$ 47,444	\$ 834,702
FY 08 Q3	\$ 254,282	\$ 2,595	\$ 16,810	\$ -	\$ -	\$ 26,520	\$ 7,528	\$ 7,528	\$ 307,734	\$ 1,142,437
FY 08 Q4	\$ 2,934	\$ -	\$ 2,956	\$ -	\$ -	\$ 23,071	\$ 14,536	\$ 14,536	\$ 43,497	\$ 1,185,934
FY 09 Q1	\$ 13,715	\$ -	\$ 1,478	\$ -	\$ -	\$ 42,116	\$ -	\$ -	\$ 57,309	\$ 1,243,243
FY 09 Q2	\$ 28,300	\$ 2,595	\$ -	\$ -	\$ 269,805	\$ 31,558	\$ 6,725	\$ 6,725	\$ 338,983	\$ 1,582,226
FY 09 Q3	\$ 4,063	\$ -	\$ -	\$ -	\$ 4,212	\$ -	\$ 7,231	\$ 7,231	\$ 15,506	\$ 1,597,732
FY 09 Q4	\$ 2,959	\$ -	\$ -	\$ -	\$ 52,698	\$ -	\$ 9,753	\$ 9,753	\$ 65,410	\$ 1,663,142
FY 10 Q1	\$ 4,600	\$ -	\$ 104,954	\$ -	\$ 29,131	\$ 5,190	\$ 3,169	\$ 3,169	\$ 147,044	\$ 1,810,185
FY 10 Q2	\$ 6,574	\$ 2,595	\$ -	\$ -	\$ 37,738	\$ -	\$ 2,111	\$ 2,111	\$ 49,019	\$ 1,859,204
FY 10 Q3	\$ -	\$ -	\$ 226,971	\$ -	\$ 71,981	\$ -	\$ 2,043	\$ 2,043	\$ 300,994	\$ 2,160,199
FY 10 Q4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,924	\$ 1,924	\$ 1,924	\$ 2,162,123
FY 11 Q1	\$ -	\$ -	\$ -	\$ -	\$ 41,440	\$ -	\$ 1,904	\$ 1,904	\$ 43,344	\$ 2,205,467
FY 11 Q2	\$ -	\$ -	\$ -	\$ -	\$ 15,429	\$ -	\$ -	\$ -	\$ 15,429	\$ 2,220,896
Total	\$ 498,692	\$ 13,336	\$ 359,659	\$ 82,537	\$ 803,594	\$ 276,726	\$ 68,569	\$ 2,220,896		

SUBREGIONAL TRANSPORTATION MITIGATION FEE PROGRAM (STMP)
LIFE-TO-DATE RECEIPTS, EXPENDITURES, PROGRAM BALANCE
 Period Ending December 31, 2010

EXPENSES	Budget	Actual LTD	Encum- brance	Variance Fav.(Unfav.)	% of Budget
Richmond Intermodal Station					
Grants Consult. (Michael Bernick)		\$ 37,535			
Legal Consult. (Meyers, Nave)		\$ 146			
Total Richmond Intermodal	\$ 15,000,000	\$ 37,680	\$ 61,211	\$ 14,901,109	1%
I-80 Interchanges at SPD, Central, Hwy 4					
Total I-80 Interchanges	\$ 14,280,000	\$ -	\$ -	\$ 14,280,000	0%
Capitol Corridor Improvements					
Total Capitol Corridor	\$ 13,255,000	\$ -	\$ -	\$ 13,255,000	0%
Ferry Service from Richmond and/or Hercules					
Grants Consult. (Michael Bernick)		\$ 1,950			
Total Ferry	\$ 12,650,000	\$ 1,950	\$ -	\$ 12,648,050	0%
BART Parking & Access Improvements					
Total BART	\$ 25,330,000	\$ -	\$ 286,200	\$ 25,043,800	1%
Bay Trail Gap Closure					
Prelim Engr (1/10 to 7/10)		\$ 80,489			
Prelim Engr (7/10 to 1/11)		\$ 78,694			
Total Bay Trail	\$ 1,510,000	\$ 159,183	\$ 340,817	\$ 1,010,000	33%
San Pablo Dam Rd Improvements					
Total SPDR Improvements	\$ 1,900,000	\$ -	\$ -	\$ 1,900,000	0%
San Pablo Avenue Corridor					
Youth Intern. Program (Ma'at Youth Acad.)		\$ 25,000			
San Pablo Smart Corr (Alameda County CMA)		\$ 174,000			
Total San Pablo Avenue	\$ 1,650,000	\$ 199,000	\$ 36,000	\$ 1,415,000	14%
N. Richmond Truck Route					
Total N. Richmond Truck Rte	\$ 4,000,000	\$ -	\$ -	\$ 4,000,000	0%
Hercules Transit Center					
Total Hercules Transit Center	\$ 1,650,000	\$ -	\$ -	\$ 1,650,000	0%
Del Norte Area TOD					
Student Internship Program		\$ 114,949			
Grants Consult (Michael Bernick)		\$ 750			
San Pablo Av Specific Plan		\$ 99,535			
Total Del Norte	\$ 6,875,000	\$ 215,234	\$ (15,234)	\$ 6,675,000	3%
Total Program	\$ 98,100,000	\$ 613,048	\$ 708,993	\$ 96,777,959	1%
		(B)	(C)		
Total Revenue LTD	(A) \$ 2,220,896				
PROGRAM BALANCE {(A)-[(B)+(C)]}	\$ 898,855				

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MEMORANDUM

Date September 23, 2011

To Potential Applicants

From Brad Beck

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

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

Completed applications and all other required materials are due by **1:00 pm on Monday, November 14, 2011**. Deliver your completed application — by mail, delivery service or hand — to:

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

Applications may also be transmitted electronically to the following address:

bbeck@ccta.net

Electronically transmitted applications must be sent by **1:00 pm on Monday, November 14, 2011**.

The forms for applying for funding through these two programs are reproduced as Exhibits A and B. Application forms for these two programs may be downloaded from Authority's website at www.ccta.net.

GUIDELINES

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

AVAILABLE FUNDING

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

<i>Program</i>	<i>Share</i>
12 – Transportation for Livable Communities	5 percent
13 – Pedestrian, Bicycle and Trail Facilities	1.5 percent
25 – Additional CC-TLC *	0.4 percent
26 – Additional PBTf *	0.04 percent

* Allocated only to West County

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

ESTIMATED AVAILABLE FUNDING		
<i>Measure J Transportation for Livable Communities Program, FY 2011–2015</i>		
<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
Total Program 12 (1)	100.0%	\$14,353
less administrative takedown	98.5%	\$14,138
Additional West County (2)	100.0%	\$1,403
less administrative takedown	98.5%	\$1,382
Total Available Funding		\$15,520
West	23.8%	\$6,038
Central	29.4%	\$5,742
East (3)	27.6%	—
Southwest	19.1%	\$3,741

(1) Excludes East County funding

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

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

ESTIMATED AVAILABLE FUNDING

Measure J Pedestrian, Bicycle and Trail Facilities Program, FY 2011–2015

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

PROJECT SELECTION

CC-TLC Program

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

Countywide Competitive Share of the PBTF Program

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

SCHEDULE FOR PBTF AND CC-TLC PROJECT SELECTION

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

QUESTIONS

Questions on either of these two programs and the application and selection process should be addressed to Brad Beck, either by phone (925 256-5726) or email (bbeck@ccta.net).

Program Guidelines

The Measure J Transportation for Livable Communities (CC-TLC) program will fund plans and facilities that support walkable, mixed-use, transit-supportive communities or that encourage more walking, bicycling and transit use. Measure J allocates five percent of revenues received to the program. (An additional 0.4 percent is set aside exclusively for eligible projects and sponsors in West County.)

The CC-TLC program has six goals:

1. Help create walkable, pedestrian-friendly neighborhoods and business districts;
2. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;
3. Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
4. Help create affordable housing;
5. Encourage a mixture of land uses and support a community's development or redevelopment activities; and
6. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

What Projects and Sponsors Are Eligible?

The CC-TLC program will fund plans, studies and transportation improvements that either:

1. Facilitate, support or catalyze more compact, mixed-use development that includes affordable housing, and development that is pedestrian-friendly or integrated into transit networks, or

7-5

2. Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

This type of development provides residents with a broad range of housing choices, easy access to public facilities, and alternatives to the use of the automobile for commuting, shopping or recreation.

ELIGIBLE PLANS AND STUDIES

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable and transit-supportive areas, especially those that include affordable housing, or encourage walking, bicycling or transit use. Plans could include General Plan Amendments, Specific Plans, station area plans and master plans consistent with the goals and objectives of the CC-TLC program. Studies could include corridor plans to identify bicycle, pedestrian and transit access projects within a corridor or district and feasibility studies to determine realistic improvements.

ELIGIBLE PROJECTS

The following table lists projects that are eligible for CC-TLC funding. Additional improvements may be eligible but must help achieve the program's goals.

Bicycle improvements	<ul style="list-style-type: none">▪ Multi-purpose (Class I) trails, Class II bike lanes and Class III bike routes including bicycle boulevards▪ Class I overcrossings of roadways and waterways▪ Bicycle parking▪ Signage and wayfinding
Pedestrian improvements	<ul style="list-style-type: none">▪ New or upgraded sidewalks, crosswalks and pathways, including bulb-outs, mid-block crossings, and pedestrian refuges▪ Public plazas▪ Pedestrian-scaled wayfinding signage▪ Street furniture and landscaping that comfort and attractiveness of pedestrian facilities, including pedestrian-scale lighting, bus shelters, tree grates, bollards, benches and street trees
Transit Improvements	<ul style="list-style-type: none">▪ Bus stops and shelters▪ Improvements at transit stations that provide or improve pedestrian or bicycle access▪ Signage for wayfinding, schedules and route maps

Other Eligible Improvements	<p>Other transportation improvements that support and are necessary for the development of compact, mixed-use, walkable districts or encourage walking, bicycling and transit use, including but not limited to:</p> <ul style="list-style-type: none">▪ Roadway improvements that enhance traffic flow consistent with creating areas that encourage walking, bicycling and transit use and locally adopted plans and policies▪ Traffic calming▪ Signals that better accommodate pedestrians and bicyclists, including bike and pedestrian detection loops
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INELIGIBLE PROJECTS AND PLANS

Any project that does not help achieve the goals of the CC-TLC program would not be eligible for CC-TLC funding. Ineligible projects include:

- Roadway or other transportation improvements that do not support compact, mixed-use development and workforce housing
- Roadway or other transportation improvements that detract from the walkability of the surrounding area
- Operations, including transit operations and bike stations whether or not the facilities necessary for these operations is eligible for funding
- Incentive programs including transit subsidies

ELIGIBLE PHASES AND PROJECT COMPONENTS

The CC-TLC program may be used to fund any project phase or component allowed in Exhibit E, Eligible Cost Guidelines for Measure J Funded Projects, with the following restrictions:

Plans and Studies

CC-TLC funds may be used to fund plans and studies that would further the goals of the CC-TLC program. Specifically, the CC-TLC program may fund plans designed to create more compact, walkable and transit-supportive neighborhoods and districts and studies that would identify and define infrastructure improvements that encourage more walking, bicycling and transit use within a corridor or district. Plans could include the preparation of General Plan Amendments, Specific Plans, station area plans and other similar plans. . These plans must include policies, guidelines or standards for the creation of connected pedestrian or bicycle networks that serve adjoining land uses and transit networks. Studies could include corridor plans or feasibility studies to define needed bicycle,

pedestrian or related transit access improvements along a corridor or within a district and to identify feasible alignments and designs for those improvements.

The CC-TLC program can be used to fund environmental clearance for an eligible plan or study.

The minimum request for plans and studies is \$50,000 and the maximum is \$200,000. CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

Projects

Sponsors may request CC-TLC funds for the design, development and construction of eligible projects from preliminary engineering through construction, consistent with Authority policies. The CC-TLC program can also fund environmental clearance for eligible projects.

The minimum request for projects is \$50,000 and the maximum will equal the amount available for allocation by the RTPC. CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

ELIGIBLE SPONSORS

Measure J limits CC-TLC funding to two types of recipients:

1. Local jurisdictions that are in compliance with the Measure J Growth Management Program (GMP) at the time the grant is approved by the Authority, and
2. Transit agencies

Other project sponsors would be eligible for CC-TLC funding only if they partner with a local jurisdiction or transit agency.

Selecting Projects

RTPC ROLE

Measure J gives the RTPCs the responsibility of reviewing project proposals and determining which projects applying for CC-TLC funds would best meet the goals of Measure J and the criteria in the CC-TLC guidelines. Measure J relies on the RTPCs to use their knowledge of local needs and conditions to decide how best to apply these criteria in their subregion.

Measure J also requires the RTPCs to recommend projects “based on a three- or five-year funding cycle.” The intent of this restriction was to allow the RTPCs to reserve some of

their share of the CC-TLC funds until the next programming period so that the RTPC can fund a larger project. Building on that intent, these guidelines allow the RTPCs to allocate all of the funds available for the programming period or to reserve the funding available in the final two years of the programming period to be allocated in the next update of the CC-TLC component.

An RTPC, solely at its discretion, may set aside up to 25 percent of the total available CC-TLC funds in any one programming period allocated to its subregion exclusively for plans and studies. While an RTPC may set aside up to 25 percent of the total available, it may recommend allocating more than 25 percent of the funds available during any programming period to fund plans and studies.

CRITERIA

Four criteria will be used to evaluate requests for CC-TLC funding:

1. To what extent would the project meet the six goals of the TLC program?
2. Is the project feasible and ready to implement within the time frame proposed, that is, has the sponsor completed earlier project stages?
3. Is the project consistent with locally adopted policies?
4. Does the project leverage the requested CC-TLC funding, that is, to what extent will the sponsor commit other funds to implement the project beyond the minimum required?

Ranking

The emphasis in the review and ranking is on how well the proposed projects would help realize the six goals of the CC-TLC program. Measure J also requires RTPCs to give preference to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas. Proposed projects that are part of an adopted plan or would fill in and connect to an established pedestrian, bicycle, or transit network shall also be given greater weight in the ranking.

APPLICATION

The application form for the CC-TLC program will ask applicants to provide the following information:

1. Project information (name of project, sponsor, contact information and a summary of the requested funding, schedule, and proposed maintenance and operation)
2. Project description, including purpose, location and design features
3. Ability to meet criteria

The details of the proposed application are outlined in Exhibit A.

Programming of CC-TLC Funds

The Authority will program the CC-TLC funds through the *Transportation for Livable Communities Component of the Measure J Strategic Plan*. The CC-TLC component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The CC-TLC Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from Measure J Strategic Plan that would affect the allocation of CC-TLC funds
 - b. Goals and policies that would apply specifically to the CC-TLC, including the criteria used to select projects and project development requirements
4. **Funding:** Estimated amount of CC-TLC funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
5. **Programming of Funds:** Matrix of projects recommending for funding through the CC-TLC program and funding allocated by fiscal year. The CC-TLC component will track the shares of these funds that are allocated among the four subregions, consistent with the requirements of Measure J.
6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the CC-TLC program comparable to the project fact sheets in the Measure J Strategic Plan.

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period and Update Schedule

The CC-TLC component will use the same programming period used in the most recent Measure J Strategic Plan. This period corresponds to the five-year programming period for CC-TLC set in Measure J. A RTPC may choose to withhold up to two years of its share of CC-TLC funds in reserve to be programmed in subsequent updates of the CC-TLC component. This is consistent with the Measure J provision that allows each RTPC the option of setting a three-year allocation of its share of these funds.

The Authority will update the CC-TLC component as part of or as soon as possible after the updating of the funding estimates in the Measure J Strategic Plan or every two years, whichever is greater.

Exhibit A

Application Outline

Measure J Transportation for Livable Communities (CC-TLC) Program Funds

1. PROJECT INFORMATION

- a. Project Name
- b. Project Location
- c. Sponsor
- d. Implementing agency (if different than sponsor)
- e. Partner agencies (only if they would play a substantial role in implementing the proposed project)
- f. Contact for project
- g. Funding
 - i. Total project cost
 - ii. Committed funding
 - iii. Requested CC-TLC funds
 - iv. Unfunded balance
- h. Proposed schedule: milestone dates for project development
- i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

2. PROJECT DESCRIPTION

- a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

3. ABILITY TO MEET CRITERIA

- a. **Achievement of CC-TLC Goals:** Describe how well the proposed project achieves the six goals of the CC_TLC program
 - i. Help create walkable, pedestrian-friendly neighborhoods and business districts

- ii. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
 - iii. Help create walkable, pedestrian-friendly access linking housing and job centers to transit
 - iv. Help create affordable housing
 - v. Encourage a mixture of land uses and support a community's development or redevelopment activities
 - vi. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life
- b. **Feasibility:** describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues
- c. **Local and policy support:** identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies
- d. **Matching funds:** identify funds from other sources that are or would be committed to the project

Program Guidelines

Measure J sets aside 1.54 percent of sales tax revenues to fund the Pedestrian, Bicycle and Trail Facilities (PBTF) program. The purpose of these revenues is to fund the “construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa.”

The program has three components:

1. **Countywide Share:** One percent will go to “complete projects in the Countywide Bicycle and Pedestrian Plan” (CBPP)
2. **EBRPD Share:** One-half percent will go the East Bay Regional Park District (EBRPD) for the “development and rehabilitation of paved regional trails”
3. **West County Share:** The remaining 0.04 percent will go exclusively for “additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County”

The selection of projects to be funded will differ among the three programs but the allocation of funding to those projects for all three will be outlined in the Pedestrian, Bicycle and Trail Facilities component of the Measure J Strategic Plan.

Countywide Share

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority’s policies including Resolution 08–13, *Implementation of Measure J Projects Policy* are eligible to receive funding through the Countywide Share portion of the PBTF program.

ELIGIBLE PROJECTS

The countywide share of PBTF funds may be used to fund the design and construction of *facilities* that support and encourage walking or bicycling and that identified in the *Countywide Bicycle and Pedestrian Plan*.

Funds from the countywide share can only be used to fund bicycle or pedestrian facilities. These funds may be used to fund the bicycle and pedestrian components of a roadway improvement project if that project would not substantially increase the capacity of the roadway for vehicular movement.

What Projects are in the CBPP?

To be considered “in the *Countywide Bicycle and Pedestrian Plan*”, a proposed project must be:

- Specifically listed in Appendix E, Local Bicycle and Pedestrian Projects, of the most recent CBPP as a bicycle, pedestrian or TLC project
- A bicycle project identified in Appendix D, Local Bicycle Networks, of the most recent CBPP as either an existing or proposed bicycle facility; while completion of *proposed* facilities are generally a higher priority, improvements to *existing* facilities may also be funded if they would significantly improve the usefulness of a facility
- A pedestrian project located in a priority location as described in the most recent CBPP. There are three types of “pedestrian-priority” locations:
 - Downtowns and other “pedestrian-oriented districts” (areas where walking receives relatively high priority and importance, either by practice or policy);
 - Access routes to transit stations and stops; and
 - Access routes to other activity centers such as significant employment and shopping areas, schools, community centers, public venues, parks and trails.

Eligible Project Phases

PBTF funds may be used to fund all phases of a project, including design, right-of-way and construction.

Minimum and Maximum Requests

The **minimum request** of PBTF funds is \$50,000. Setting a minimum request will help limit the cost of project oversight. This amount is consistent with the minimum amounts of bicycle and trail projects funded through Measure C.

To meet the minimum request, project sponsors may combine similar projects at different locations into a single application. The components of a project need not be contiguous

but must be related improvements — for example, improvements identified in a jurisdiction's pedestrian plan — capable of being carried out through the same contract.

The **maximum request** is one-half of the available PBTF funds currently unprogrammed or \$2.5 million, whichever is greater, through the Strategic Plan.

INELIGIBLE PROJECTS

The PBTF program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, while projects that making walking or bicycling to connect to transit safer and more convenient are eligible, projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for PBTF funds. In addition, the Countywide Share of the PBTF program will not fund:

- Planning studies (for example, the development of pedestrian plans or alignment studies),
- Operations (for example, the operation of a bike stations) are eligible for these funds, or
- Maintenance of facilities (the EBRPD and West County shares may, however, be used for maintenance of regional trails or bicycle and pedestrian facilities).

East Bay Regional Park District Share

ELIGIBLE SPONSORS

Only the East Bay Regional Park District (EBRPD) is eligible for this portion of the PBTF funds.

ELIGIBLE PROJECTS

The funding available to the EBRPD through the half-percent portion of the PBTF program must be spent on the improvement or maintenance of paved regional trails. Eligible projects could include improving and maintaining the trails themselves, trail crossings, lighting and signage.

MAINTENANCE OF EFFORT

Measure J states that the Authority, in conjunction with EBRPD, will develop a maintenance-of-effort (MOE) requirement for funds under the PBTF category. The following MOE requirement, which is based upon the MOE requirement for Measure C/J

Local Street Maintenance and Improvement funds, shall apply to the EBRPD portion of PBTF funds:

EBRPD shall not redirect monies currently being used for the development and maintenance of regional trail facilities to other uses, and then replace the redirected funds with PBTF dollars from Measure J. To demonstrate compliance with this requirement, EBRPD shall document for the Authority that, for each fiscal year during which PBTF funds were expended, that it has continued to fund the budgets of the Contra Costa County and East Contra Costa County operational units from its general fund and property tax revenues at a level equal to or greater than the budget for those units during fiscal year 2010 . EBRPD may petition the Authority for a lower base for the MOE requirement where general fund and property tax revenues fall substantially. EBRPD must supply evidence for the need for any lower base amount. Formula for Distributing EBRPD Funds among Subregions.

Measure J requires that the half-percent EBRPD share of PBTF funds be spent “equally in each subregion”. The EBRPD shall use the formula used in Measure J to allocate funding to the four subregions — each subregion’s share of county population in the year 2020 — to determine subregional allocations. The EBRPD may adjust any of the subregional allocations by no more than five percent, subject to RTPC approval, to better match funding to the improvement or maintenance projects proposed. Any adjustments shall be considered in determining subregional allocations in each following update to the PBTF component of the Measure J Strategic Plan.

The subregional allocations shall be for the whole programming period, not for each programming year.

RTPC REVIEW AND APPROVAL

As part of the development and updating of the PBTF component to the Measure J Strategic Plan, the EBRPD shall develop a program of projects to develop or rehabilitate regional trails grouped by subregion. The EBRPD shall present this program of projects to each RTPC for its review. To be incorporated into the PBTF component, the projects proposed for a subregion must be approved by that subregion’s RTPC.

West County Share

The West Contra Costa Transportation Advisory Committee (WCCTAC) will recommend how the PBTF funds available through Program 26b, Additional Bicycle, Pedestrian and Trail Facilities. Recommendations will be based on the criteria established in the most recent CBPP.

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority's policies including Resolution 08-13, *Implementation of Measure J Projects Policy* are eligible to receive funding through the West County Share portion of the PBTF program.

ELIGIBLE PROJECTS

The 0.04 percent of Measure J funds available to West County may be allocated both to construct and maintain bicycle or pedestrian facilities.

INELIGIBLE PROJECTS

The Additional Bicycle, Pedestrian and Trail Facilities program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, while projects that make pedestrian or bicycle connections to transit safer and more convenient are eligible, projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for these Additional Bicycle, Pedestrian and Trail Facilities funds.

Project Selection

COUNTYWIDE SHARE

Sponsors of projects asking for PBTF program funds must complete an application that provides detailed information on the project, including contacts, project description, cost estimates and funding plan, and an assessment of how well that project meets the criteria for selection. The outline for the PBTF funding application is included as Exhibit A.

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. The CBPAC and Authority may refine and clarify the criteria, including adjusting the weight of each criterion in the review process, as part of the preparation of each call for projects for the PBTF program funds. Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects. The criteria are included in Exhibit B, attached.

EAST BAY REGIONAL PARK DISTRICT SHARE

As part of the update of the PBTF component of the Measure J Strategic Plan, Authority staff will estimate the amount of funding available to the EBRPD over the programming period for the update. This estimate will allocate the funding among the four subregions.

The EBRPD will then prepare a program of projects that it proposes to be funded with these funds. The proposed list of projects will be organized by subregion and identify the estimated cost and proposed programming year for the construction and maintenance activities.

Each RTPC will review and approve the construction and maintenance activities identified for their subregion and forward its recommendation to the Authority for incorporation into the update of the PBTF component of the Measure J Strategic Plan.

WEST COUNTY ADDITIONAL PEDESTRIAN, BICYCLE AND TRAIL FACILITIES SHARE

The Authority will ask WCCTAC, as part of the update of the PBTF component of the Measure J Strategic Plan, to prepare a list of additional trail, pedestrian, or bicycle capital improvements or facility maintenance projects in West County.

Programming of PBTF Funds

The Authority will program the PBTF funds through the *Pedestrian, Bicycle and Trail Facilities Component of the Measure J Strategic Plan*. The PBTF component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan as well as the policies in the most recent CBPP. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The PBTF Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from Measure J Strategic Plan that would affect the allocation of PBTF funds
 - b. Goals and policies that would apply specifically to the PBTF, including the criteria used to select projects and project development requirements
4. **Funding:** Estimated amount of PBTF funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
5. **Programming of Funds:** Matrix of projects recommending for funding through the PBTF program and funding allocated by fiscal year. The PBTF component will track the EBRPD share to ensure that these funds are allocated equally among the four subregions, consistent with the requirements of Measure J.

6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the PBTF program comparable to the project fact sheets in the Measure J Strategic Plan

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period

The PBTF funds will use the same programming period used in the most recent Measure J Strategic Plan.

Update Schedule

The Authority will update the PBTF component as part of or following the updating of the funding estimates in the Measure J Strategic Plan or at least every two years, whichever is greater. It is also the Authority's intent to release the PBTF call for projects as part of or immediately following an update of the projects or policies of the CBPP.

Project Development

Project sponsors must comply with all Authority requirements for implementation of projects funded through Measure J, including the requirements of Resolution 08-13-P, Implementation of Measure J Projects Policy.

Exhibit A

Application Outline

Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program Funds

1. PROJECT INFORMATION

- a. Project Name
- b. Project Location
- c. Sponsor
- d. Implementing agency (if different than sponsor)
- e. Partner agencies (only if they would play a substantial role in implementing the proposed project)
- f. Contact for project
- g. Funding
 - i. Total project cost
 - ii. Committed funding
 - iii. Requested PBTF funds
 - iv. Unfunded balance
- h. Proposed schedule: milestone dates for project development
- i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

2. PROJECT DESCRIPTION

- a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

3. ABILITY TO MEET CRITERIA

Criteria used will be those outlined in the most recent CBPP.

Exhibit B

Criteria for Project Selection from 2009 Countywide Bicycle and Pedestrian Plan

10 February 2011

<i>Criteria</i>	<i>To what extent would the project...</i>
Safety	Address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles
Range and number of users	Serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area
Countywide or regional significance	Implement a project in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC
Destinations served	Be located near a larger number of destinations within normal walking and bicycling distance (one-half to three miles, respectively) of the project
Latent demand	Be more likely to generate walking and bicycling trips given other characteristics of the project area — e.g., greater population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking
Improved connectivity	Eliminate gaps in existing pedestrian or bicycle facilities that the project, remove barriers to access that the project, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit
Feasibility	Be able to complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues
Local and policy support	Implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies
Matching funds	Leverage funds from other sources that are or would be committed to the project



Application Form

Measure J Transportation for Livable Communities (CC-TLC) Program Funds

1. PROJECT INFORMATION

Project Name

Project Location

Sponsor.....

Implementing agency {if different than sponsor}

Partner agencies {list only those agencies whose role is essential in implementing the proposed project}

Contact for project..... {Name, position, phone, email, address}

2. FUNDING

In thousands of dollars, please provide the estimated cost of the proposed project, the amount of CC-TLC funds requested, and any other funds that have been committed to the project.

<i>Source</i>	<i>Amount</i>
Total project cost	\$000
Requested CC-TLC funds	\$000
Committed funding 1	\$000
Committed funding 2	\$000
Committed funding 3	\$000
Unfunded balance	\$000

3. POTENTIAL PHASING

{Identify project components that could be eliminated if insufficient funding is available to fully fund the project as proposed and the estimated reduction in project cost and requested Measure J funds}

4. PROJECT DESCRIPTION

{In a single paragraph, provide a short description of the project and its purpose, location and key components}

{Describe the proposed project more fully including the project purpose, its features, its location and the how the sponsoring or implementing agency intends to operate and maintain the project. At a minimum, attach a location map. Photos and designs may be included as well.}

5. PROPOSED SCHEDULE

In the following table, enter the expected beginning and ending *month and year* for each of the phases listed. If the phase has been finished, enter "Completed" in the "To" column.

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		
Design		
Environmental Clearance		
Right-of-Way		
Construction		

6. ABILITY TO MEET CRITERIA

Describe how the proposed project would meet the following four criteria:

Achievement of CC-TLC Goals:

Describe how the proposed project would help achieve the six goals of the CC-TLC program (see Exhibit One for these six goals)

Feasibility: Describe why the project is feasible and any outstanding issues in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — or funding of the project

Local and policy support: Identify local policies that support the project and the integration of the project with other local efforts, as well as other support from the general public, the RTPCs and other relevant agencies

Matching funds: Identify the percentage of non-Measure J funds committed to the project

Exhibit One

Goals of the Measure J CC-TLC Program

Measure J establishes six goals for the Measure J Transportation for Livable Communities program.

- Help create walkable, pedestrian-friendly neighborhoods and business districts
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
- Help create walkable, pedestrian-friendly access linking housing and job centers to transit
- Help create affordable housing
- Encourage a mixture of land uses and support a community's development or redevelopment activities
- Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life



Application Form

Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program Funds

1. PROJECT INFORMATION

Project Name.....

Project Location

Sponsor.....

Implementing agency {if different than sponsor}

Partner agencies {list only those agencies whose role is essential in implementing the proposed project}

Contact for project..... {Name, position, phone, email, address}

2. FUNDING

In thousands of dollars, please provide the estimated cost of the proposed project, the amount of PBTF funds requested, and any other funds that have been committed to the project.

<i>Source</i>	<i>Amount</i>
Total project cost	\$000
Requested PBTF funds	\$000
Committed funding 1	\$000
Committed funding 2	\$000
Committed funding 3	\$000
Unfunded balance	\$000

3. POTENTIAL PHASING

{Identify project components that could be eliminated if insufficient funding is available to fully fund the project as proposed and the estimated reduction in project cost and requested Measure J funds}

4. PROJECT DESCRIPTION

{In a single paragraph, provide a short description of the project and its purpose, location and key components}

{Describe the proposed project more fully including the project purpose, its features, its location and the how the sponsoring or implementing agency intends to operate and maintain the project. At a minimum, attach a location map. Photos and designs may be included as well.}

5. PROPOSED SCHEDULE

In the following table, enter the expected beginning and ending *month and year* for each of the phases listed. If the phase has been finished, enter "Completed" in the "To" column.

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		
Design		
Environmental Clearance		
Right-of-Way		
Construction		

6. ABILITY TO MEET CRITERIA

Describe how the proposed project would:

Safety: Address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles

Range and number of users: Serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area

Countywide or regional significance: Implement a project in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC

Destinations served: Be located near a larger number of destinations within normal walking and bicycling distance (one-half to three miles, respectively) of the project

Latent demand: Be more likely to generate walking and bicycling trips given other characteristics of the project area — e.g., greater population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking

Improved connectivity: Eliminate gaps in existing pedestrian or bicycle facilities that the project, remove barriers to access that the project, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit

Feasibility: Be able to complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues

Local and policy support: Implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies

Matching funds: Leverage funds from other sources that are or would be committed to the project

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Administrative and Projects Committee **STAFF REPORT**

Meeting Date: September 1, 2011

Subject	2012 State Transportation Improvement Program (STIP) Candidate Projects
<p>Summary of Issues</p>	<p>The Authority received 15 applications totaling approximately \$101 million in STIP fund requests. The STIP subcommittee of the <i>Technical Coordinating Committee</i> (TCC) met on July 26, 2011 to score the projects using the Authority's approved criteria. The TCC, at its meeting on August 18, 2011, reviewed the prioritized list shown in Attachment A, and recommended approval of the list.</p> <p>The 2012 STIP final fund estimate was adopted by the California Transportation Commission on August 10, 2011. The fund estimate provides the programming target for the 2012 STIP.</p>
<p>Recommendations</p>	<p>Staff recommends that the Authority approve the 2012 STIP Contra Costa project list and authorize the Authority Chair to sign the attached Resolution of Local Support for Authority sponsored projects. Staff also concurs with the TCC recommendation for regular project reporting from the City of Hercules for their Intermodal Transit Center Station project.</p>
<p>Financial Implications</p>	<p>Approximately \$48 million is available to Contra Costa to program in the 2012 STIP. Of this total, \$22 million has been pre-committed by prior Board action or will be programmed as reserves. This results in \$26 million available for new candidate projects in the 2012 STIP.</p>
<p>Options</p>	<p>The Authority may revise the 2012 STIP project recommendations</p>
<p>Attachments</p>	<p>A. Scored list of candidate projects for the 2012 STIP B. DRAFT Resolution of Local Support for Authority sponsored projects</p>
<p>Changes from Committee</p>	

Background

The Authority issued the 2012 STIP call for projects on June 15, 2011. Concurrently, the Authority also approved evaluating projects separately using the following 100 point scoring criteria. It should be noted that the Authority's STIP application requires different technical data for roadway and transit projects, however, the overall scoring criteria is the same.

Scoring Criteria

- Safety/System Productivity 25 points
- Congestion Relief 25 points
- Strategic Expansion 15 points
- SB 375 Goals 10 points
- Other secured funds 5 points
- Measure C or J 20 points

Applications were due on July 13, 2011. A total of 15 applications with cumulative funding requests for approximately \$101 million in STIP fund were received. The STIP subcommittee of the Technical Coordinating Committee (TCC) met on July 26, 2011 to score candidate STIP projects using the Authority's approved criteria. The projects were scored and ranked as shown in Attachment A.

The California Transportation Commission (CTC) adopted the 2012 STIP fund estimate at their meeting on August 10, 2011. Contra Costa County's share is approximately \$77 million. The summary below outlines the total share available for Contra Costa, the existing commitments approved by the Authority Board, and reservations needed for STIP Transportation Enhancement (TE) and Programming, Planning and Monitoring (PPM). The net available STIP capacity for the 2012 STIP call for projects is \$25,957,000.

- 1) MTC retains control over \$29 million in Contra Costa STIP shares. At the time the Caldecott Tunnel Project was ready for construction, the State was unable to make an allocation for programmed Contra Costa STIP funds. MTC replaced the STIP funds with regional ARRA funds.

\$76,928,000	Contra Costa 2012 Funds Estimate Total Share
<u>-\$29,000,000</u>	Under MTC control (exchange of regional ARRA funds)
\$47,928,000	Net amount of 2012 STIP share available for Contra Costa

- 2) Of the \$47.928 million available, the following commitments and reservations will be programmed into the 2012 STIP.

-\$13,000,000	Pre-committed to the eBART project
- \$5,000,000	Pre-committed to the I-80/San Pablo Dam Road Interchange project
- \$2,973,000	Contra Costa's TE share (TE Reserve) in the 2012 STIP
<u>- \$998,000</u>	Contra Costa's PPM share in the 2012 STIP
\$25,957,000	Total programming capacity available for the 2012 STIP call for projects

The following table contains the new projects recommended by the TCC for the 2012 STIP cycle in priority order based on their score. The table also reflects the STIP funds requested by each project and the cumulative request. The I-680 Southbound HOV Gap Closure, North Main Street to Livorna Road requested \$9 million in STIP funds. The project is fourth on the priority list, and funding is not available to fund the entire request. Therefore, the project will get the remaining \$5.6 million up to the total

amount available. This funding will help to close the gap in the design phase and/or the right of way phase for this project allowing design to proceed immediately following the environmental phase.

Rank	Agency	Project Name	Recommended STIP Amount	Cumulative Total
1	Hercules	Hercules Intermodal Transit Center (ITC), Station Building	\$ 5,100,000	\$ 5,100,000
2	BART	Walnut Creek BART TOD Intermodal	\$ 5,300,000	\$10,400,000
3	CCTA/San Pablo	I-80/San Pablo Dam Rd. Interchange Reconstruction	\$10,000,000	\$20,400,000
4	CCTA/TRANSPAC	I-680 SB HOV Gap Closure, N. Main St to Livorna Rd	\$ 5,557,000 ¹	\$25,957,000

¹ Total Requested is \$9,000,000. Remaining available funds total \$5,557,000.

Issues

Some members of the 2012 STIP application review subcommittee expressed concern about the City of Hercules ITC project and whether the City will be able to deliver the project given the city's latest financial problems and the uncertainty of some of the other fund sources for the project. The STIP funds are likely to be programmed in FY2015-16. If Hercules is unable to deliver the project or secure other necessary funds, the Authority has the opportunity to reprogram the funds in the 2014 STIP cycle. The TCC and staff recommend that the City provides regular updates to the Authority on the progress of this project.

Schedule

A proposed schedule to finalize the project list for the 2012 STIP is detailed below:

Sept. 1-21, 2011 APC and the Authority review and approve final project list and forwards to MTC in October per MTC's request

Resolution of Local Support

MTC requires that the STIP sponsors complete a resolution of local support for the projects recommended for STIP funding. MTC will release their template for the 2012 Resolution of Local Support in late August 2011; however, MTC staff indicated that the new resolution of Local Support will be almost identical to the 2010 STIP resolution. Attachment B is a DRAFT resolution of Local Support for the three Authority sponsored projects – eBART extension, I-80/San Pablo Dam Road Interchange

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project and the I-680 Southbound HOV Gap Closure, North Main Street to Livorna Road. Sponsors for other projects approved for the 2012 STIP call for projects will need to submit similar resolutions.

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2012 STIP Applications - TCC Subcommittee Review

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

*Project Type: Roadway = R, Transit = T



RESOLUTION 11-34-P

RE: DRAFT Resolution of Local Support

WHEREAS, Contra Costa Transportation Authority (herein referred to as "APPLICANT") is submitting an application to the Metropolitan Transportation Commission (MTC) for \$13 million, \$15 million, and \$5.6 million in funding from the 2012 Regional Transportation Improvement Program (RTIP) for the East County Rail Extension (eBART), the I-80 San Pablo Dam Road Interchange Reconstruction, and the I-680 Southbound HOV Lane Gap Closure, respectively (herein referred to as "PROJECTS") for the MTC 2012 RTIP, as authorized by MTC by Resolution No. 3928 (herein referred to as "PROGRAM"); and

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of that process, MTC is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to California Government Code Section 14527(b), for inclusion in the RTIP, and submission to the California Transportation Commission, for inclusion in the State Transportation Improvement Program; and

WHEREAS, MTC will review and include, if approved, 2012 RTIP projects in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for Regional Improvement Program funds in the RTIP; and

WHEREAS, applications to MTC must be submitted consistent with procedures, conditions, and forms it provides transportation project sponsors; and

WHEREAS, APPLICANT is a sponsor of transportation projects eligible for Regional Improvement Program funds; and

WHEREAS, the RTIP Project Programming Request (PPR) form of the project application, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule and budget for which APPLICANT is requesting that MTC program Regional Improvement Program funds for inclusion in the RTIP; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by APPLICANT of assurances required by SB 45 in order to qualify the project listed in the RTIP project nomination sheet of the project application for programming by MTC; and

WHEREAS, as part of the application for 2012 RTIP funding, MTC requires any resolution adopted by the responsible implementing agency to state that the project will comply with the procedures specified in the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 3928, Attachment 1, Pages 14-15, and as may be further amended).

NOW, THEREFORE, BE IT RESOLVED, that APPLICANT approves the assurances set forth in Part 2 of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT will comply with the provisions and requirements of the "Timely Use of Funds Provisions and Deadlines" (MTC Resolution No. 3928, Attachment 1, Pages 14-15, and as may be further amended), that PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP, and that APPLICANT and PROJECT will comply with the requirements as set forth in the 2012 RTIP Policies and Procedures (MTC Resolution No. 3928); and therefore be it further

RESOLVED, that APPLICANT has reviewed the project and has adequate staffing resources to deliver and complete the project within the schedule set forth in the RTIP Project Programming Request (PPR) form of the project application, attached to this resolution; and be it further

RESOLVED, that APPLICANT is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

RESOLVED, that APPLICANT is authorized to submit an application for State Transportation Improvement Program funds for PROJECT; and be it further

RESOLVED, that there is no legal impediment to APPLICANT making applications for Regional Improvement Program funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC to program Regional Improvement Program funds into the RTIP, for the projects, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the APPLICANT application referenced herein.

David E. Durant, Chair

This RESOLUTION was entered into at a meeting
of the Contra Costa Transportation Authority
held September 21, 2011 in Walnut Creek, California

Attest: _____
Danice J. Rosenbohm, Executive Secretary

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OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

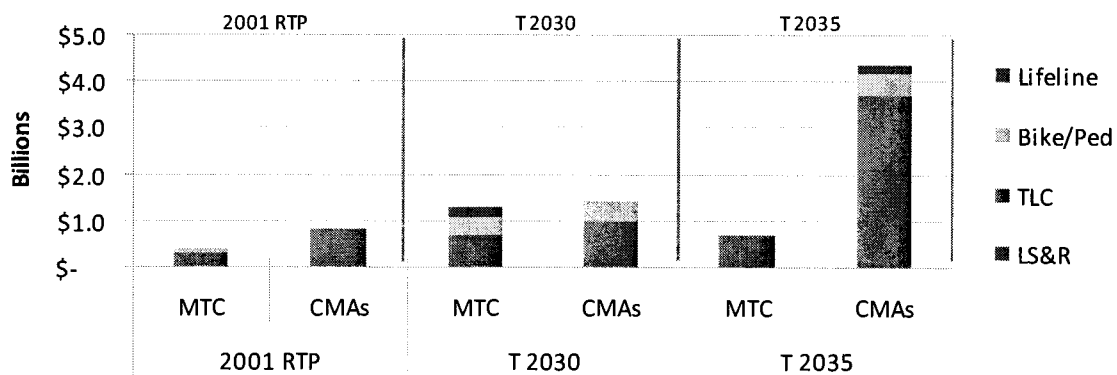
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

Program and Project Selection Evolves over Past Two Decades

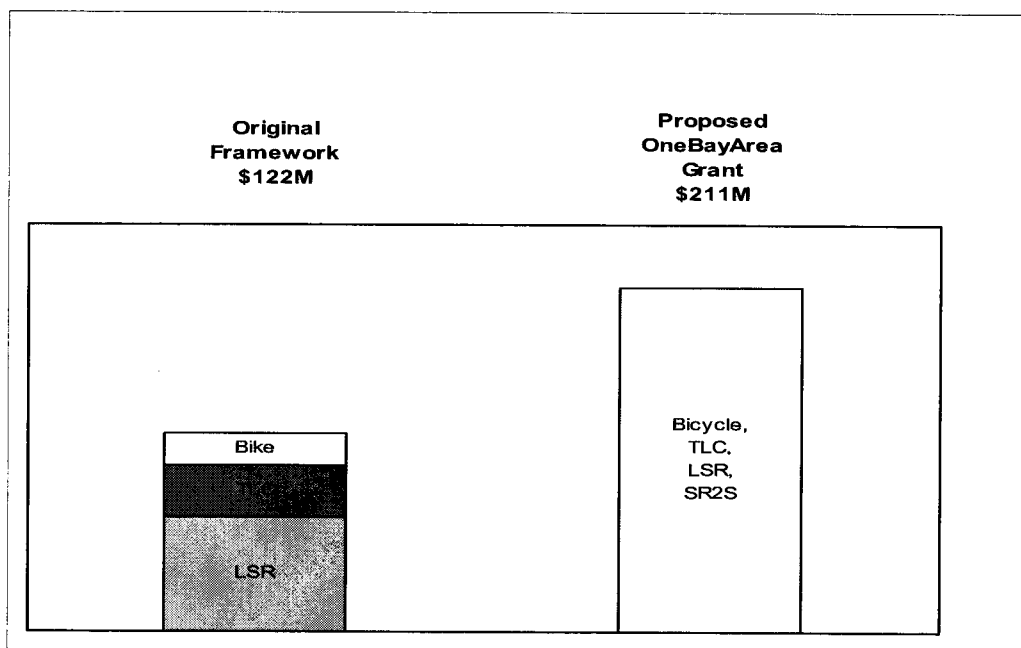
Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

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- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



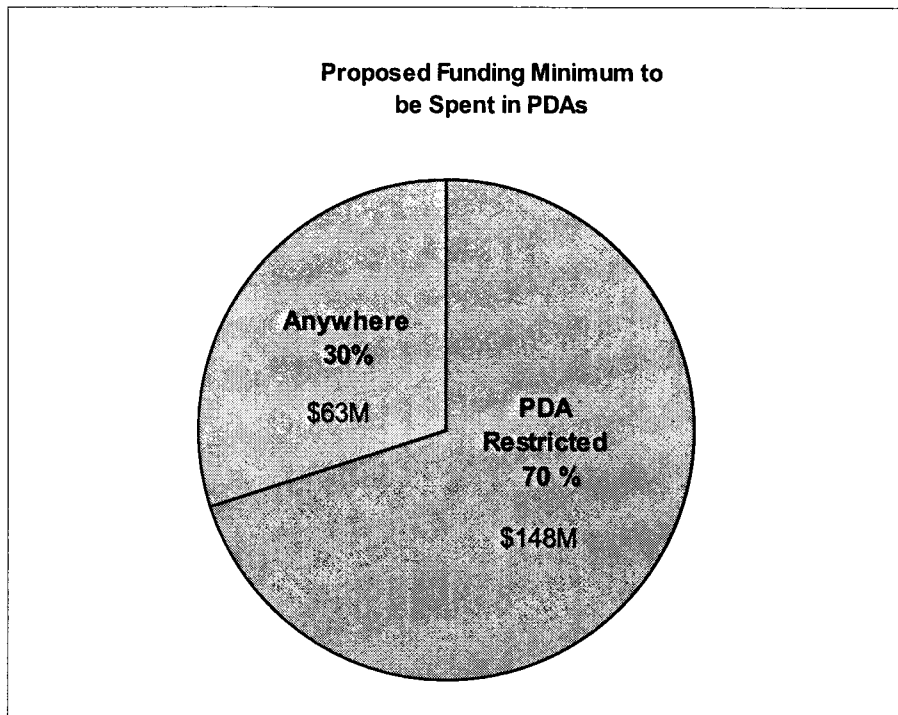
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$5 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

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jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	37
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	105
9 Transportation Oriented Development (TOD) Fund	10	0	0	0			
10 Priority Conservation Area Planning Pilot					5		
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

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* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

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Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGO project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3



CONTRA COSTA
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DRAFT

COMMISSIONERS

September 21, 2011

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Robert Taylor

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

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

Dear Mr. Kimsey:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Authority finds several aspects of the proposed approach to be quite positive, especially the flexibility allowed by eliminating program categories. This level of flexibility could allow each CMA to tailor how it allocates the available funds to the needs within county, thus making the program more truly a block grant.

Randell H. Iwasaki,
Executive Director

Some parts of the proposal, however, raise significant concerns about the approach's feasibility and impact. The following comments are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can refine the approach that better reflects the varying contexts of the different parts of the Bay Area and their roles in meeting local and regional goals.

In Cycle 1, counties allocated Congestion Management Agency (CMA) Block Grant funds through three programs — Transportation for Livable Communities (TLC), the Regional Bicycle Program (RBP), and Local Streets and Roads Shortfall (LSRS) — as well as through a fourth program, the Safe Routes to School (SR2S) component of the Climate Initiatives program. The Cycle 2 proposal would take funds from those four programs plus the Transit-Oriented Development (TOD) fund and a share of regional planning funds and put them into a single grant to each county. The only eligibility requirements would be those of the two federal funding sources, STP and CMAQ.

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ISSUES

The proposed OneBayArea grant raises three concerns about both the proposal's feasibility and effectiveness.

95-10

Requires that 70 Percent of Funding to be Used in Priority Development Areas

Of the three issues, the most problematic is the requirement that “at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas).”

1. **Transportation needs not limited to Priority Development Areas (PDAs):** Improvements needed in the region, even those whose need is generated by the development of PDAs, wouldn't necessarily be needed within the PDAs themselves.
2. **Not all transportation improvements that support Sustainable Communities Strategy (SCS) goals would occur in PDAs:** Cities and counties have designated PDAs where they expect intensified, transit-supportive development to occur. And that development is expected to help meet goals for reducing greenhouse gas — though it hasn't been demonstrated that it would. But transportation improvements that would help meet those goals (and support PDAs) wouldn't necessarily be needed within the PDAs themselves. For example, while it wouldn't occur within the Walnut Creek BART PDA, a bicycle and pedestrian connection between the BART station and the Iron Horse Trail would clearly encourage the use of the trail and non-motorized modes of travel to access the station. In addition, an area can serve as a PDA without being designated one. For example, Concord has put significant effort into making its downtown more of a mixed-use, higher-density place that builds on the transit access the BART line provides.
3. **Uses a regional average to allocate county shares:** The 70 percent figure is a *regional* average and may not reflect where growth occurs within each county.
4. **Not linked to need:** Encouraging the development of designated PDAs is not the only concern of a regional transportation plan. The Bay Area, for example, has a long-standing policy of “fix it first”. Maintaining our existing investments in the transportation network consistent with that policy has no necessary link to the development of PDAs. A jurisdiction's maintenance needs may occur anywhere within their boundaries,
5. **Some counties would have a hard time using the funds:** A county like San Francisco, where 80 percent of the city is in a PDA or Growth Opportunity Area (GOA), will not find it difficult to allocate their share of the funds. A county like Napa, however, with less than two percent of its urban area in a PDA — and that in one jurisdiction and along a State highway — will be hard pressed to spend its share in ways that make sense, either for Napa County

9-6-11

or for the region. In Contra Costa, only eight percent of the urban area is designated a PDA or GOA. That figure is even lower — less than five percent — if the Concord Naval Weapons Station, which won't begin being developed until long after the Cycle 2 funding decisions are made.

6. **Maintenance isn't needed only in PDAs:** *Existing* maintenance needs on local streets are not necessarily tied to the location of PDAs.
7. **Most schools that could benefit from SR2S programs are not in PDAs:** Except in counties that haven't designated a significant portion of their urban area as a PDA, most schools in most counties are not located within a PDA. This could limit county efforts to use these funds to encourage walking or bicycling to school.

Requires Agencies Adopt "Supportive Transportation and Land-Use Policies"

The OneBayArea grant proposal recommends four "performance and accountability requirements". While we heartily support the performance and accountability, we are not sure what these particular requirements have to do with either. For example, although policies on parking pricing and availability and trip reduction ordinances may be good things, they do not necessarily correspond to a project sponsor's performance and accountability or the impact of the particular project. The fourth requirement — having both a "bicycle/pedestrian plan and complete streets policy in general plans" — has the closest relationship to performance and accountability, at least where bicycle and pedestrian travel is an issue.

The fourth requirement highlights another issue with these requirements. Many potential local sponsors could not meet these requirements currently and meeting them would require both time and considerable expense. The creation of a Community Risk Reduction Plan (a part of the BAAQMD's CEQA Guidelines, not "per" CEQA as the proposal notes) can be expensive, with its benefits unclear. Amending local general plans to incorporate complete streets policies "pursuant to Complete Streets Act of 2008" aren't necessary until a jurisdiction makes "any substantive revision of the circulation element". To comply with this requirement, jurisdictions may have to spend considerable time and effort just to get a grant through the proposed program. And, if they didn't have a bicycle/pedestrian plan, the expense could be doubled.

Finally, what about other agencies that are eligible for the funds? How would those agencies comply with requirements that are not within their power to meet?

96-12

Requires HCD-Approved Housing Element Consistent with New Regional Housing Need Allocation (RHNA) Numbers

MTC and ABAG staff propose that jurisdiction have “a HCD-approved housing element consistent with RHNA/SB375 law” to be eligible for Cycle 2 funds. We have three concerns with this proposal. First, it is not clear what is required. The proposal says that jurisdictions can meet the requirement either by “adoption of a housing element that meets the current RHNA before the new RHNA is adopted” or by “adoption of a housing element that meets the new RHNA after its approval.” Then the proposal says that jurisdictions have 18 months — that is, until September 2014 — after the adoption of the SCS to meet the new RHNA. It’s not clear whether this applies to both those housing elements that meet the current RHNA and those that must meet the new RHNA.

Second, and more important, the proposal requires HCD approval. Such approval, we have found, can be problematic. The Measure C Growth Management Program (GMP) originally required HCD approval of local housing elements. Because it found this requirement to be unworkable, the Authority changed the GMP to only require local adoption of an element consistent with State law. A jurisdiction does not need HCD approval to comply with either the current or new RHNA.

Finally, local jurisdictions cannot be expected to update their Housing Elements *and* get HCD approval before the CMAs make their allocation decisions. It is also not reasonable to rescind the allocation of these funds if a jurisdiction is not able to get HCD approval *after* the funding decision is made.

MORE DETAILED CONCERNS

Proposed Grant Doesn’t Reflect Prior CMA Commitments

The Authority, following MTC direction established in Cycle 1 and trying to limit the number of projects in each cycle, committed about \$9 million in Cycle 2 funds to Local Streets and Roads Shortfall projects. The OneBayArea grant should allow CMAs to fulfill those commitments. Certainly, the need for maintaining our *existing* transportation system has not gone away and, given the financial situation of local governments, has multiplied.

95-13

How Would the Program Leverage Outside Funds Work?

The proposed grant says that “additional opportunities could be sought” — that is, outside funds — to augment the STP and CMAQ funds. The proposal uses the \$6 million in TFCA funds that the air district has offered as an example and says that TFCA eligibility considerations will guide the use of these funds. But how would that guidance affect how CMAs allocate funding? Would the TFCA funds be added to each CMAs allocation of funds?

RECOMMENDATIONS

1. The OneBayArea grant should respect provide commitments made based on the overall framework and policy direction for the second three years (Cycle 2) that MTC originally adopted.
2. The grant should not require that 70 percent of the funds be spent in PDAs. The 70 percent figure is a regional one and doesn't necessarily apply in each county. More important, PDAs are *development* areas and transportation needs, whether for maintenance or supporting travel choices that support AB 32 goals, are not necessarily higher in those areas.
3. As an alternative, the grant might require that location in a PDA be given extra weight in selecting projects for funding.
4. Do not require local adoption of the “supportive transportation and land use policies” listed. They are not good indications either of the sponsor's ability to implement the project or program or of the usefulness of the project in achieving the goals of the RTP and AB 32. Parking policies, adoption of a bicycle, pedestrian or combined pedestrian and bicycle plan, and adoption of complete streets policies could, however, be considered in
5. Clarify how the program would practically incorporate outside funds.

*Mr. Doug Kimsey
Metropolitan Transportation Commission
September 21, 2011
Page 6*

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

Sincerely,

[David Durant]
[Chair]

96-15

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August 10, 2011

In Auto Test in Europe, Meter Ticks Off Miles, and Fee to Driver

By ELISABETH ROSENTHAL
The New York Times

EINDHOVEN, the Netherlands — As Sander Van Dedem recalled watching the charges tick up every 10 seconds on the dashboard meter on the way to the airport, he resolved to try public transportation next time. “Looking at the money makes you realize that a car isn’t always a good idea,” said Mr. Van Dedem, a commercial sales manager for I.B.M. here.

But his pricey ride was not in a taxi. He was driving his own Volvo XC60.

The car had been outfitted with the meter so that Mr. Van Dedem could take part in a trial of a controversial government tax proposal to charge drivers a fee for the miles they drive. The meter also factors in the cost to society in the form of pollution, traffic congestion, greenhouse gas emissions and wear and tear on roads.

Hooked up to the Internet wirelessly and to GPS, the system tabulates a charge for each car trip by using a mileage-based formula that also takes account of a car’s fuel efficiency, the time of day and the route. (Driving on busier thoroughfares costs more than driving on less-traveled roads.) At the end of each month, the vehicle’s owner would receive a bill detailing times and costs of usage, not unlike a cellphone bill, although participants in the trial did not have to pay the charges.

Governments in car-clogged regions of Europe, Asia and even the United States have shown an eagerness to explore such systems, but they face a nagging challenge in placing them in private vehicles. Even in environmentally conscious places like the Netherlands, voters and politicians often vehemently oppose the programs, citing privacy concerns about the monitoring of

drivers’ whereabouts and the introduction of what amounts to a new type of tax.

In the Netherlands, where by some accounts residents have the highest average commuting time in Europe and a reputation for receptivity to environmental innovation, the government had planned to institute a nationwide system next year. But the plan was shelved when a new government came to power in 2010.

“The winning party said, ‘If you elect us, there won’t be new taxes,’ and killed the plan,” said Ab Oosting, a city official in Eindhoven.

Supporters of the meters contend that the charges are more equitable than current taxes like automobile purchase and registration fees, because they derive from actual use rather than mere ownership. If imposed, they could supplant gas and vehicle taxes as well as tolls. Governments could program computers to require consistent gas guzzlers to pay higher rates, for example.

Distance charging also provides a means of replacing declining revenues from gasoline taxes as more people drive highly efficient, hybrid or electric cars, helping governments that have traditionally depended on gas taxes for road upkeep.

Equally important, studies have found that the meters provide instantaneous negative feedback, the kind that psychologists say changes behavior.

“At the beginning you’re looking at it all the time and thinking of costs, and pretty quickly it starts to influence what you do,” said Mr. Van Dedem, whose rush-hour airport ride would have incurred a charge of just over \$5 under the rates proposed in the Netherlands.

The effect has been lasting: even though the trial was two years ago and the meter has been removed, he now works from home

more in the mornings and walks to the market, he said.

In Europe, countries like Germany and Denmark “were looking to the Netherlands to test the technology” and were disappointed when the plan was shelved, said Peder Jensen, a transportation expert at the European Environment Agency. Germany has already started using a GPS-based charging system for trucks, and France is planning to do so, a step that is less politically volatile than charging drivers of private cars.

In the United States, states including Oregon, Texas and Minnesota have explored mileage charging systems, but the first tentative proposals have faced obstacles there as well. A longstanding proposal in Oregon to introduce such charging for electric cars stalled in committee this spring and never made it to a vote. It suggested a transitional rate of 0.85 cents per mile in 2015 and 1.85 cents per mile by 2018.

Although the program was primarily an attempt to recoup lost revenue from gasoline taxes, it was also intended to test the waters for distance charging that would eventually apply to all cars.

“We started with a new type of car where the policy argument was clear: electric vehicles don’t pay gas taxes,” said James M. Whitty, manager of Oregon’s Office of Innovative Partnerships and Alternative Funding. “But the idea was to get by the anxiety about what the new tax system was about, to see if it would be acceptable.”

The Oregon proposal did not envisage installing real-time GPS-based meters in each car, but merely recording the mileage though the odometer. An earlier trial using a GPS unit had stirred a public outcry even though the unit did not reveal locations as it relayed data to the state. “The public didn’t trust that,” Mr. Whitty said.

Eric-Mark Huitema, a transportation specialist with I.B.M., which developed the system used in the Netherlands in collaboration with the semiconductor company NXP, said that the hardware and software performed well in the testing period.

“The trials work well, but it’s first a psychological issue and second a political choice,” he said. “To do it you need support of the government, and it needs to happen when there is not an election because there’s always a bit of resistance.”

Under the shelved plan in the Netherlands, rates would have varied from 4.5 to 45 cents per mile. Government studies predicted that 60 or 70 percent of drivers would pay less than under the current system of car taxation.

The European Union continues to prod member states to try distance charging despite the setbacks. High car and gas taxes have failed to stem the growth of car use in Western Europe, leaving densely populated countries paralyzed at rush hour.

Belgium plans to start a small trial of 50 drivers in September. “Traffic jams are expected to double by 2020; the roads are full, full, full,” said Freidl Maertens, director of the pilot program in Leuven, Belgium. Singapore is also contemplating a mileage-based tax system, though so far the plans do not include a digital display, which some experts see as a crucial component.

According to data collected in the Eindhoven trial, watching the small charges add up changed driving habits.

“Seeing the meter helps,” Mr. Huitema said. “The old taxes don’t do that — you fill the tank, pay and try not to worry anymore.”

http://www.nytimes.com/2011/08/11/science/earth/11meter.html?_r=1&scp=2&sq=netherlands&st=cse

Wednesday, September 14th
HMM Seminar Series
(Complimentary for Public Agency
Representatives)



Note to self:
RSVP by
this Friday
Sept 2

Strategies to Overcome the Key Challenges of Project Sustainability

*Increase the sustainability ROI on your transportation projects during
the economic downturn and budget cuts.*

Don't miss this important seminar for public agencies. A stellar line-up of speakers will share their expertise in sustainable infrastructure. Get the inside track on short-term and long-term sustainability strategies and learn how to boost the bottom line for your transportation projects. Learn quick-to-implement strategies; whole-life sustainability analysis; comparison of sustainability rating systems; grant and funding resources; sustainability case studies; and more.

When: Wednesday, September 14, 10:00 a.m. to 4:00 p.m.

Location: Wyndham Hotel, 1350 N. First Street, San Jose, CA

Cost: Free to public agencies


Hosted by: Hatch Mott MacDonald (HMM)



Hatch Mott
MacDonald



 VTA light rail stops in front of hotel.

 Free parking.

Speakers



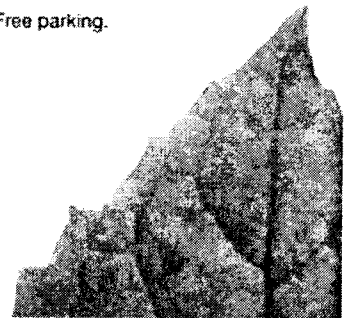
Tian Feng, FAIA, FCSI
District Architect
San Francisco Bay Area Rapid Transit District (BART)



Christine Andersen, PE
Board Member, Institute of Sustainable Infrastructure
Director, Public Works for the City of Santa Barbara



Ashwini Kantak
Assistant City Manager and Director, Water Utility, Member
City of San Jose



9d-1



Jessica Zenk
 Transportation Policy Director
 Silicon Valley Leadership Group



David Grannis
 Lead Consultant for Vision LA
 President and CEO, Planning Company Associates



Peter Hurley
 Sustainable Transportation Project Manager
 Portland Office of Transportation
 Chairman, North American Sustainable Transportation Council



Jim Helmer, PE
 Former Director of Transportation for City of San Jose
 President, LightMoves



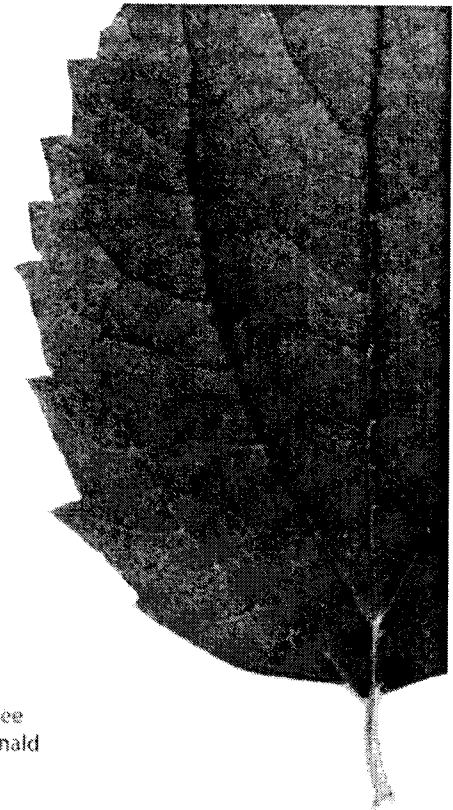
Paul Ashley, PhD
 Global Sustainability Leader
 Practice Leader - Environmental, Mott MacDonald



Don Nusser, PE
 Chairman, HMM's North American Sustainability Committee
 Practice Leader - Environmental, Hatch Mott MacDonald



Frank Frandina, PE
 Founding Member, HMM's North American Sustainability Committee
 Practice Leader - Project Delivery, Executive VP, Hatch Mott MacDonald



Topics

- 1 Quick-to-implement strategies to increase triple-bottom-line returns (people, planet, profit)
- 1 Whole-life sustainability: planning, design, construction, operations, and maintenance
- 1 Comparison of transportation sustainability certification/rating systems (STARS, ISI, Greenroads, etc.)
- 1 How to use **envision™**, the new Institute of Sustainable Infrastructure (ISI) rating system
- 1 How to use the new Sustainable Transportation Analysis & Rating System (STARS) for transportation projects and transportation plans
- 1 Building America's 21st century transit
- 1 How to increase public and business support for plans and projects using a sustainability framework
- 1 Sustainability case studies: LAX, Masdar and other eco cities
- 1 How to increase plan and project cost-effectiveness
- 1 How your community can earn "green dividends"
- 1 Grants and funding resources
- 1 Update on the City of San José "Green Vision" Plan
- 1 "Vision Los Angeles" - the future of transportation in LA

Complimentary Lunch*

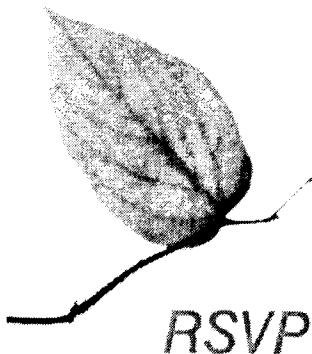


Mixed Greens Salad
Chicken Marsala
Seasonal Fresh Vegetables
and Chocolate Mousse Cake

Vegetarian choice: **Penne Primavera**

*If your agency's policy precludes you from accepting the complimentary lunch, a \$15 payment can be accepted at the door on the day of the event. Receipts will be provided.

Afternoon Break:
Fresh Baked Cookies
Whole Fruit



RSVP



You can RSVP to this email (deborah.davis@hatchmott.com) or call Deb Davis at 925-398-7260.
 Deadline is this Friday, September 2 ~ seats are filling up fast!
 (Please let her know if you prefer the Chicken Marsala or Penne Primavera.)

92-2