



El Cerrito

WCCTAC BOARD OF DIRECTORS MEETING NOTICE AND AGENDA

Hercules

DATE & TIME: Friday, May 28, 2010, 8:00 – 9:30 a.m.

Pinole

LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane)
San Pablo, California

Richmond

*Accessible by AC Transit lines #72 and #72R
Additional parking is available in the City lot two blocks
south of City Hall at 13685 San Pablo Avenue*

San Pablo

1. **Call to Order and Self-Introductions – Chair Maria Viramontes**
2. **Public Comment.** The public is welcome to address the WCCTAC Board on any item that does not otherwise appear on the agenda. *Please fill out a speaker card and hand it to staff.*

CONSENT CALENDAR

Contra Costa
County

3. **Minutes and Summary of April 30, 2010 Board meeting.** *(Attachment – Action)*
4. **Summary of May 13, 2010 TAC Meeting.** *(Attachment – Action)*
5. **Staff Report for May 2010.** *(Attachment – Action)*

AC Transit

BART

WestCAT

6. **Update on Vehicle Registration Fee Expenditure Plan Options.** CCTA staff have been vetting expenditure plan options with the Regional Transportation Planning Committees. WCCTAC at the May meeting voted for the option that would split the revenues 50% to local streets & roads, 40% to transit, and 10% to pedestrians and bicycles. The other RTPCs voted for options that dedicated significantly higher percentages to local streets & roads. At their May 19 meeting, the Authority provided feedback to staff and their consultants: a) the expenditure plan should be simple and flexible enough to accommodate the different needs in various parts of the County; b) it should be emphasized to voters that the State would not be able to take these funds; c) a return-to-source formula may provide significant advantages; d) how funds are to be allocated for transit projects is a source of great concern; and e) be mindful of the relatively small magnitude of anticipated revenues, that they would not be indexed to inflation, and of the current

thinking that there would be no sunset provisions. The consultants noted that they are currently exploring options to launch a region-wide campaign, given that a lot of other counties are considering the same ballot initiative. *(No Attachment - Information)*

DISCUSSION ITEMS

- 7. Comprehensive Paratransit Study.** The Paratransit Study Subcommittee met on May 18 (Abelson, Calloway, Wallace; Balico and Viramontes not present) to discuss how to provide the highest quality transportation services to West County seniors and persons with disabilities given current and near-term anticipated investments and local priorities. The Subcommittee recommends that the Board authorize staff to retain a consultant to identify improvements to the programs of each of the original Measure C service providers (El Cerrito, Richmond, San Pablo, WestCAT), while maintaining the discretionary authority of each provider to provide services in accordance with local preferences and priorities. The study would be funded out of Measure J Program 20b, West County Additional Transportation for Seniors and People with Disabilities, as authorized by the Board in October 2008, and would not exceed \$150,000. The staff-level Paratransit Study Working Group would work with the Subcommittee to develop the scope of work for the study for final approval by the Board in June. *(Paratransit Subcommittee and Christina Atienza – No Attachment – Action)*
- 8. WCCTAC Support for Richmond’s Partnership with Cybertran Ultra Light Rail Transit; General Discussion on Staff Support for Member Agency Lobbying Efforts.** Last December, WCCTAC received a presentation from Cybertran on the ULRT concept, and provided support for Richmond and Cybertran’s TIGER grant application to facilitate the development and demonstration of ULRT in Richmond. The Board supported the project because it would provide the opportunity to explore the deployment of a low-cost, environmentally progressive transportation option that may benefit West County at large and also due to the economic benefits from the employment opportunities that would be associated with the project. While the TIGER grant application was unsuccessful, Richmond is considering applying for TIGER II grant funding, and to that end has sent a delegation to Washington D.C. to lobby legislators to support the project. Another potential grant source is MTC’s Innovative Grants Program. Staff seeks confirmation from the Board on their continued support for the project, specifically as it relates to grant opportunities. Staff also seeks guidance and direction from the Board in general on staff’s involvement in lobbying efforts of member agencies. *(Board Member Jeff Ritterman and Christina Atienza – Attachments – Action)*
- 9. FY 2010-11 Final Work Program and Preliminary Budget.** As authorized by the Board at the April meeting, the proposed dues and work program for FY 2010-11 were circulated to the WCCTAC member agencies for review and inclusion into their respective agency budgets. The proposed membership dues structure for FY 2010-11 is the same as that for FYs 2008-09 and 2009-10. Staff did not receive any comments by the April 18 due date. Attached are the final work program for the Board’s approval, and the preliminary budget for the Board’s review and discussion. The budget is scheduled for adoption at the June meeting. *(Christina Atienza and Bradley Ward – Attachments – Action)*

- 10. Transportation Demand Management Program.** Half of WCCTAC staff work on the TDM program, which aims to encourage alternative modes of transportation to the single occupant vehicle. Staff will provide a presentation on ongoing and planned activities, including the Countywide Guaranteed Ride Home Program, Employer Outreach Program, Commute Incentive Program, and others. (*Linda Young – Attachment – Information*)

STANDING ITEMS

11. Correspondence/Other Information

- a. **Incoming**
- April 22, Randell Iwasaki, CCTA: Items Approved by the Authority for Circulation to RTPCs and Items of Interest
- b. **Outgoing**
- April 30, WCCTAC Member Agencies: Proposed WCCTAC Dues for FY10-11
 - April 30, Randell Iwasaki, CCTA: Request for Clarification on Measure J Program 15 Language
 - May 4, Brad Beck, CCTA: Support for El Cerrito CMA Block Grant Application
- c. **Workshops/Conferences/Events**
- none

12. WCCTAC Board and Staff Comments

- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
- b. Legal Counsel Comments and Announcements
- c. Executive Director Comments and Announcements

13. Other Business

- 14. Adjourn.** Next meeting is Friday, June 25, 2010 at 8:00 a.m.

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

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WCCTAC
West Contra Costa Transportation Advisory Committee
Meeting Minutes, 30 April 2010

Members Present: Tom Butt (Richmond); Genoveva Calloway (San Pablo); Ann Cheng (El Cerrito); Tom Hansen (WestCAT); Joel Keller (BART); Jeff Ritterman (Richmond); Roy Swearingen (Pinole), Vice-Chair; Kris Valstad (Hercules); Joe Wallace* (AC Transit). Absent: Maria Viramontes (Richmond), Chair; John Gioia (Contra Costa County). *arrived after roll call.

Staff Present: Christina Atienza, Valerie Jenkins, Joanna Pallock, John Rudolph, Linda Young; Randell Iwasaki, Paul Maxwell, Matt Kelly, CCTA; Michael Rodriquez, Meyers Nave.

Location: San Pablo Council Chambers, 13831 San Pablo Avenue, San Pablo, CA 94806

1. Call to Order Self-Introductions. *Vice-Chair Swearingen* convened the meeting at 8:02 a.m.

2. Public Comment. No public comment.

3. Introduction of Randell Iwasaki, Executive Director of CCTA. *Chair Swearingen* introduced *Mr. Iwasaki*, who spoke briefly of working together to address common goals, the accomplishments of *Mr. Robert McCleary*, and his hopes for the Authority going forward.

CONSENT CALENDAR

ACTION: *Director Valstad* moved to adopt all items of the Consent Calendar, seconded by *Director Ritterman*, and passed unanimously.

- 4. Minutes and Summary of Mar. 26, 2010 Board meeting.**
- 5. Summary of April 8, 2010 TAC Meeting.**
- 6. Staff Report for April 2010.**
- 7. STMP Agreement with BART for Richmond Intermodal Improvements.**
- 8. Agreement with MTC for Transit Enhancement Strategic Plan.**
- 9. Authorization to Release Combined Request for Proposal (RFP) for Transit Enhancement Strategic Plan and Transit Wayfinding Plan.**

DISCUSSION ITEMS

10. SB 83 Vehicle Registration Fee (VRF): Expenditure Plan Options.

ACTION: *Director Ritterman* moved, with a friendly amendment by *Director Cheng*, to support Option A, with special emphasis on prioritizing investments on local roads that are coordinated with existing bicycle, pedestrian, and transit access plans; seconded by *Director Valstad*, and passed unanimously.

DISCUSSION: *Mr. Paul Maxwell* provided background information on select options for the expenditure plan. *Ms. Christina Atienza* suggested that the expenditure plan is intended to capitalize on the success of Measure J, which distributed benefits across modes; that the expenditure plan advisory committee was supportive of “complete streets” and multi-modal perspectives; and that the expenditure plan does not preclude using the additional VRF revenues for Operations and Maintenance of the I-80 ICM and the San Pablo Avenue SMART Corridor.

Chair Swearingen asked what information CCTA needs to proceed on this item, and inquired about the cost of the ballot measure. *Mr. Maxwell* said the Authority is looking for comments, and that the cost of the ballot measure would be reimbursed to the Authority over several years through allowable administrative fees. *Mr. Maxwell* stated that the distribution of revenues to the local jurisdictions had not been finalized.

Director Ritterman expressed support for the measure as a way of providing a trickle of transportation revenue on a yearly basis, and that local autonomy and sharing with regional bodies would be an appropriate balance. *Director Keller* expressed support for Option A and a multi-modal approach. *Director Valstad* expressed support for Option A and a balanced approach to roadway repair and alternative modes of travel. *Director Calloway* expressed support for the measure, and observed that the younger generation is more reliant on bicycles and alternative modes of travel, especially transit.

Director Hansen expressed support for the measure and suggested that AB 32 requirements will focus on transit improvements. *Director Cheng* expressed support for Option A, particularly in El Cerrito with its two BART stations, and for connected complete streets for bicyclists and pedestrians. *Director Cheng* also suggested that parking benefit districts might be created in order to price the cost of parking correctly, to improve livability and raise funds.

Director Butt expressed support for the measure and for bonding against the revenue to advance projects immediately. *Director Wallace* expressed support for the measure, and said that the revenues should be used for transit.

Public Comment: *Ms. Olivia deBree*, TransForm, stated that there are needs for complete streets and improvements to transit beyond the routines accommodations checklist currently used by MTC. *Mr. Bill Pinkham*, East Bay Bicycle Coalition (EBBC), stated that the Richmond bicycle and pedestrian plans are getting underway, and that fixes to various bike/ped connectivity problems are relatively inexpensive. *Mr. Dave Campbell*, EBBC, expressed support for complete streets and transit beyond the checklist used by MTC, and suggested that roadway improvements could benefit users of all modes, as long as multi-modal safety is paramount.

11. Point Molate Casino Resort DEIS/DEIR.

ACTION: Informational item.

DISCUSSION: *Ms. Atienza* referred the Board to the handout summarizing the April 27, 2010 meeting among Richmond Councilmembers *Butt* and *Viramontes* and Richmond and WCCTAC staff and legal counsel. *Ms. Atienza* stated that there is a path to address the concerns that WCCTAC had raised, consistent with the Board’s action in March 2010, and that Pinole’s

concerns would included in WCCTAC's communications with Richmond, though WCCTAC does not have jurisdiction over streets that are not Routes of Regional Significance. *Director Butt* said that *Ms. Atienza's* summary was accurate, and that the only outstanding issue was reimbursement of legal fees, and that he had, in effect, invited WCCTAC to send Richmond a bill for its legal fees on this matter. *Ms. Atienza* stated that so far the legal fees were relatively small, but that if WCCTAC were to enter into a legal relationship with the tribe or developer, the fees might be substantial.

12. Fiscal Audits for Years Ended June 30, 2008 and June 30, 2009.

ACTION: *Director Ritterman* moved to accept the audits; seconded by *Director Hansen*, and passed unanimously.

DISCUSSION: *Chair Swearingen* observed that the consultant line item seems significant, and suggested that competitive bids should be utilized whenever possible.

Ms. Atienza stated that the consultant budget looks overly heavy because it includes transit incentives that are part of the TDM Program, i.e., actual transit tickets to incentivize motorists to get out of their cars; further, that a number of transfers to other public agencies, such as Street Smarts, Greenprint, and the student bus pass program, are also included in the consultant line item; and that traditional consultants for various subregional transportation projects are also in that item.

Director Wallace asked if there are goals in the budget for DBE contractors. *Ms. Atienza* suggested that while there is a movement away from specific goals, such requirements are usually associated with federal programs.

13. Proposed FY 2009-10 Budget Amendment.

ACTION: *Director Butt* moved to approve the amendment; seconded by *Director Hansen*, and passed unanimously.

DISCUSSION: *Ms. Atienza* stated this item is intended to clean up the FY09 audit, and that various adjustments were proposed to consultant and office expenses to reflect actual costs, and that such adjustments contributed to an increase in STMP revenues.

14. Proposed Member Dues and Work Program for FY 2010-11.

ACTION: *Director Butt* moved to release for circulation to member agencies the proposed member dues and work program, seconded by *Director Valstad*, and passed unanimously.

DISCUSSION: *Ms. Atienza* stated that no major changes were expected to the advisory committee structure, and that dues were to remain the same as last year and the year before. *Ms. Atienza* stated that the work program was structured to be similar to the audit, and includes implementation of the SB 375 Sustainable Communities Strategy; work on the Vehicle Registration Fee; programming several Measure J programs; administration of grants received last year; and continuing the paratransit study. *Ms. Atienza* said that the work program proposes

to study West County subregional transportation needs in the coming fiscal year, in the context of General Plan updates, PDAs, complete streets, pedestrian plans, and other efforts currently underway, and that the TAC would begin work on these matters next year.

STANDING ITEMS

15. Correspondence/Other Information

a. Incoming

- Mar. 19, Julie Freestone, County: Notification re CDC Grant Application
- Apr. 1, Belinda Espinosa, Pinole: Pt. Molate (*see item 11*)

b. Outgoing

- Mar. 17, Annie Young, MTC: Support for Richmond's Nevin TLC Application
- Mar. 17, Annie Young, MTC: Support for Richmond/Ohlone Greenway TLC Application
- Apr. 1, Mayor Gayle McLaughlin, Richmond: Transportation-Related Amendments to Point Molate LDA (*see item 11*)
- Apr. 21, Patrick Roche, County: Comments on N. Richmond Specific Plan Scoping Session

c. Workshops/Conferences/Events

- Connecting Communities: A Passenger Rail Symposium, May 24-25, Long Beach, www.railmagazine.org.

16. WCCTAC Board and Staff Comments

Director Cheng announced the June 1 deadline for letters of interest to MTC's Climate Initiative Program. *Ms. Atienza* stated that WCCTAC would be tracking the grant program through the TAC.

Director Wallace said he was struck by MTC's expenditure of \$1.5 million to change the name of TransLink to Clipper, especially in the context of cuts in city and transit service. *Director Wallace* expressed opposition to the use of Clipper for student bus passes, due to the lack of vendors in the community, and the vulnerability of children to getting robbed while they take their cash to distant vendors. *Ms. Atienza* said that the student bus pass program subcommittee would meet to address these issues and other issues associated with Clipper.

Ms. Atienza announced that Cybertran, Inc., is moving to Richmond, and that all of WCCTAC would be invited to the ribbon-cutting ceremony this summer.

Director Calloway announced that the new city manager for San Pablo, *Mr. Matt Rodriguez*, had begun work on Monday, following the retirement of *Mr. Brock Arner*.

17. Other Business.

18. Adjourned until Friday, May 28, 2010 at 8:00 a.m.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 30, 2010

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

At its meeting today, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Welcomed you to your new position at CCTA, and expressed their eager anticipation to working with you in your new capacity.
- 2) Unanimously supported Option A of the Vehicle Registration Fee Draft Expenditure Plan Allocation Options, which would allocate fees 50% to local roads, 40% to transit, and 10% to pedestrian and bicycle initiatives, with a special emphasis on prioritizing investments on local roads that are coordinated with existing bicycle, pedestrian, and transit access plans.
- 3) Received an update on the status of WCCTAC's requests of Richmond concerning the Point Molate Casino Resort to provide mechanisms for incorporating additional traffic mitigations if necessary, exacting STMP fees, and reimbursing WCCTAC's legal fees.
- 4) Accepted the fiscal audits for years ended June 30, 2008 and June 30, 2009.
- 5) Approved for circulation to member agencies the proposed member dues and work program for FY 2010-11, the latter including work on the Vehicle Registration Fee, implementation of the Sustainable Communities Strategy, programming of several Measure J programs, and a potential study to assess West County's subregional transportation needs.
- 6) Received an announcement regarding ongoing work on integrating Translink/Clipper with the Measure J Student Bus Pass Program.

Contra Costa
County

AC Transit

BART

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

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

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TO: WCCTAC Technical Advisory Committee **DATE:** May 21, 2010

FR: John Rudolph JR

RE: Summary of May 13, 2010 WCCTAC-TAC Meeting

1. San Pablo Avenue SMART Corridor O&M Issues: John Hemiup, ACCMA, reviewed O&M costs associated with this project and stated that ACCMA would be undertaking a study to update costs and assess cities' use of the CCTV and other hardware installations.

2. I-80 Integrated Corridor Mobility Project: John Hemiup, ACCMA, and Cristina Ferraz, Caltrans, provided an update on the project's revised organizational chart and reviewed the revised major components of the project. Mr. Hemiup and Ms. Ferraz outlined upcoming meetings of the various management committees, stated that presentations on the Ramp Metering Plan and the CSMP would be forthcoming to both TAC and Board this summer, and provided a draft project scope comparison table, receiving extensive comments on the revised scope from the TAC.

3. Climate Initiative Program: Competitive Grants Guidelines: The TAC discussed approaches and potential West County applications to the \$31 million Innovative Grant Program. Agencies are reviewing ideas for the June 1 deadline for submittal of letters of interest. Staff asked that suggestions be forwarded via email, and noted that there was some preliminary interest at the county and CCTA in funding the Contra Costa Sustainability Study through subject grant. County Health Services suggested that improvement to public health is a unifying principle that links asthma prevention and other health outcomes with environmental protection and reduction in GHG emissions.

4. Contra Costa Sustainability Study: The TAC discussed funding the study through the Innovative Grant Program reviewed above (#3).

5. Next Steps for Measure J Programming: Staff noted that the purpose of this item is to figure out how much funding will be needed for specific projects and when, and stated that the annual Street Smarts contribution and replacement of a portion of the Bay Trail have been proposed. Jurisdictions named projects that have funding shortfalls and might be eligible for one or several of the subject programs. The TAC agreed that toward maintaining the unanimity of the West County alliance the programs should not be competitive, and that 28b may appropriately fund a West County transportation study that ties together specific plans, PDAs, a vision for San Pablo Avenue, and the wBART concept.

6. Update on Proposed Dues and Work Program: Staff noted that the proposed work program presented at the last TAC meeting has been revised to facilitate auditing, though all elements remain; comments are due May 18.

7. Update on SB 83 Vehicle Registration Fee Increase: Staff stated that the expenditure plan is moving forward quickly, with a range of stakeholders on the advisory committee, including RTPCs and bike/ped interests. The plan anticipates distribution among local streets and roads, transit, and

ped/bike, with percentages undetermined as yet. Allocations may be 65% by formula and 35% by RTPC discretionary. O&M costs for the I-80 ICM remain an eligible expense so far.

8. Update on Growth Management Implementation Guide for Measure J: Staff suggested that the PowerPoint presentation supplement to the agenda packet is a helpful overview of the program.

9. Richmond Bicycle and Pedestrian Planning: Richmond staff provided an overview of planning efforts pertaining to the two separate plans currently underway.

10. Transit Enhancement Strategic Plan and Wayfinding Signage Plan: On May 11, the RFP for the combined project was posted on the WCCTAC web site and distributed to twenty-eight consulting firms. Members of the TAC subcommittee will meet all day twice in June to review proposals.

11. Bike To Work Day: May 13: Staff acknowledged Linda Young's leadership and participation in the event and TAC members who cycled to today's meeting.

12. Adjournment until June 10, 2010, at 9:00 a.m.

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

- Thursday June 10, 2010 at 9:00 a.m.
- Thursday July 8, 2010 at 9:00 a.m.

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

- Friday May 28, 2010 at 8:00 a.m.
- Friday June 25, 2010 at 8:00 a.m.



TO: WCCTAC Board

DATE: May 21, 2010

FR: Christina Atienza, Executive Director *ema*

RE: Staff Report for May 2010

The following outlines staff's activity during the subject period with respect to the FY 2010 Work Program.

Regional Transportation Planning Committee (RTPC) Functions

1. Planning

- a. Regional express lane network – As of March, MTC was considering AB 744 amended language to address concerns raised by the Caltrans engineers union and the environmentalists. CCTA continues to monitor this closely. No activity to report this month.
- b. SB 375 – Convened and participated in Sustainable Communities Strategy Kick-Off meeting with West County planning directors and ABAG and CCTA staff. Planning directors have been asked to confirm projections of households and jobs. A follow-up second meeting will be scheduled in early autumn 2010.
- c. Measure J strategic plan update – The 2009 plan was adopted by CCTA in Dec. 2009. No additional activity is expected this year.
- d. I-80 ICM – See update in Local Needs section below.
- e. I-80/Central Avenue – No activity to report this month.
- f. West County casinos – Continuing to monitor status of proposed projects.
- g. Countywide study on sustainability – No news from CCTA staff on when this study will be undertaken.
- h. Countywide Bike and Ped Plan – No activity to report this month.
- i. Ferry planning efforts – No activity to report this month on Richmond or Hercules ferry.
- j. Hercules Intermodal Transit Center – Attended BCDC Engineering Criteria Review Board meeting on May 19. Geotechnical issues associated with construction of three bridges on the shoreline at the site are in the process of being resolved by Hercules staff and consultants.
- k. Richmond Pkwy Transit Center improvements – Bicycle access issue has been resolved. Caltrans PSR expected by June 2010, at which time AC Transit will request a design allocation from MTC. No activity to report this month.
- l. Priority development areas – All jurisdictions with planned and potential PDAs have been kept informed of the TLC Call for Projects requirements and deadlines (described in 2.a below).
- m. West County Safe Routes to School – Staff continues to work with the County on their grant efforts to include eight West County schools in site programs that identify safe

routes for children to walk. CCTA has set aside \$375,000 for a Countywide SRTS Master Plan. Cycle 9 of the Caltrans SRTS grant cycle has been announced, and staff are coordinating possible application with County Health Services.

- n. Corridor plan for State Route 4 – No activity to report this month.
 - o. Mobility management studies – The Contra Costa Mobility Management TAC met in April to review a scope of work and set a timeframe for retaining a consultant. No additional activity to report this month.
 - p. Local plans
 - i. San Pablo Av, Richmond and El Cerrito Specific Plan – No activity to report this month.
 - ii. San Pablo Av Specific Plan, San Pablo – Continued to monitor progress of San Pablo General Plan Update as it pertains to proposed improvements on San Pablo Avenue.
 - iii. N. Richmond Specific Plan – No activity to report this month.
 - iv. 23rd St. – No activity to report this month.
 - v. Pinole Three Corridors Specific Plan – EIR certification expected Oct. 2010; no activity to report this month.
 - vi. Richmond Pedestrian Plan – Staff attended the technical meeting in Richmond to share efforts and studies that can inform the process of preparing a Community-Driven Pedestrian Plan.
 - q. Central/I-80 Rail study – This study is led by Alameda County CMA. No activity to report.
 - r. SB 83 – Participated in Expenditure Plan Advisory Committee discussions; vetted process and options with TAC; received comments from Board in April.
2. Programming and Administration
- a. TLC – No activity to report this month.
 - b. Pedestrian, Bike, and Trail Facilities – The TAC has begun the process of considering options for programming Measure J programs 25b, 26b (Additional Pedestrian, Bike, and Trail Facilities), and 28b; additional programming efforts expected to occur in June and July 2010.
 - c. Transportation for Seniors and People with Disabilities, and Paratransit Study – The recommendation from the Paratransit Working Group is to request Board action to support the retention of a consultant to advance the study.
 - d. Low-Income Student Bus Pass Program – Staff continues to work with AC Transit and WCCUSD to transition to the Clipper/Translink fare medium.
3. Monitor Action Plan – No GPAs reviewed this month, except for Pt. Molate-related activities described above. Participated in the TCC meeting in May in which additional technical language pertaining to compliance with the GPA review process was approved for forwarding to the PC.
4. STMP Strategic Plan – Board appointed ad hoc subcommittee at staff's request. No activity to report this month.

5. West County Transit Enhancement Strategic Plan – A Request for Proposals for Transit Projects in West Contra Costa was posted on the WCCTAC web site and distributed to a list of twenty-eight consulting firms on May 11. A proposers' conference is scheduled for May 27. Proposals are due June 9. The total budget for consultant is \$319,000. A working group of the TAC will review applications in June, and forward recommendations for the Board's consideration on June 25.
6. West County Transit Wayfinding Plan – Coordinated activities with #5 above.
7. Staff met with County Health Services to evaluate the possibility of developing an application for MTC Climate Initiatives grant. Further discussion and a Letter of Intent, due June 1, will determine whether or not to move forward on an actual application.

Transportation Demand Management

1. Guaranteed Ride Home – The annual survey response continues to increase. The GRH program has 4,042 registered participants..
2. Employer Outreach – Staff attended three information sessions and hosted a Bike to Work Day Energizer station during the month of May..
3. Commute Incentives Program – The Summer Reading Program kicked off in the month of May. Continue to work with the transit providers (AC Transit, BART and WestCAT) to prepare promotional mailers which will highlight the summer Spare the Air season and holiday driving.

Local Needs

1. I-80 ICM – Coordinated with the TAC and with CCTA staff to articulate West County's issues with ACCMA's proposal to postpone the combined use of speed harmonization and ramp metering to manage recurring congestion. Arranged for ACCMA's revised project management team to meet with the TAC in May in an expanded meeting format to include affected Alameda County jurisdictions.
2. Agency Strategic Plan – Board appointed ad hoc subcommittee at staff's request. No additional activity.
3. Opportunities to empower agency under or beyond JPA structure – No effort anticipated until after development of Agency Strategic Plan.

Office Administration

1. Finances
 - a. FY 2008 and FY 2009 Audit – Received the Board's acceptance of the audit at its April meeting. No additional activity to report this month.
 - b. FY 2010 Budget – Continued monitoring, payment and issuance of invoices, etc. Incorporated amendments approved by the Board at its April meeting.
 - c. FY 2011 Budget and Work Plan – Circulated draft work plan and proposed dues to member agencies. Developed preliminary budget for Board's consideration.
2. Office Operations – Attended to personnel matters.

3. Professional Development – John Rudolph participated as an alumni panelist for the presentation of Masters students’ transportation research at the College of Environmental Design at UC Berkeley.



The City of Richmond's Ultra Light Rail Transit (ULRT) Demonstration Project

Project Overview

The City of Richmond, in partnership, with CyberTran International proposes to facilitate the development and demonstration of a promising new technology in passenger rail known as UltraLight Rail Transit (ULRT).

Participants

City of Richmond

- * Fiscally sound
- * Transportation hub
- * Environmentally progressive
- * Green Business Friendly

CyberTran International Inc.

- * Seasoned Management Team
- * World Class partners and consultants
- * US Department of Energy developed technology
- * Privately funded

ULRT Description

- * Lightweight (6-30 passenger) electric vehicles
- * Steel wheel on steel rail
- * Automated operation
- * Radio controlled
- * Uses existing technology
- * Lightweight, inexpensive installed guideway
- * Grade-separated for safety
- * Stations located on side lines
- * On-demand, station to station passenger request vehicles

Benefits

- 1) Deployed at a third to half the cost of any existing or proposed rail system
- 2) Generates profit potential at the fare box (no existing U.S system operates at a profit)
- 3) Transports passengers directly to destination, reducing trip time and energy use
- 4) Responds on-demand by in person, cell or web reservation, shortening waiting time
- 5) Operates in regional networks at low, medium and high speeds
- 6) Exceeds highway capacity even at high speeds
- 7) Facilitates transit-oriented development
- 8) Increases land values in station areas, allowing value capture for system financing
- 9) Reduces greenhouse gases, traffic congestion, and dependence on petroleum and cars



CyberTran International

- *Incorporated in Idaho*
- *US Department of Energy Technology*
- *Privatized in 1998*
- *Funded by Federal Transit Administration*
- *Nominated for World Clean Energy Award, 2007*
- *Moving to Richmond*

Applications

CyberTran ULRT serves all three independent mass transit sectors:

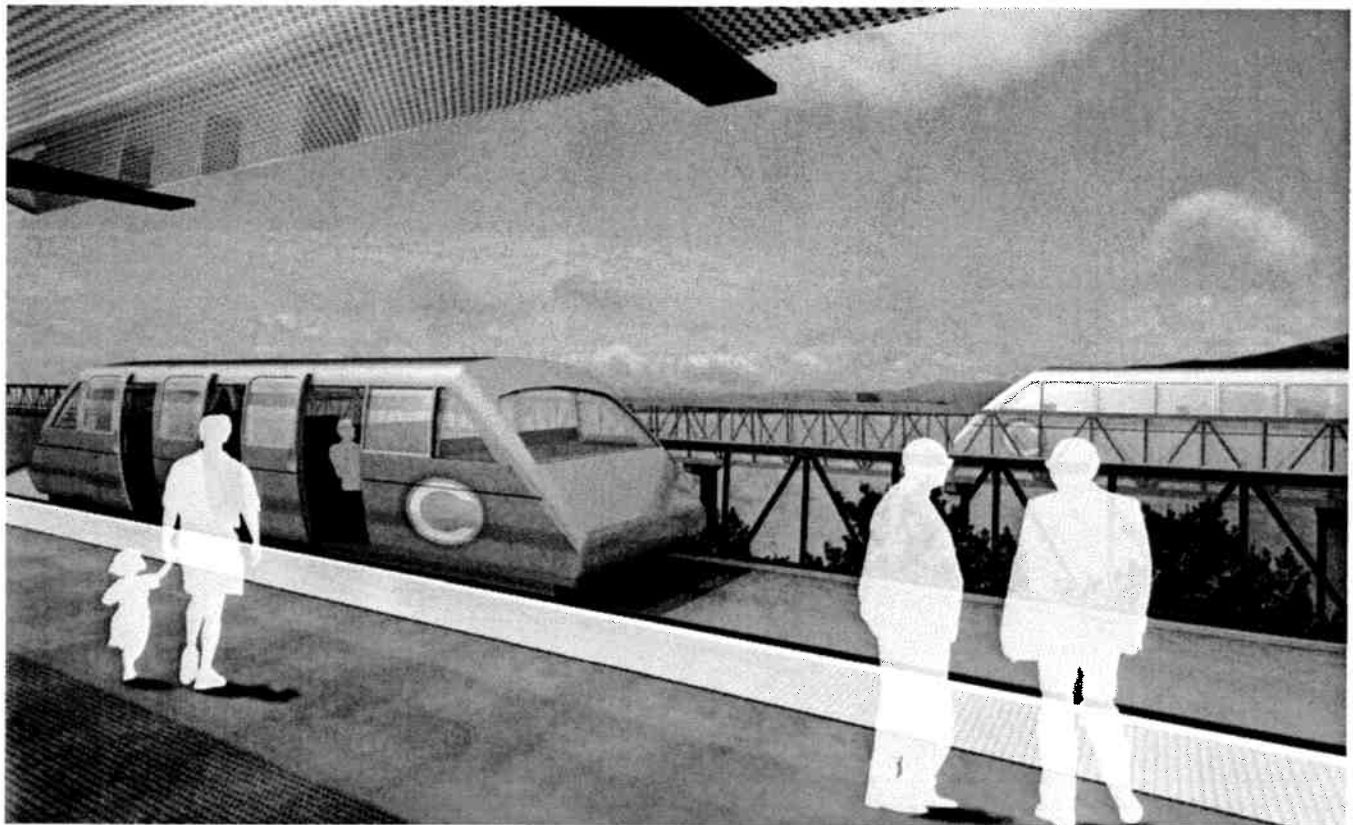
- 1) **Local Transit** – networks downtown, airport, university and business campuses, shopping centers, new real estate developments and replaces gas buses and proposed or actual automated people movers systems.
- 2) **Regional Transit** – serves as commuter corridors between cities and regions in larger urban and suburban territories (such as the Bay Area and the LA basin) and avoids massive and expensive systems.
- 3) **Intercity High Speed Transit** – provides high-speed rail transit between urban developments.

Proposed Schedule

	Task	Start*	End	Duration
Phase One	Corridor Planning	Winter 2010	Fall 2011	24 months
	Technical Development	Winter 2010	Fall 2011	24 months
Phase Two	Demonstration Project	Fall 2011	Fall 2012	12-18 months
* Dates are approximate				

Proposed Funding

Task	Participant	Budget
Contract Management and Project Overview	City of Richmond	
Alignment and Planning of First System	City of Richmond	\$2.99M
¼ scale system Hardware and Software	CyberTran	
Demonstration Project Conceptual Engineering	CyberTran	18.74M
TOTAL PROJECT BUDGET		\$21.73M
Matching Funds	CyberTran (20%)	<\$4.35M>
TIGER Grant Request		\$17.38M



TIGER II DISCRETIONARY GRANTS PROGRAM

TIGER II Funding: On Monday, April 26, 2010, the Department of Transportation solicited applications for the TIGER II discretionary grant program, a \$600 million competitive grant program for surface transportation projects. Pre-applications are due on July 16, 2010, and final applications are due on August 23, 2010. The pre-application will include basic information on projects and will be used by DOT to determine eligibility, the presence of the appropriate match and whether NEPA has been initiated.

Funding is available to units of government – including state, tribal and local governments, transit agencies, port authorities, MPOs and multi-jurisdictional entities – for capital investments in highway or bridge projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; and intermodal facilities.

Individual awards can be \$10-200 million, with up to 80% of project costs eligible for federal funding. \$140 million is reserved for projects in rural areas, where 100% of project costs are eligible for funding and project awards can be as low as \$1 million. No one state can receive more than 25% of program funds.

Up to \$150 million is available to support TIFIA financing, and up to \$35 million is available for transportation planning grants. Applicants may apply for capital grants, TIFIA financing or planning grants, though applicants for capital grants may be awarded TIFIA financing or a planning grant, if it is determined that is the most appropriate award.

Public Comments: The solicitation also provides two weeks for comments on the proposed selection criteria and guidance for awarding TIGER II Discretionary Grants. The Department will take all comments into consideration and may revise the solicitation by May 28, 2010.

HUD Community Challenge Grants: DOT and HUD are requesting comments on a proposal to solicit and evaluate applications for TIGER II transportation planning grants and HUD's \$40 million in Community Challenge Grants jointly. Activities eligible for HUD's grants are corridor or station-area plans, revisions to zoning or building codes and creating or preserving affordable housing for low-income families near transit.

Because the DOT's TIGER II planning funding and HUD's Community Challenge Planning Grant funding is for similar, related purposes DOT and HUD are interested in conducting a multi-agency evaluation and award process. This multi-agency approach is consistent with DOT's and HUD's participation in the "Partnership for Sustainable Communities" to help Americans in all communities – rural, suburban and urban – gain better access to affordable housing, more transportation options, lower transportation costs and a cleaner environment.

Selection Criteria: The Department will give priority to projects that have a significant impact on the following long-term outcomes:

- **State of Good Repair:** Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.
- **Economic Competitiveness:** Contributing to the economic competitiveness of the United States over the medium- to long-term.
- **Livability:** Fostering livable communities through place-based policies and investments that increase transportation choices and access to transportation services for people in communities across the United States.
- **Sustainability:** Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment.

- Safety: Improving the safety of U.S. transportation facilities and systems.

Projects will also be evaluated based on the extent to which they include the following:

- Job Creation & Economic Stimulus: The Department will give priority to projects that are expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas.
- Innovation: Priority will be given to projects that use innovative strategies to pursue the long-term outcomes outlined above.
- Partnership: The Department will give priority to projects that demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts.

TIGER Discretionary Grant Process and Awards: DOT received over 1400 applications totaling almost \$60 billion for the \$1.5 billion TIGER Discretionary Grant program created under ARRA. In February, 51 awards were announced for projects ranging from bridge replacements, freight rail corridor improvements, streetcar extensions, and bicycle/pedestrian networks. The largest grant award was \$105 million for a multi-state freight rail project, and the average award size was \$30 million.

DOT expects the TIGER II Discretionary Grant program to be just as competitive, though the total funding available is lower.

Competitive Grant Opportunities

Within the Climate Initiatives Program framework, the Metropolitan Transportation Commission, in partnership with the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission (BCDC), is pleased to issue a single solicitation for two competitive grant programs focusing on school-related emission reductions and innovative strategies for reducing GHG emissions. MTC will administer these grant programs. A total of up to \$33 million in grant funding is available on a competitive basis to assist public agencies, businesses and community organizations implement innovative transportation-related GHG emission reduction strategies in the following categories:

1. Innovative Grants — Up to \$31 Million

Grant funding will be directed to support high-impact, innovative projects with the greatest potential to reduce greenhouse gas emissions that can be replicated on a larger-scale around the region.

2. Safe Routes to School Creative Grants — Up to \$2 million

As a complement to funding for the counties' Safe Routes to School Program, grant funding will be available to implement creative school-related emission reduction strategies and determine their effectiveness and potential replication around the region.



Funding

The fund source for these competitive grants is federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. All projects funded through these grant programs must meet certain federal fund eligibility and project delivery requirements. See Appendix A for more details.

In general, to be eligible for CMAQ funding, projects must be transportation projects, programs and operations that help reduce criteria pollutant emissions, such as alternative fuels, traffic flow improvements, transit projects, bicycle and pedestrian activities, travel demand management, and outreach activities. Examples of projects that are ineligible for CMAQ funds include recreational bicycle facilities, transit subsidies (including transit passes), and general planning studies (major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and land-use regulatory activities).

Program Evaluation

MTC, with consultant assistance, will conduct an evaluation of projects funded through these competitive grant programs. Applicants are to propose a possible approach to evaluating the impacts of their project and provide a cost estimate of the project evaluation in their proposal. Prior to project implementation, MTC and its consultant will review the successful sponsor's proposed approach. We will work with each sponsor to further define data collection and evaluation methods and assign tasks that can best be performed by the sponsor versus those to be carried out by MTC and its consultant. MTC expects to define the program evaluation approach by late 2010 and implement the program evaluation work plan starting in early 2011.

Application Submittal

All interested applicants are to submit to MTC a Letter of Interest for the applicable competitive grant program. An evaluation committee of regional agency staffs and others will review the Letters of Interest, and may contact applicants for more details and project clarifications. Based upon its review, the evaluation committee will select a limited number of applicants with the most promising projects and invite them to continue the application process by submitting a more detailed proposal for further evaluation. Refer to each grant program's guidelines for more details about the application and evaluation process.

All Letters of Interest and Proposals (if invited to submit a proposal) must be submitted via email (preferred method to save resources) or postal mail to the MTC Project Manager as follows:

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth Street, Oakland, CA 94601
Re: Application for [Grant Program Here]
anguyen@mtc.ca.gov

Letters of Interest or Proposals received after the due date will not be accepted.

Timeline: Application and Review Process

Activity	Due Date
MTC Issues Call For Projects	April 30
Deadline for Letters of Interest to MTC	June 1 @ 4 pm
Evaluation Committee Completes Review of Letters of Interest, and Invites Select Applicants to Submit Detailed Proposals	June 30
Deadline for Select Applicants to Submit Proposals to MTC for Further Evaluation	July 30 @ 4 pm
Following the Evaluation Committee's Review of Proposals and Selection of Projects, MTC Issues Draft List of Projects Recommended for Grant Awards	August 20
MTC's Programming and Allocations Committee (PAC) Reviews and Recommends Grant Awards for Commission Approval	September 8
Final Commission Approval of Grant Awards	September 22



Innovative Grant Program

Goals & Objectives

The Innovative Grant Program seeks to fund high-impact projects that have significant potential to generate tangible greenhouse gas (GHG) emissions reductions from transportation sources and serve as models that can be replicated across the Bay Area region. This program will increase the region's knowledge base about which strategies can most effectively reduce emissions.

To achieve the goals of the Innovative Grant Program, projects selected for funding should achieve as many of the following objectives as possible:

- Measurably reduce emissions of GHGs and criteria pollutants;
- Have the greatest potential to be replicated in other parts of the Bay Area;
- Employ multiple approaches together, effectively layering them to produce synergy;
- Remove a substantial barrier — technical, financial, policy or political — that impedes successful implementation of a new strategy; and
- Build more effective collaboration and partnership between public agencies, businesses and community-based organizations for purposes of taking collective action to address climate protection.

Project Requirements

Projects must meet the following basic requirements in order to be considered eligible for grant funding:

- Provide a clear connection between transportation and air quality improvement, focusing on innovative ways to reduce GHG and yield co-benefits for reducing criteria pollutants emissions from transportation sources;
- Fall into one of the following project categories:
 - a.** Project tests the effectiveness of one or more of the following three strategies that have potential for reducing emissions but have not yet been sufficiently

tested for replication on a larger scale in our region: (1) parking management and pricing policies, (2) accelerate effort to shift to cleaner, low-GHG vehicles, or (3) transportation demand management; or

b. Project is an innovative transportation project derived from a locally-adopted Climate Action Plan or plan-equivalent; or

c. Project is a "showcase" transportation project that innovatively combines a number of strategies that together reduce GHG emissions;

- Clearly demonstrate the ability to fully implement activities funded by the grant within two years of executing the funding agreement; and
- Clearly defined methodology for project evaluation.

Grant Funding

Grant size starts at \$1 million. Applicants are required to provide a match from a non-federal fund source not less than 11.5 percent of the total project costs. In order to leverage the impact of the federal funds, cost sharing by multiple partners and a match of higher than the required 11.5 percent of the project cost are encouraged.

Eligible Applicants

Public agencies (with agreements in place to receive federal-aid funding) are eligible applicants. Non-profit 501(c)(3) organizations, businesses and community organizations may also apply if they partner with a public agency that is willing to sponsor the project. In such cases, if a grant is awarded, the public agency will be the grant recipient and can subcontract with the business/organization to implement the project. The public agency is responsible for meeting all requirements and obligations associated with the use of federal funds and is accountable for implementing and delivering the project. Successful grant recipients will work with Caltrans to meet federal-aid requirements in order to receive federal funds for the project. In addition, they are required to provide for regular and timely reporting of activities and results to MTC.

Application And Evaluation Process

The Innovative Grant Program will follow a two-step application and evaluation process that will be overseen by an evaluation committee of staff from MTC, BAAQMD, ABAG, and BCDC, and other evaluators as appropriate.

Step One: All interested applicants must submit a Letter of Interest, including the following components (total of 3 page maximum):

- Identify the project title, name of applicant, project manager, and contact information;
- Describe the proposed project and explain how this project is innovative;
- Explain how the project will measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions;
- Describe how the project will significantly add to the Bay Area knowledge base on strategies for reducing transportation emissions;
- Describe how the project can be replicated at a larger scale; and
- Identify the amount of grant funding requested and local match.

Step Two: The evaluation committee will review all Letters of Interest and contact applicants, as needed, for additional information, clarification, and/or modification. The evaluation committee will then identify a small number of projects that show the most promise and invite these applicants to submit a more formal proposal for further evaluation including:

a. Project Description: Identify the project title, name of applicant, project manager, and contact information. Explain the purpose and need for the project, state the specific goals and objectives of the project and explain how they help to advance the goals and objectives set for this grant program, describe the collaboration required to carry out the scope of work and the actions that will be undertaken to achieve the objectives. Describe the results anticipated from this project.

b. Scope of Work and Schedule: Detail the actions/tasks, work products, estimated completion dates and key partners.

c. Response to Questions from Evaluation

Committee: Provide a detailed response to questions posed by the evaluation committee as a result of its review of the Letter of Interest for this project.

d. Approach to Project Evaluation: Describe a possible approach to how the project could be evaluated. Provide as much information as available about the "target population" for the greenhouse gas reductions, such as the number of people potentially affected by the project (employees, parkers, transit users, etc.); existing trip length or mode share, trip costs (parking or other), types of vehicles affected (current types/gas mileage), etc.

e. Project Cost and Funding: Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, etc.). Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of grant funds requested, amount of local match, and funding source for local match. Identify any cost sharing by multiple partners.

The evaluation committee will qualitatively evaluate proposals using a high, medium, and low rating against the following evaluation criteria:

- Level of Innovation
- Potential for Replication at a Larger Scale
- Quality of the Proposal
- Potential for Greenhouse Gas Emission Reductions (such as through mode shift, cleaner vehicles, reduced vehicle miles traveled, etc.)
- Cost Effectiveness
- Cost Sharing by Multiple Partners
- Percent Local Match
- Location in Priority Development Areas (PDAs):

Upon the completion of the evaluation process, the evaluation committee will recommend a program of projects for grant funding to MTC's Commission. The Commission will review the program of projects and approve the grant awards.

¹ See the ABAG website for more information about the FOCUS Priority Development Area Program: www.bayareavisjon.org/initiatives/prioritydevelopmentareas.html



TO: WCCTAC Board

DATE: May 21, 2010

FR: Christina Atienza, Executive Director *cma*

RE: **FY 2010-11 Final Work Program and Preliminary Budget**

As authorized by the Board at the April meeting, the proposed dues and work program for FY 2010-11 were circulated to the WCCTAC member agencies for review and inclusion into their respective agency budgets. The proposed membership dues structure for FY 2010-11 is the same as that for FYs 2008-09 and 2009-10, and is shown below. Staff did not receive any comments by the April 18 due date. Following are the final work program for the Board's approval, and the preliminary budget for the Board's review and discussion. The budget is scheduled for adoption at the June meeting.

FY 2010-2011 WCCTAC MEMBER AGENCY DUES STRUCTURE

WCCTAC Member Agency	Percent Share	Proposed FY 10 Dues
City of El Cerrito	9.1%	\$42,772
City of Hercules	9.1%	\$42,772
City of Pinole	9.1%	\$42,772
City of Richmond	27.2%	\$127,844
City of San Pablo	9.1%	\$42,772
Contra Costa County	9.1%	\$42,772
AC Transit	9.1%	\$42,772
BART	9.1%	\$42,772
WestCAT	9.1%	\$42,772
- discount for San Pablo Av Smart Corridors share		(\$14,560)
WestCAT Subtotal		\$28,212
<i>Total</i>	<i>100.0%</i>	<i>\$455,460</i>

WCCTAC FY 2011 WORK PROGRAM

WCCTAC's activities may be grouped into the following four major program areas: Advisory Committee, Transportation Demand Management, Subregional Transportation Mitigation Fee Program, and Other Reimbursable Projects.

Advisory Committee. This program area includes all work related to WCCTAC's function as the Regional Transportation Planning Committee for West County under Measure J, as well as local transportation planning efforts resulting from the agency's JPA function. The program is funded with annual member agency contributions.

1. Participate in regional, countywide, subregional, and local planning efforts as appropriate. Monitor and report on issues that may affect West County. Efforts include but are not limited to:
 - a. Regional express lane network
 - b. Implementation of SB 375, including development of a Sustainable Communities Strategy and Priority Development Areas
 - c. I-80 Integrated Corridor Mobility project and O&M of San Pablo Av Smart Corridor
 - d. West County casinos
 - e. Ferry planning efforts
 - f. Measure J Growth Management Plan Implementation Documents, including General Plan Amendment Review Process
 - g. Richmond Parkway Transit Center improvements
 - h. West County Safe Routes to School and Countywide Safe Routes to School Master Plan
 - i. Corridor plan for State Route 4
 - j. Mobility management studies
 - k. General plan updates for Pinole, Richmond, San Pablo
 - l. Local specific plans involving San Pablo Av, N. Richmond, Appian, Pinole Valley Rd.
 - m. West County Bicycle and Pedestrian Plan
 - n. Alameda County CMA Central/I-80 Corridor Rail study
 - o. SB 83 Vehicle Registration Fee
2. Program and administer as appropriate West County's Measure J projects and programs, including but not limited to:
 - a. Transportation for Livable Communities (West County Share of Countywide & Additional)
 - b. Pedestrian, Bicycle, and Trail Facilities
 - c. Transportation for Seniors and People with Disabilities. Continue paratransit study.
 - d. Low-Income Student Bus Pass Program including transition to Clipper
 - e. Subregional Transportation Needs

3. Monitor Action Plan Compliance. Lead multi-jurisdictional planning efforts to identify impacts of General Plan Amendments and advance goals, objectives, and actions for routes of regional significance. Identify needed revisions to comport with ongoing General Plan Updates in Pinole, Richmond, and San Pablo.
4. Identify subregional transportation needs including opportunities to enhance the integration of transportation and land use in West County. Investigate need to develop a unifying vision for San Pablo Avenue and the status of wBART. Monitor progress of Richmond-Cybertran project.
5. Monitor grant opportunities, prepare grant applications, and facilitate prioritization of West County candidate projects for ongoing grant programs. Identify opportunities to leverage funding.
6. Office administration. Implement improvements to financial management system. Complete FY 2010 audit. Monitor FY 2011 budget. Prepare FY 2012 budget and work plan. Support staff's professional development. Perform tasks necessary to ensure efficient operations.

Transportation Demand Management. This program area includes all work aimed at reducing solo vehicle driving and promoting walking, bicycling, transit, carpooling, and vanpooling, which is coordinated with the larger countywide 511 Contra Costa Program. The program is funded on a reimbursement basis with Measure J and grants from the Air District.

1. Administer and implement countywide Guaranteed Ride Home Program. Update taxi contracts and investigate payment methods.
2. Administer and implement the Employer Outreach Program.
3. Administer and implement the I-80 Transit Commute Incentives Program including Clipper support and youth programs.
4. As appropriate, participate in or administer and implement other TDM programs, including but not limited to: Summer Reading Program, Marina Bay Shuttle Program, Street Smarts.
5. Coordinate with 511 Contra Costa for Countywide School Pool Program.
6. Update local TDM Ordinances, possibly in concert with SCS development.
7. Coordination with Regional 511 Program

Subregional Transportation Mitigation Fee Program. WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. This program comprises eleven capital projects.

1. Administer program. Monitor collection of fees. Review need to update ordinances and/or implementation processes.

2. Prepare strategic plan update.

Other Reimbursable Projects. As a JPA, WCCTAC is able to apply for and receive various grants that facilitate various elements of transportation in West County.

1. Conduct West County Transit Enhancement Strategic Plan project.
2. Conduct West County Wayfinding Plan project.

WCCTAC FY 2011 PRELIMINARY BUDGET

The preliminary budget is attached. Following are the highlights for the Board's discussion:

Revenues

1. Grants under Other Reimbursable category include the anticipated reimbursement from the Caltrans Planning Grant for the Transit Enhancement Strategic Plan and the Safe Routes to Transit grant for the Wayfinding Signage Plan.
2. STMP revenue forecasts were obtained from the member agencies, and if not provided, are assumed to be the same as that received in the prior year.
3. Other Revenue includes Measure J pass-through funds for WCCUSD's administration of the Student Bus Pass Program and an assumed Measure J allocation for the Street Smart Program, which in prior years has been funded out of member agency dues.

Expenses

1. Staff are not expected to grown in FY 2011. Staff salaries are proposed to be increased by 1.72 percent or the change in Consumer Price Index for the San Francisco-Oakland-San Jose region, not seasonally adjusted, all items, from April 2009 to April 2010. It should be noted that some benefits are tied to the City of San Pablo, which is presently in labor negotiations. Staff will highlight any benefits modifications that may result in fiscal impacts at the June meeting.
2. Regional studies/projects include: under STMP, the Bay Trail Gap Closure project and Improvements to Richmond Intermodal station by BART; and under Other Reimbursable, the Transit Enhancement Strategic Plan and Wayfinding Signage Plan.


Projected Fund Balances at Year-End

1. The Advisory Committee category, which is funded entirely out of member agency dues, is expected to have a small surplus at year-end.
2. STMP expenses for the year are expected to exceed revenues by \$238,000. At the beginning of the year, the program fund balance is \$1.14 million. At year-end, the expected fund balance is \$901,000.
3. The TDM program and Other Reimbursable categories are completely reimbursable, so no fund balances are expected.

ATTACHMENT
FY 2010-2011 PRELIMINARY BUDGET

	FY 2008-09	FY 2009-2010			FY 2010-11				
	Actual Expenditures	Adopted Budget	Amended Budget	Estimated Expenditures	Preliminary Budget				
					Total	Advisory Committee	TDM	STMP	Other Reimb.
REVENUES									
(1) 33403 Grants	(518,592)	(486,491)	(517,076)	(508,189)	(617,918)		(458,418)		(159,500)
(2) 34010 STMP Administration	(3,040)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)			
(3) 34111 Member Contributions	(455,460)	(455,460)	(455,460)	(455,460)	(455,460)	(455,460)			
(4) 34310 County STMP Fees	(49,037)	-	(24,000)	(14,899)	(68,000)			(68,000)	
(5) 34315 El Cerrito STMP Fees	(1,117)	-	(5,000)	(3,460)	(10,000)			(10,000)	
(6) 34320 Hercules STMP Fees	(1,478)	-	(200,000)	(139,939)	(17,180)			(17,180)	
(7) 34325 Pinole STMP Fees	-	-	-	-	-			-	
(8) 34330 Richmond STMP Fees	(326,725)	-	(90,000)	(89,159)	(90,000)			(90,000)	
(9) 34335 San Pablo STMP Fees	(31,558)	-	(10,000)	(6,920)	(7,000)			(7,000)	
(10) 36102 Interest State	(30,466)	-	(8,250)	(8,249)	-			-	
(11) 39906 Other Revenue	-	-	(40,000)	(40,000)	(54,000)	(40,000)			(14,000)
TOTAL REVENUES	(1,417,473)	(951,951)	(1,359,786)	(1,276,274)	(1,329,558)	(505,460)	(458,418)	(192,180)	(173,500)
EXPENSES									
Salary & Benefits									
(12) 41000s Salary & Benefits	636,761	629,443	629,443	613,573	642,418	324,000	318,418	-	-
(13) 49005 PER5 Side Fund	15,678	17,717	17,717	17,587	17,700	17,700	-	-	-
(14) 49006 GASB 45 OPEB	5,000	5,000	5,000	5,000	5,000	5,000	-	-	-
Total Salaries and Benefits	657,439	652,160	652,160	636,160	665,118	346,700	318,418	-	-
Consultants									
(15) 43600 Professional Services	127,239	66,598	75,353	65,780	551,000	48,400	-	343,100	159,500
Regional Studies/Projects	5,161	10,000	5,000	-	512,600	10,000	-	343,100	159,500
Finance Services	7,200	7,200	9,694	-	9,700	9,700	-	-	-
Audit	3,988	7,000	8,540	-	9,000	9,000	-	-	-
Attorney Services	16,592	18,000	18,000	-	18,000	18,000	-	-	-
Mike Bernick	35,850	6,000	-	-	-	-	-	-	-
Web Site	1,025	1,200	1,200	-	1,200	1,200	-	-	-
Compensation Survey	-	10,000	-	-	-	-	-	-	-
Financial Management Review	-	5,000	-	-	-	-	-	-	-
Information Technology Services	-	1,200	1,200	-	500	500	-	-	-
Transcription	2,175	-	-	-	-	-	-	-	-
Summer Brenner	2,631	-	-	-	-	-	-	-	-
Bob Murray & Associates	9,740	-	-	-	-	-	-	-	-
MIG (Board Retreat)	5,530	-	-	-	-	-	-	-	-
Concentra	211	-	-	-	-	-	-	-	-
Other STMP-Related	21,573	-	-	-	-	-	-	-	-
Other	15,563	998	988	-	-	-	-	-	-
(16) 44000 Special Dept. Expense	219,999	124,407	271,367	255,823	245,000	50,000	94,000	87,000	14,000
Contingency	-	10,000	10,000	-	10,000	10,000	-	-	-
Reserve	-	8,175	1,635	-	-	-	-	-	-
TDM Incentives	102,767	106,232	104,732	-	94,000	-	94,000	-	-
Street Smart	13,985	-	14,000	-	14,000	-	-	-	14,000
East Bay Smart Corridor	87,000	-	87,000	-	87,000	-	-	87,000	-
Greenprint	16,247	-	14,000	-	-	-	-	-	-
Student Bus Pass Program Admin	-	-	40,000	-	40,000	40,000	-	-	-
(17) 44001 TDM Marketing	-	27,416	27,416	-	15,000	-	15,000	-	-
Total Consultants	347,238	218,421	374,136	321,603	811,000	98,400	109,000	430,100	173,500
Travel & Training									
(18) 44320 Travel/Training	11,806	11,500	11,500	11,729	11,500	10,000	1,500		
Total Travel/Training	11,806	11,500	11,500	11,729	11,500	10,000	1,500		
Office Expenses & Supplies									
(19) 41911 Liability Insurance	13,337	11,990	11,990	11,990	12,000	12,000	-		
(20) 43500 Office Supplies	7,252	5,000	6,500	5,153	10,000	5,000	5,000		
(21) 43501 TDM Printing	14,032	14,340	14,340	14,340	7,000	-	7,000		
(22) 43502 TDM Postage	14,032	14,340	14,340	14,340	7,000	-	7,000		
(23) 43900 Rent/Building	15,712	15,680	18,196	20,467	19,000	10,000	9,000		
(24) 49001 Printing, Postage, Machine Lease	2,847	3,000	3,000	1,301	3,000	3,000	-		
Total Office Exp & Supplies	67,212	64,350	68,366	67,591	58,000	30,000	28,000	-	-
Publications & Communications									
(25) 42001 Communications	780	5,520	3,520	160	1,000	2,000	1,500		
Total Pub & Comm	780	5,520	3,520	160	1,000	2,000	1,500	-	-
TOTAL EXPENSES	1,084,475	951,951	1,109,682	1,037,243	1,546,618	487,100	458,418	430,100	173,500
REVENUES - EXPENSES	332,998	-	250,104	239,031	(217,060)	18,360	-	(237,920)	-
FUND BALANCE									
Beginning of Year					1,198,483	59,471	-	1,139,012	-
End of Year					978,923	77,831	-	901,092	-

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Transportation Demand Management (TDM) Program

*Report to WCCTAC Board of Directors
May 28, 2010*

*Linda Young, TDM Program Manager
511 Contra Costa/WCCTAC*

1




TDM Overview

- Strategies to reduce demand on roadways and promote alternatives to driving alone - rather than increasing transportation supply

- Travel behavior modifications
 - Eliminate trips (telecommuting, etc.)
 - Change time of day trips are made
 - Encourage carpool or vanpool
 - Encourage walking, biking, transit
 - Provide incentives

- Most effective when promoted through the workplace

2

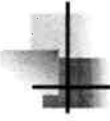


TDM in Contra Costa County

- Four regions (RTPCs): West (WCCTAC), Southwest (SWAT), Central (TRANSPAC), East (TRANSPLAN)
 - Each provides commute alternative services to residents and commuters
 - Each coordinates with cities and transit agencies that serve commuters

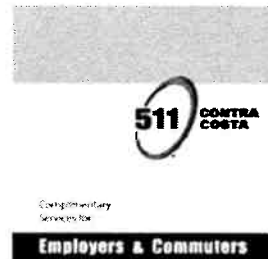
- 511 Contra Costa
 - Liaison between RTPCs and business community
 - Liaison to MTC's region-wide voluntary employer trip reduction programs
 - Assists local jurisdictions and employers

3



Complimentary Employer Services

- Assist with Commuter Fairs, Wellness/ Benefit Fairs and other on-site activities
- Assist with acquisition of bicycle racks and lockers
- Parking management consultations
- Incentive programs for ridesharing
- Information on pre-tax programs, such as commuter choice and contact with vendors who provide services
- Corporate relocation commute assistance
- Complimentary display racks and information brochures
- Assist employers with Zip Code Maps and worksite Surveys



4

Countywide Incentive Programs

- Carpool
- Transit
- Vanpool
- Guaranteed Ride Home
- www.511contracosta.org



5

Countywide Carpool Incentive Program

- Encourages carpool formation, participants receive a \$60 one-time incentive
- Ride matching assistance through the regional 511 Rideshare database
- Operated by TRANSPAC/ TRANSPLAN. Average 400 new participants each year



6

Countywide Transit Incentive Program

- Provides participants with a week's worth of free transit to encourage a "trial" period of transit ridership
- Emphasis on:
 - AC Transit - Local and TransBay service
 - BART
 - Capital Corridor (Amtrak) service
 - WestCAT
 - Other transit services in the area including BayLink and Golden Gate Transit
- Operated by TRANSPAC/ TRANSPLAN. Average 500 new participants per year



7

Countywide Vanpool Incentive Program

- Participants receive 50% reimbursement of vanpool fare upon completion of first three months of participation
- \$1,000 one-time bonus to the driver of a new vanpool on first anniversary of operation
- Operated by SWAT. Average 100 new participants per year
- Five vanpool drivers received the \$1,000 bonus in 2009



8

Countywide Guaranteed Ride Home

- Provides service to all commuters who use commute alternative to reach the workplace
- Employees register to participate, no fee
- Participants receive taxi or rental car vouchers to use in event of emergency
- Participants must work in Contra Costa to be eligible for the program
- Operated by WCCTAC. Over 4,000 participants registered. Average 600 vouchers used per year.



9

Program Highlights

- **Bike to Work 2010 Campaign**
 - Statewide annual event held in May - encourage bicycling to work at least once a week
 - Energizer Stations throughout Bay Area provide riders with bike commute information, water, protein bars, snacks, corporate sponsor donations
- **Summer Time Reading Program**
 - 511 CC - CC County Library - Richmond Library partnership
 - Provide students ages 8-17 with ten-ride transit passes to participate in the summer time literacy program
- **StreetSmarts/StreetWise Programs**
 - 511 CC - County Health Services partnership
 - Outreach to communities and schools
- **Spare the Air Campaign**
 - Air District - education on effects of air pollution and encourage actions to improve air quality
 - Summer Spare the Air - height of ozone pollution, avoid driving
 - Winder Don't Light Tonight - height of particulate matter pollution, avoid using fireplace

10



What's New in 2010?

- **El Cerrito "Car Free Challenge"**
 - City - 511 CC partnership
 - Challenge to City employees - reduce amount of GHG emissions from commuting to work, ends May 2010
 - Model for others

- **TransLink becomes "Clipper"**
 - Name change in June 2010
 - 511 CC will coordinate outreach and information



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Robert Taylor,
 Chair

David Durant,
 Vice Chair

Janet Abelson

Newell Americh

Ed Baico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

Maria Viramontes

Randell H. Iwasaki,
 Executive Director

MEMORANDUM

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

From: Randell H. Iwasaki, Executive Director

Date: April 22, 2010 *RHI*

Re: Items approved by the Authority on April 21, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its April 21, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Amendment No. 2 to Consultant Agreement No. 230 with Nolte Associates, Inc.** *The Authority approved an amendment to the Nolte Associates, Inc. Consulting Agreement (Amendment No. 2 to Agreement No. 230) for Program Management assistance for Fiscal Years 2011 and 2012, for an amount not to exceed \$3,915,000.*
2. **NEW ITEM: State Route 4 East Widening – Somersville to SR160 (Project 3003) Request to Submit a Letter of No Prejudice (LONP) for Segment 1 Construction.** *The Authority approved Resolution 10-07-P, authorizing the submittal of a Letter of No Prejudice (LONP) to allow the Authority to use local funds to complete the construction phase of Segment 1, which would widen SR4 East from Somersville Road to G Street.*
3. **Circulation of Draft Fiscal Year (FY) 2010-11 Congestion Management Agency (CMA) Budget.** *The Fiscal Year 2010-11 CMA budget is scheduled for presentation at the May 13th Public Managers' Association (PMA) meeting. The final CMA budget will be adopted as part of the full Authority budget at the June 16th Authority Board Meeting.*
4. **Approval to Release Three Requests for Proposals.** *The Authority approved the release of Requests for Proposals on the SR-4 Corridor Study, Safe Routes to School*

3478 Buskirk Avenue
 Suite 100
 Pleasant Hill
 CA 94523
 PHONE: 925.258.4700
 FAX: 925.258.4701
 www.ccta.net

Master Plan, and On-going Technical Support for Development of the Sustainable Communities Strategy.

5. **November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee Increase to Fund Transportation Programs and Projects - Public Opinion Polling Update.** *EMC Research, Inc. gave a Powerpoint presentation on the results of the public opinion poll. The Authority approved the next steps as outlined in the presentation. (Attachment)*

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

April 30, 2010

Hercules

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

Pinole

RE: Request for Clarification on Measure J Program 15 Language

Dear Randy:

Richmond

Regarding Measure J Program 15, Transportation for Seniors & People with Disabilities, the Expenditure Plan on page 16 states (emphasis added):

San Pablo

“All current recipients of Measure C funds will continue to receive their FY 2008-09 share of the ‘base’ Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. **Revenue growth** above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Contra Costa
County

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009-10. Thereafter, the **percentage of annual sales tax revenues will increase** by 0.10 % each year, to 5.9% in 2034.”

We respectfully request clarification as to the meaning of “Revenue growth” in the first paragraph. The West County Paratransit Study Working Group has had several discussions about this topic without resolution. Two different interpretations have emerged:

AC Transit

- a) that “Revenue growth” is the same as the percentage of annual sales tax revenue increase referred to in the second paragraph; and
- b) that “Revenue growth” is the difference, if greater than zero, between the Projected and Actual Program 15 sales tax revenue on any given year.

BART

Thank you in advance for your consideration of this request. Please feel free to contact me if you have any questions.

WestCAT

Sincerely,



Christina M. Atienza
Executive Director

cc: West County Paratransit Study Working Group

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

May 4, 2010

Hercules

Mr. Brad Beck
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Mr. Jerry Bradshaw
Public Works Director – City of El Cerrito
10890 San Pablo Avenue
El Cerrito CA 94530

Pinole

Re: County CMA Block Grant – Central and Liberty Avenues Streetscape Improvement Project

Dear Mr. Beck and Mr. Bradshaw:

Richmond

WCCTAC is pleased to support the application of El Cerrito, in coordination with BART, for a County CMA Block Grant TLC funding for the Central and Liberty Avenues Streetscape Improvement Project.

San Pablo

The project consists of streetscape improvements on Central and Liberty Avenues leading to and around the Plaza BART Station in the San Pablo Avenue PDA.

Contra Costa County

The scope of the project includes sidewalk replacement, pedestrian level lighting, crosswalks improvements (bulb-outs and enhanced signing and striping), bike route signing and striping, street trees, and street furniture. The project limits include Central Avenue from Carlson Boulevard to the Ohlone Greenway at Richmond Street, and Liberty Avenue from Fairmount Avenue to Central Avenue.

AC Transit

The project goals are to improve walking and biking routes to transit per the San Pablo Avenue Specific Plan and the El Cerrito Circulation Plan; support in-fill, transit-oriented development per the San Pablo Avenue Specific Plan and PDA goals; enhance sense of place and quality of life; and collaborate with BART and AC Transit on fostering transit ridership and inducing mode shift.

BART

The preliminary cost estimate for the project is \$1,020,000. WCCTAC approved El Cerrito's request to use Measure J TLC funds in the amount of \$204,000 as the local matching funds.

WestCAT

Thank you for your thoughtful consideration of this most beneficial project.

Sincerely,



Christina M. Atienza
Executive Director