



El Cerrito

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

Hercules

**DATE & TIME:** Thursday, November 18, 2010, 9:00 – 10:30 a.m.

Pinole

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

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 Summary and Sign-in Sheet from the Oct 14 Meeting.** *(Attachment)*
4. **I-80 Integrated Corridor Mobility Project – 45 minutes.** Project staff will provide an update on the project, including status of deliverables and next steps. In preparation for the forthcoming O&M and implementation plans, the TAC will discuss and flesh out various related issues and attempt to articulate West County’s position on those matters. *(John Hemiup, ACTC, Cristina Ferraz, Caltrans, and Staff – Attachment – Information/Discussion)*
5. **“Complete Streets” Next Steps – 10 minutes.** Following presentations to the TAC (Oct 14) and Board (Oct 29), the TAC will discuss next steps, including a potential audit of San Pablo Avenue. *(Staff – No Attachment -- Discussion)*
6. **Paratransit Working Group Report – 5 minutes.** The working group is scheduled to meet on Nov. 17, during which time the group plans on developing recommendations pertaining to funding and conducting a needs assessment study and programming upcoming cycles of dedicated Measure J funds. Staff will provide an update to the TAC and seek input, as appropriate, on the working group’s recommendations. *(Staff – No Attachment – Information/Discussion)*
7. **Safe Routes to Schools Master Plan – 10 minutes.** The CCTA Planning Committee has approved the selection of Parisi Associates, in partnership with Contra Costa Health Services, to prepare the Safe Routes to School Master Plan. CCTA staff will provide an overview of the scope of work. *(CCTA Staff – Attachment – Information)*

San Pablo

Contra Costa  
County

AC Transit

BART

WestCAT

8. **CCTA Comments on Proposed BCDC Bay Plan Amendment 1-08 – 10 minutes.** In response to climate change concerns, the Bay Conservation and Development Commission is considering Amendment 1-08 to its *San Francisco Bay Area Plan* (<http://www.bcdc.ca.gov/pdf/planning/plans/bayplan/bayplan.pdf>). The amendment proposes various actions to respond to projected sea level rise, including limiting shoreline development. CCTA requested an extension of the review period and is in the process of preparing a comment letter that addresses impacts of the proposed amendment on existing transportation infrastructure and ongoing and planned transportation project. CCTA staff will provide an update. (*CCTA Staff – Attachment – Information*)
  
9. **2011 TAC and Board Schedule – 2 minutes.** On Oct 29, the Board approved its 2011 Calendar. The TAC will generally meet at 9:00 a.m. on the second Thursday of the month, except for the following: July 7 (first Thursday); recess in August; November 17 (third Thursday); and recess in December. The Board will generally meet at 8:00 a.m. on the fourth Friday, except for the following: recess in August; September 30 (fifth Friday); recess in November; and December 9 (second Friday). Both meetings will occur in the San Pablo Council Chambers. (*Staff – Attachment – Information*).
  
10. **Project Updates and Announcements – 8 minutes**
  - a. Transit Enhancement Strategic Plan and Wayfinding Plan – *No Attachment*.  
Note: **The Working Group continues to meet at 10:30 a.m. following the TAC, and will meet Dec 9 at 10:30 a.m. though there is no TAC meeting that day.**
  - b. State Route 4 Integrated Corridor Analysis (formerly known as Corridor Management Plan) – *No Attachment*.
  - c. Regional Advisory Working Group (SB 375) – *No Attachment*.
  - d. Transportation Demand Management Activities – *No Attachment*.

**Next WCCTAC-TAC meetings:**

- **Note: no TAC meeting in December**
- **January 13, 2011, 9:00 a.m.**
- **February 10, 2011, 9:00 a.m.**

**Next WCCTAC Board meetings:**

- **Note: no Board meeting in November**
- **December 10, 2010, 8:00 a.m.**
- **January 28, 2011, 8:00 a.m.**

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In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact John Rudolph at 510.215.3042 or Valerie Jenkins at 510.215.3217 prior to the meeting. If you have special transportation requirements and would like to attend the meeting, please call WCCTAC (see phone numbers above) at least 48 hours in advance to make arrangements. Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please turn off all cellular phones and pagers during the meeting. A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.



**TO:** WCCTAC Technical Advisory Committee

**DATE:** Oct 22, 2010

**FR:** John Rudolph JR

**RE:** Summary of Oct 14, 2010 WCCTAC-TAC Meeting

1. West Contra Costa STREET SMARTS Traffic Safety Education: Nancy Baer and Shannon Ladner-Beasley, CCHS, reviewed the current work plan and received comments. Suggestions include running ads at the Cerrito Theater, supplying magnetized bumper stickers for municipal vehicles, and coordinating installation of street pole banners with appropriate municipal departments. The TAC noted the importance of this program in school zones. CCHS reviewed the correlation between the STREET SMARTS and the Safe Routes to Schools programs, listed elementary and middle schools served so far, and described the staffing necessary to continue the program, noting that the grant includes resources for school support. The East Bay Bicycle Coalition (EBBC) volunteered to assist CCHS in jointly procuring banners and transit ads with Alameda County agencies to achieve cost savings.

2. I-80 Integrated Corridor Mobility Project (ICM) Project Update: John Hemiup, ACTC, and Cristina Ferraz, Caltrans, provided updates on project delivery strategy, status of contracts, and key milestones, and announced the location of TLSP and Ramp Metering Plan documents on the FTP site.\* Of the seven contracts, five pertain to the Caltrans ROW, and two to local roadways. Staff reviewed the Board's discussion and motion from its Sept 24, 2010 meeting. A workshop on the ICM Concepts of Operations Report will be conducted at the Nov 18, 2010 TAC. Action Items for the Nov ICM Update include addressing Hercules' concern about Pinole's inclusion of a narrowing of San Pablo Av in its General Plan Update, and how such a potential change will affect the ICM model; clarification of the applicability of cities' comments on the Traffic Operations Analysis Report to the Ramp Metering Plan; development of an outreach plan for the public meetings to be convened in January and February 2011 for review of the project environmental documents; and development of an O&M plan. The TAC expressed concern that the TLSP flush plans may interfere with bicycle and pedestrian crossing of San Pablo Av.

3. "Complete Streets" Presentation and Discussion: Following a determination by the TAC at its July 8, 2010 meeting to build a regional understanding of "complete streets" in lieu of developing a West County bicycle and pedestrian plan, Dave Campbell, EBBC, presented an interactive slide show illustrating concepts and policy guidelines for implementing streets that are safe for all users. The TAC discussed performance measures in the context of multi-modal level of service (MMLOS) procedures. Sean Co, MTC, referenced NCHRP Report 616, and stated that Dowling Associates had developed software implementation for the MMLOS procedures documented in the report.

- The National Complete Streets Coalition is here: <http://www.completestreets.org/>
- NCHRP Report 616 is here: [http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_616.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf)
- Dowling Associates' CompleteStreetsLOS software is here: <http://www.dowlinginc.com/CompleteStreetsLOS.php>

4. AC Transit Service Reductions: Staff referenced a memo that outlines service reductions scheduled in two phases. The first phase, effective Oct 31, 2010, includes reductions in service frequency and span, affecting Lines 70, 74, LA, and LC. The second phase, effective Dec 19, 2010, cuts weekend service on Lines 7, 25, 70, 71, 74, and 376.

5. Federal Aid Process/Climate Initiatives Competitive Grants Program: Staff distributed an agenda for the Oct 27, 2010 workshop at MTC.\*

6. Transit Enhancement Strategic Plan and Wayfinding Plan: the Working Group convened at 10:30 a.m. following the TAC.

7. Adjournment until November 18, 2010, at 9:00 a.m.

\*Handouts are available here:

<http://www.wcctac.org/wp-content/uploads/2010/06/All-Handouts-WCCTAC-TAC-10-14-10.pdf>

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

- Thursday November 18, 2010 at 9:00 a.m.
- Note: no TAC meeting in December

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

- Friday October 29, 2010 at 8:00 a.m.
- Note: no Board meeting in November
- Friday December 10, 2010 at 8:00 a.m.

WCCTAC Technical Advisory Committee Meeting: October 14, 2010

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## WCCTAC-TAC MONTHLY UPDATE – November 2010

### 1. STATUS OF OVERALL PROJECT (Refer to Project Delivery Strategy Chart dated November 2010)

- **SYSTEM INTEGRATION (#1)**
  - Request for Proposals (RFP) reviewed by industry in January 2010. DONE
  - Request for Proposals (RFP) to be submitted to software development firms in mid-2011
  
- **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
  - Securing construction funds from CTC in January 2011
  - Start Construction in early 2011
  - Complete Construction in late 2011
  
- **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 in mid-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
  - Securing construction funds from CTC in January 2011
  - Start Construction in early 2011
  - Complete Construction in mid 2013
  
- **RICHMOND PARKWAY TRANSIT CENTER IMPROVEMENTS (#7)**
  - **Lead Agency: AC Transit**
  - Environmental Clearance in late 2010
  - Complete Design in late 2011
  - Construction in 2012

## 2. STATUS OF KEY MILESTONES

- Release of the Draft Environmental Document (DED) covering Projects # 1, 2, 4 and 5 to the public: January 2011
- Hold Public Meetings (2) after release of DED: February 2011
- Completion of Environmental Document: May 2011

## 3. 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 will be 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.**
- **Operations Memorandum of Understanding (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 to be provided to WCCTAC-TAC in December 2010.**
- **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. **Draft to be provided to WCCTAC-TAC in March 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 to be provided to WCCTAC-TAC in December 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 to be provided to WCCTAC-TAC in December 2010.**

## 4. OUTREACH:

- Provide monthly update to WCCTAC-TAC on status of project – on-going
- Develop an outreach strategy prior to release of the Draft Environmental Document.
- Public Meetings in February 2011.



**5. ACTION ITEMS:**

- Address Hercules' concern about Pinole's inclusion of narrowing of San Pablo Avenue (4 to 2 lanes) in its General Plan Update, and how such a potential change will affect the I-80 ICM model.
- Clarification that the cities' comments on the Traffic Operations Analysis Report, which included comment on the Ramp Metering Plan, were address and confirm that all cities had sent comments on the Ramp Metering Plan.
- Development of an outreach strategy for the Feb 2011 public meetings that will address the environmental findings/minimization.
- Development of an O&M plan.

**6. CONCERNS/SUGGESTIONS:**

- The TAC expressed concern that the I-80 ICM project may interfere with bicycle and pedestrian crossings on local arterials.

Updated by: Cristina Ferraz/John Hemiup  
Reviewed by: John Hemiup/Bijan Yarjani/Randy Durrenberger  
November 4, 2010

# PROJECT DELIVERY STRATEGY

Created by C Ferraz  
Checked by J Hemiup  
November 04, 2010



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

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

## PROJECT PHASES ENVIRONMENTAL

Projects 1, 2, 4 & 5  
Initial Study/Environmental Assessment (IS/EA) - May 2011

Project 3 - Traffic Operations System (TOS)  
Categorical Exemption (CE) - Aug 31, 2009 (Actual)

San Pablo Corridor Arterial and Transit Improvement Project  
Categorical Exemption (CE) - Sept 30, 2009 (Actual)

Project 3- TOS  
Design - Oct 28, 2009 (Actual)  
\$ 2.9 M Total Cost

Project 1- Software & Systems Integration  
Design - May 2011  
\$8M Total Cost

Project 2 - Specialty Materials Procurement  
Design - Apr 2012  
\$5.8M Total Cost

Project 4- Adaptive Ramp Metering (ARM)  
Design - Aug 2011  
\$11.6M Total Cost

Project 5- Active Traffic Management (ATM)  
Design - Aug 2011  
\$32.2M Total Cost

Project 6 - San Pablo Project  
Design - Jan 27, 2010 (Act)  
\$24.3M Total Cost

Project #7 - Richmond Parkway Transit Center Improvements\*  
\*AC Transit to fund \$4M to perform all work as a separate project.  
Env: Nov 2010  
Design: Dec 2011

Advertise, Award & Administer (AAA)  
Construction Contract

## DESIGN

Construction:  
Mar 2011 - Apr 2012  

- Vehicle Detection System
- Highway Advisory Radio (HAR)
- Extinguishable Message Sign for HAR
- Wireless Communication

Software Development:  
Jan 2012 - Jan 2015\*  

- ATMS software upgrades
- ARM and ATM Algorithms and software upgrades
- Caltrans TMC upgrades
- Communications Network
- Systems Integration
- Develop Signal System Incident Response Plan

Procurement:  
July 2012 - Jan 2014  

- Variable Advisory Speed Signs
- Variable Message Signs
- Full Color Graphic CMS Info. Display Board
- Lane Use Signs

Construction:  
Feb 2012 - Sep 2013  

- Ramp Metering System
- Vehicle Detection
- Ramp Improvements
- CHP Enforcement Area
- Communication

Construction:  
Feb 2012 - Jan 2014  

- Overhead Sign Structures
- Variable Advisory Speed Signs
- Variable Message Signs
- Full Color Graphic CMS
- Closed Circuit TV

Construction:  
Mar 2011 - Apr 2014\*  

- Intersection Modifications
- Traffic Signal Installations
- Traffic Signal Controllers
- Transit Signal Priority
- Trailblazer Signs
- Non-Intrusive Detection System
- Local Arterial CMS Stuns

Construction: 2012  

- New Traffic Signal
- HOV Lane By-Pass
- Bus Bay construction with parking
- Parking Management

## CONSTRUCTION

**Planning Committee STAFF REPORT**

Meeting Date: November 3, 2010

<p><b>Subject</b></p>	<p><b>Authorize Entering into Consultant Agreement No. 310 with Parisi Associates and Agreement No. 311 with the Contra Costa Health Services Department to Assist in the Development of the Contra Costa Safe Routes to School Program (SR2S) for an Initial Cost not to Exceed \$100,000.</b></p>
<p><b>Summary of Issues</b></p>	<p>In response to Request for Proposal (RFP) 10-7 released in August 2010, the Authority received three proposals. A selection committee comprised of local staff familiar with education, outreach and infrastructure supporting safe routes to school reviewed the proposals and interviewed the three consultant teams. Based on the proposals and the interviews, the selection committee recommended that the Authority contract with Parisi Associates to lead the study, with Contra Costa Health Services Department serving a supportive role.</p>
<p><b>Recommendations</b></p>	<p>Authorize Agreement No. 310 with Parisi Associates, for an initial amount not to exceed \$72,500, and Agreement No. 311 with the Contra Costa Health Services Department, for an initial amount not exceed \$27,500 to complete Task 1 of the scope of work for the Safe Routes to School Program with the total cost not to exceed \$100,000. Performance of the remaining four tasks is dependent on the outcome of Task 1, which will refine the scope and schedule for preparing the Master Plan, develop the procedures for carrying out the technical assistance program, and establish the program for allocating funds through Cycle 1 of MTC's SR2S program. Following the completion of Task 1, staff will bring recommendations on how the remainder of the program is to be implemented, and will request additional funding authorization through amendment of the initial agreements.</p>
<p><b>Financial Implications</b></p>	<p>Total consultant cost to prepare and help implement the Safe Routes to School Program is estimated at \$345,000, to be funded using federal Surface Transportation Planning (STP) funds available to the Authority through an interagency planning agreement with MTC. Federal local match requirements of 11.47% are met</p>

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	through "in-kind" staff contributions.
<b>Options</b>	N/A
<b>Attachments</b>	A. Approach to Safe Routes to School funding from the adopted Strategic Plan for the CMA Block Grant  B. Project Understanding and Approach from Parisi Associates proposal
<b>Changes from Committee</b>	

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## Background

In December 2009, MTC adopted its framework for allocating funds through the new federal transportation act. This framework includes a new "Climate Initiatives" program to which MTC allocated about \$80 million in federal funds. One component of the Climate Initiative program is a new Safe Routes to School program through which MTC will provide about \$15 million in federal CMAQ funds for implementing Safe Routes to Schools (SR2S) programs region-wide. The overall goal of this component is to significantly reduce emissions related to school-related travel as well as to increase the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Contra Costa is slated to receive about \$2.5 million through the SR2S program, based on the county's share of K-12 enrollment.

MTC's SR2S program is only one part of its framework for allocating funds from the new federal transportation act. The framework also includes new funding through the CMA Block Grant Program, comprised of the Regional Bicycle, the MTC Transportation for Livable Communities, and the Local Streets and Roads Shortfall programs. MTC asked the Authority and other CMAs to outline their approaches to the CMA Block Grant Program as well as the SR2S program in a strategic plan. The Authority adopted its Strategic Plan in March of 2010. (The Authority's approach to the SR2S program, as adopted in the CMA Block Grant Strategic Plan, is shown in Attachment A.)

The original approach outlined in the Strategic Plan for the CMA Block Grant was to prepare a master plan for SR2S efforts in Contra Costa and to allocate SR2S funds based on the policies in the master plan. Even though staff has programmed these SR2S funds in fiscal year 2012 (the last year of the funding cycle), however, there will probably not be enough time to complete the master plan before the Authority will need to decide how to allocate the SR2S funds.

In response, staff modified the approach for the RFP, breaking the work into four tasks.

1. **Refine the Approach to the Contra Costa SR2S Program** including the scope and schedule for preparing the Master Plan, the procedures for carrying out the technical assistance program, and especially the program for allocating funds through Cycle 1 of MTC's SR2S program.
2. **Develop the Master Plan** which will outline a feasible and effective program of policies, actions, and possible sources of funding to complement and expand existing programs and facilities and help achieve the objective of increasing the number of students walking or bicycling to school.
3. **Provide Technical Assistance** that supports more students to walk or bicycle school which might include walking audits, initial definition of physical improvements to overcome local obstacles, educational and outreach activities at various schools, or other technical help.
4. **Help Implement the Initial Program for SR2S Funds** where the consultants would assist Authority staff in taking the Initial Program for the SR2S funds through the Caltrans Local Assistance Process and providing support to local agencies and groups. (Potential role, depending on approach outlined in Task 1.)

Because the specific approach to Tasks 2 through 4 will be determined by what the Authority decides at the end of Task 1, staff proposes to budget initially for only Task 1.

At the end of Task 1, the Authority will be asked to set the basic approach to allocating the SR2S funds. That decision will require some initial policy decisions on the Authority's part including:

- Should the program fund only infrastructure improvements?
- Should it be used for education and outreach activities instead?
- Who will provide those services?
- Who will provide the \$44,700 required local match for the \$2.5 million in CMAQ federal funds?

#### **Recommended Consultant**

In response to RFP 10-7, the Authority received three proposals to provide consultant support for the Contra Costa Safe Routes to School program:

1. *Ryan Snyder Associates* with Dowling Associates and TransForm
2. *Parisi Associates* with Contra Costa Health Services, Fehr & Peers, and Alta Planning + Design
3. *DKS Associates* with Kimley-Horn, Nelson\Nygaard, ALTRANS and Vallier Design

Based on both their review of the proposals received and the interview (conducted on October 13), the selection committee recommended that the Authority contract with the Parisi

Associates team to provide consultant support for the developing SR2S program. While the selection committee agreed unanimously with this recommendation, members felt that all of the proposals and teams had real strengths. The section on "Project Understanding and Approach" from the Parisi team's proposal is reproduced in Attachment B. Authority staff will work with the consultant to refine this approach and incorporate it into the scope of services for the contract. The initial scope of work for Agreement No. 311 with Contra Costa Health Services will involve expanding the list of contacts with school districts in West and East County to the rest of Contra Costa and helping develop and administer the survey of those schools.

**Task Force**

Staff is establishing a task force to help oversee the development of the SR2S program. So far, Lynn Overcashier of 511 Contra Costa and Nat Rojanasathira of Streets Smarts in the San Ramon Valley have agreed to serve on the task force and staff is contacting others from local jurisdictions and schools to find other participants.

Approach to the Safe Routes to School Program  
Excerpts from the Adopted Strategic Plan for the  
CMA Block Grant

## Safe Routes to School

The overall goal of the Safe Routes to School program, which is separate from the State and federal programs, is to reduce emissions related to school-related travel. It is also intended to increase the ability of Bay Area jurisdictions to compete for State and federal SR2S infrastructure grants. Funding for the program is distributed among the nine Bay Area counties based on K-12 school enrollment.

### ELIGIBLE PROJECTS AND SPONSORS

The program will fund two categories of projects:

1. *Public Education and Outreach Activities*, including public education and outreach, outreach related to safe bicycle use, and travel demand management activities
2. *Infrastructure Improvements*, including bicycle and pedestrian facilities, bike storage, new paths, and traffic calming measure that help improve air quality

While non-profit organizations and school districts can sponsor SR2S projects, an agency that is eligible to receive federal CMAQ funds must serve as the fiscal agent.

### PROCESS FOR ALLOCATING FUNDING

The Authority proposes to allocate two percent of all Cycle 1 funds for planning to prepare a master plan for Safe Routes to School projects and programs within Contra Costa. The master plan would:

1. Assess existing SR2S projects and programs within Contra Costa,
2. Identify eligible projects and programs that would address unmet SR2S needs,
3. Set priorities for funding those projects and programs, and
4. Outline an implementation program, with tasks and responsibilities, based on the recommendations of the plan.

Based on the recommendations of the master plan, the Authority will issue a call for projects for funding in FY 2001-12 and Cycle 2.

### RESPONSIBLE AGENCY

The Authority could serve as the fiscal agent for the program. Responsible and implementing agencies, both specifically named and categories, would be identified in the master plan and may serve as the fiscal agent for their projects or programs.

## **ATTACHMENT B**

### **Project Understanding and Approach (from Parisi Associates Proposal)**

#### **TASK 1: REFINE SR2S APPROACH**

##### **Objective**

Task 1's objective is to define the approach to preparing the Master Plan and the procedures for carrying out the technical assistance program, and to establish the program for allocating funds through Cycle 1 of MTC's SR2S program.

##### **Approach**

The initial subtask will consist of meeting with the CCTA Project Manager and reviewing and revising the Task 1 work scope and budget, if appropriate.

Next, the team will meet with the Safe Routes to School Task Force to collect information on existing Safe Routes to School programs and policies and recently implemented and planned SR2S infrastructure projects. The team will develop a list of potential contacts and stakeholders, including specific school districts, schools, the Office of Education, the 32<sup>nd</sup> District PTA, cities and the County, and the four Regional Transportation Planning Committees.

The team will develop a list of questions for a survey of jurisdictions and schools. The team has extensive experience in preparing and conducting Safe Routes to School surveys (nationally, regionally, and locally) and understands that schools and jurisdictions have limited time to participate. The team will design questionnaires to be used three separate ways: via the Internet, through in-person interviews, and by telephone interviews.

Two survey instruments will be developed: one focused on school parents, principals and teachers, and school administrators; and one on local jurisdictions and the RTPCs.

The school survey will be designed to elicit information about the current levels of walking and bicycling to school, school capacity for conducting Safe Routes to School activities, addressing obstacles and challenges, and designing Safe Routes to School activities so that they address the safety concerns of parents and school officials.



The team will work with the County Office of Education in promoting and distributing the survey, which will be linked to a number of media and easily accessed via the Internet.

In addition, the team will administer up to 20 in-person or telephone interviews using the questionnaire. An effort will be made to ensure that those interviewed represent a diversity of geography, variety of school personnel, and schools with different needs and circumstances.

The team will attend an Afterschool for All meeting to solicit Safe Routes to School input; this group includes representatives from Antioch, Pittsburg, Mt. Diablo and West Contra County School Districts, along with the County Office of Education.

The team will attend up to three school administration meetings to solicit input from Principals and Superintendents throughout the County and a meeting to solicit input from representatives of the 32<sup>nd</sup> District PTA.

The jurisdictional survey will focus on questions about the quality of the physical environments around schools, the jurisdiction's existing plans and resources to improve that environment, existing relationships with schools in their jurisdiction, capacity to engage in assessing and improving the walking and bicycling environment, and what kind of support or assistance that would be needed to prioritize safer routes, streets, and sidewalks around schools. The jurisdictional survey will be provided to the RTPCs, and through the RTPCs to the various jurisdictions. The survey will be provided via the Internet.

The team will compile the survey results and report the findings to the Safe Routes to School Task Force. The findings will be useful in determining the types of Safe Routes to School program and/or projects should be funded and the criteria by which they should be selected. The survey findings will also be critical for the development of the Master Plan. At the end of Task 1, the team will prepare a detailed work plan and schedule for developing the Master Plan (Task 2).

The team will develop an approach for assessing the effectiveness of programs and projects funded through MTC's Safe Routes to School Program. The team will propose evaluation criteria and metrics consistent with national best practices related to travel mode share, safety, health, traffic congestion, as well as regional measures such as catchment area, terrain

and climate change. In addition, the team will consider MTC Safe Routes to School funding considerations we are preparing for other Bay Area transportation authorities.

Finally, the team will outline procedures for consideration for the Technical Assistance Program (Task 3), including potential services that may be offered, including technical assistance in identifying barriers to walking and bicycling to and from schools, defining improvements to help overcome those barriers, and providing education and outreach services, such as training workshops and classroom presentations.

### **Products**

As a part of Task 1, the team will deliver or provide:

- Final work scope, schedule and budget for Task 1 (Refine SR2S Approach)
- School questionnaire
- Jurisdictional questionnaire
- Up to 20 in-person or telephone interviews
- Attendance at 5 school administration meetings
- Compiled and summarized survey results
- Evaluation criteria and approach for MTC SR2S programs/projects
- Procedures for Technical Assistance Program tasks
- Preparation for and attendance at up to three CCTA or Task Force meetings
- Scope of work, schedule and budget for Task 2 (Prepare Master Plan)

### **TASK 2: PREPARE MASTER PLAN**

#### **Objective**

Task 2's objective is to develop a feasible and effective program of policies, actions including projects and programs, implementation responsibilities, and potential sources of funding that will complement and expand existing programs and facilities and help achieve the objective of increasing the number of students walking or bicycling to school.

#### **Considerations**

A detailed scope of work, schedule and budget for Task 2 will be prepared during Task 1.

The Safe Routes to School Master Plan, similar to the Countywide Bicycle and Pedestrian Plan which it will build upon, will outline CCTA's detailed policies and priorities for

encouraging more students to walk and bike to and from school and will focus on how CCTA can help coordinate and support the efforts of other agencies.

Parisi Associates administers the Safe Routes to School Program for the Transportation Authority of Marin and has extensive experience in developing policies, priorities and programming for Safe Routes to School plans for other agencies. Fehr & Peers, Inc., a key teammate, prepared the Countywide Bicycle and Pedestrian Plan. This experience, couple with the products from Task 1, will be used to prepare a Safe Routes to School Master Plan that:

- **Assesses existing conditions and identifies unmet needs:** The team will evaluate existing programs and infrastructure that support walking and bicycling to and from school and identify current unmet needs that a countywide approach can address. The team will offer examples of successful program and project components – education, encouragement, enforcement, engineering, and evaluation – used in other Safe Routes to School programs throughout the U.S. and world. We will create a list of recently implemented programs and projects, planned projects, and identified projects that schools and jurisdictions have identified as candidates.
- **Evaluate policy choices:** The team will identify a range of policies and actions that can support the Safe Routes to School Program within Contra Costa and will evaluate their potential effectiveness and feasibility in achieving the program’s objectives. The team will consider the feedback received from the school and jurisdictional surveys conducted in Task 1. The team has developed meaningful evaluation criteria for a variety of Safe Routes to School programs, and has independently assessed the effectiveness of other programs. This information will be useful in evaluating policy choices.
- **Develop implementation program and policies:** The team will outline a program of actions, responsibilities, and potential funding sources that would help achieve the objectives of the Safe Routes to School Master Plan. The program will identify the roles and responsibilities for implementing actions and potential sources of funding, including Federal SRTS, State SR2S, and MTC SR2S funding. Other potential funding sources will also be explored.
- **Prepare final plan:** The team will prepare the final Safe Routes to School Master Plan for use by the CCTA, local jurisdictions, school districts and other relevant agencies. The Master Plan will summarize findings on existing conditions and unmet needs, outline objectives and policies, and present the implementation program. The

Master Plan will use GIS-mapping to illustrate schools, school types and school districts throughout Contra Costa County.

### **TASK 3: IMPLEMENT TECHNICAL ASSISTANCE PROGRAM**

#### **Objective**

Task 3's objective is to identify specific obstacles preventing or inhibiting students from walking or bicycling to school, define physical improvements and programs to overcome those obstacles, and provide other technical help in defining or supporting educational and outreach activities in Contra Costa.

#### **Considerations**

The Parisi Associates team is local and is highly experienced in providing technical assistance to schools and jurisdictions. The team can work with CCTA in a number of ways, including:

- Developing education curricula
- Providing outreach services
- Scheduling and teaching classes
- Supporting walk to school days
- Developing program materials
- Creating Suggested Route to School maps
- Conducting Walkability Audits
- Preparing concept design plans
- Maintaining project databases
- Coordinating with the Regional Transportation Planning Committees
- Preparing grant applications
- Expanding Street Smarts
- Offering SchoolPool related services
- Inventorying crossing guards
- Annual program evaluation

Our team consists of Certified Walkability Experts and Certified National Safe Routes to School trainers.

As a part of this task, the team will prepare quarterly reports of the assistance provided, any issues and obstacles identified, and the projects and programs proposed to address those obstacles.

**TASK 4: IMPLEMENT INITIAL PROGRAM FOR SR2S FUNDS**

**Objective**

Task 4's objective is to assist Authority staff in taking the Initial Program for the SR2S funds through the Caltrans Local Assistance Process and provide support to agencies and groups consistent with the approved policies and procedures of the Authority's adopted SR2S Program.

**Considerations**

The Parisi Associates' team has coordinated over \$15 million of SR2S funds through the Caltrans Local Assistance Process. The team can assist the CCTA in supporting Caltrans funding requirements and can support local agencies and groups. The team can also oversee the education and outreach programs funded through the CMAQ program, if desired by the CCTA.

## Planning Committee **STAFF REPORT**

Meeting Date: November 3, 2010

Subject	Comments on the Proposed BCDC <i>Bay Plan</i> Amendment 1-08.
<b>Summary of Issues</b>	<p>In response to climate change concerns, the Bay Conservation and Development Commission (BCDC) is considering Amendment 1-08 to its <i>San Francisco Bay Plan</i> to create a climate change policy section that establishes long-range strategies for addressing predicted sea level rise. The new policies and strategies are intended to mitigate the impact of increased flooding, while preserving and enhancing the natural resources of the Bay shoreline. These policies and strategies need to be carefully examined for possible conflicts with the Authority's future transportation projects and local land use plans. Projects located within low-lying shoreline areas that have been designated by BCDC as vulnerable to future inundation could be affected by proposed adaption guidelines in Bay Plan Amendment 1-08. Accordingly, the Authority may wish to submit comments to BCDC.</p>
<b>Recommendations</b>	<p>Consider whether the Authority should comment directly on Proposed Amendment 1-08, or defer to local jurisdictions and project proponents to submit comments.</p>
<b>Financial Implications</b>	<p>n/a</p>
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Direct staff to prepare a comment letter on proposed Amendment 1-08.</li> <li>2. Defer to affected local jurisdictions and project proponents submit comment.</li> </ol>
<b>Attachments</b>	<ol style="list-style-type: none"> <li>A. Letter from Chair Robert Taylor to BCDC Chair Sean Randolph requesting additional review time for Amendment 1-08, October 21, 2010.</li> <li>B. San Francisco Bay Plan, Summary (February 2008 Reprint) - <i>see ccta.net</i></li> <li>C. Proposed Bay Plan Amendment 1-08 Concerning Climate Change - <i>see ccta.net</i></li> <li>D. Map of Contra Costa Shoreline With 55-Inch Sea Level Rise</li> <li>E. List of Projects and PDAs within Contra Costa that are Potentially Affected by a 55-inch Sea Level Rise</li> </ol>

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**Changes from Committee**

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**Background**

At its meeting on October 20, 2010, the Authority received information from Commissioner Balico that the San Francisco Bay Conservation and Development Commission (BCDC) was proposing to amend its Bay Plan to address sea level rise caused by global warming. Mr. Balico voiced concern that the BCDC Board was hastening to pass Amendment 1-08 prior to the November 2 election; the Board is comprised of a number of Governor appointees who will probably lose their seats under the next administration. Mr. Balico indicated that BCDC was going to try to pass the amendment the next day (October 21), and that the City of Hercules had prepared a letter requesting more time for review. Commissioner Jim Frazer stated that the City of Oakley had also sent a letter requesting additional review time.

The proposed amendments would add a new section to the Bay Plan addressing Climate Change. The findings and policies are based on predictions by the United Nations Intergovernmental Panel on Climate Change (IPCC) that forecast a 55 inch rise in sea level by 2100. The new policies introduce the concept of creating buffers along the shoreline to allow tidal habitat to migrate landward as sea level rises. To minimize flood risk, the policies recommend that BCDC rely on higher projections of sea level rise (more than 55 inches). A primary concern for local jurisdictions is that the Plan Amendment could preclude shoreline development unless such development was consistent with the Plan guidelines and the yet-to-be-developed sea level rise adaptation strategies. This could significantly change the character, location, and footprint of future shoreline developments.

Mr. Balico voiced concerns that the new policies could essentially shut down shoreline development plans in Hercules, Richmond, Pittsburg, Oakley, and Martinez. Commissioner Arnerich suggested that the Authority immediately write a letter to BCDC requesting more time to review the policies. Commissioner Durant requested that any letter CCTA sends should be tied to the Authority's role in creating sustainable transportation and maintaining opportunities for transit-friendly development around transit hubs.

Commissioners Ed Balico and Newell Arnerich attended the BCDC hearing at MetroCenter in Oakland on the following day, (October 21, 2010). Mr. Arnerich presented a letter from CCTA, requesting that BCDC allow additional time for comment on the Plan Amendments. BCDC received similar requests from other stakeholders, including representatives from the City of Suisun, who stated that they had only recently become aware of the proposed amendments, and did not have adequate time for review and comment.

At the hearing, BCDC staff stated that more than 700 comment letters had been received on the proposed Plan amendment. BCDC may continue the public review process through November 18 and

possibly until December 2, 2010. Workshops may be held at various locations around the Bay on Friday, October 29<sup>th</sup>, November 2, 4, and 18.

### **The Bay Conservation and Development Commission**

BCDC was created in 1965 by the McAteer-Petris Act. The Commission is comprised of 27 members, including five public representatives appointed by the Governor, one by the Senate Committee on Rules, and one by the Speaker of the Assembly. Each Board of Supervisors from the nine counties appoints one member, and four representatives from bayside cities are appointed by ABAG. Appointments from other federal, state, and regional agencies comprise the remaining members.

BCDC is a permanent agency responsible for carrying out the Bay Plan. BCDC's jurisdiction includes the San Francisco Bay, a 100-foot landward shoreline band, the salt ponds, wetlands, and certain waterways. Initially, BCDC's primary role was to regulate the filling and dredging of the Bay, which it controls through a permit process. Any public agency or private owner holding shoreline lands that are within BCDC's limited jurisdiction is required to obtain a permit before proceeding with the development.

### **The Bay Plan**

The McAteer-Petris Act tasked BCDC with developing the Bay Plan, which was first completed and adopted in 1968, and transmitted to the California Legislature in 1969. The objectives of the Bay Plan are to:

1. Protect the Bay as a great natural resource for the benefit of present and future generations, and
2. Develop the Bay and its shoreline to their highest potential with a minimum of Bay filling.

The Bay Plan contains Findings and Policies to address resource issues, and to address development of the Bay and its shoreline. Resource policies focus on preservation of fish and wildlife, maintaining water quality, conserving tidal marshes, and enhancing fresh-water inflow. Development policies consider dredging, industry, recreation, public access, fill, and mitigations. Attachment B contains a summary of the Bay Plan

### **Proposed Bay Plan Amendment 1-08 Concerning Climate Change**

Proposed Bay Plan Amendment 1-08, shown in Attachment C, amends the Tidal Marsh and Tidal Flats findings and policies, and adds a new Climate Change findings and policies section. Here are some of the highlights of the Amendment, organized into four categories: Setting, Implementation, and Project Development Guidelines:



*Setting:*

- Introduces the concept of “buffers,” to reduce adverse impacts of surrounding land uses, minimize loss of habitat from shoreline erosion and provide space where marshes can migrate to as sea level rises (para. n, p. 9);
- Introduces the theory of global warming caused by Greenhouse Gas (GHG) emissions (para. a, p. 8);
- References the various scenarios developed by the IPCC for global warming and sea-level rise (para. b, p. 8);
- Incorporates the California Climate Action Team sea level rise projections for the state of 11 to 18 inches at mid-century, and 23 to 55 inches at the end of the century (para. c, p. 8);
- Suggests that BCDC should, for the purposes of flood protection, rely on more conservative (higher) rates of sea level rise in planning and designing projects for the Bay shoreline (para. e, p. 9);
- Recognizes that BCDC’s jurisdiction is limited; the Bay Plan can provide guidance to others who have broader authority over the use and development of low-lying areas outside of its jurisdiction (para. v, p. 14);

*Implementation:*

- Develop and regularly update a regional sea level rise adaptation strategy that protects the shoreline. Work in collaboration with the JPC and other local, regional, state, and federal agencies to develop the strategy, which should determine where existing development should be protected, where new development should be permitted, and where existing development should eventually be removed to allow the Bay to migrate inland (para. 5, p. 16);
- Establish goals for the adaptation strategy (para. a-k, p. 16-17);
- Limit approval of new shoreline projects in areas vulnerable to future shoreline flooding until the adaptation strategy is completed (para. 6, p. 17);

*Project Development Guidelines:*

- Allow small projects and minor repairs to existing facilities (para. q, p. 13);
- Avoid development in low-lying areas (para. r, p. 13);
- Cluster infill or redevelopment in low-lying areas on a portion of the property to reduce the area that must be protected (para. r, p. 13);
- Require that an adaptation strategy be developed for new development projects to address flooding and inundation uncertainties over the life of the project (para. r, p. 13);
- Require that new developments prepare a risk assessment taking future sea level rise into account (para. 1, p. 15);
- Preclude development that cannot be adapted to sea level rise (para. e, p. 9)

- Permanently protect undeveloped habitat that is low-lying and suitable for inundation. (para. 3, p. 15)

#### **Staff Assessment of Proposed Bay Plan Amendment 1-08 on Measure J Projects and Programs**

A number of existing and proposed projects in Contra Costa are potentially affected by sea level rise. Attachment E lists those projects. Furthermore, portions of certain PDAs are in low-lying areas that could be flooded or inundated if the sea level were to rise by 55 inches as forecast by the IPPC.

To the extent that BCDC's guidelines and the subsequent "adaptation strategy" are aimed at low-lying areas subject to future shoreline flooding, these projects could be impacted, even though they currently lie outside of BCDC's jurisdiction. Consequently, if the guidelines are to be followed, all of the projects listed in Attachment E would be subject to potential delay, pending the establishment of the adaptation strategy, and subject to the findings and policies in the revised Bay Plan that pertain to new 100-year flood and inundations zones.

A number of projects that are located in far East County are outside of BCDC's jurisdiction, which ends east of Pittsburg. These projects may still be affected by future sea level rise, however, mapping that shows the change in the shoreline for areas east of Pittsburg is currently not available.

#### **Staff Recommendation**

Staff suggests that the Planning Committee discuss the potential implications of Proposed Amendment 1-08, and consider whether the Authority should submit comments to BCDC. Alternatively, the Authority could defer to local jurisdictions and project proponents to submit comments.



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

October 21, 2010

Robert Taylor, Chair

Sean Randolph

Will Travis

David Durant,  
Vice Chair

Chairman

Executive Director

Janet Abelson

BAY CONSERVATION AND DEVELOPMENT  
COMMISSION

BAY CONSERVATION AND DEVELOPMENT  
COMMISSION

Newell Arnerich

c/o Bay Area Council

50 California Street, Suite 2600

Ed Balico

201 California Street, Suite 1450

San Francisco, California 94111

Susan Bonilla

San Francisco, CA 94111

Jim Frazier

**Subject:** *Proposed Bay Plan Amendment 1-08 concerning climate change*

Federal Glover

Dear Chairman Randolph and Executive Director Travis:

Mike Metcalf

Julie Pierce

I am writing on behalf of the Contra Costa Transportation Authority to express our concerns about the proposed land-use policies and guidelines contained in BCDC's proposed Amendment 1-08 to the San Francisco Bay Plan addressing climate change and sea level rise. The Authority shares BCDC's concerns about the negative impacts of climate change and the forecast rise in sea level on the ecological systems and billions of dollars in public and private investments along the Bay. Those impacts have the potential to severely affect the health of the Bay, the livability of local communities, and the vitality of the region's economy.

Maria Viramontes

Randell H. Iwasaki,  
Executive Director

We are concerned, however, that the policies and guidelines that Amendment 1-08 would impose could harm efforts within Contra Costa and the region to support development that would help achieve reductions in greenhouse gas emissions and could hinder our ability to provide affordable housing and an effective transportation system. Amendment 1-08 could severely limit our ability to develop within the Priority Development Areas (PDAs), several of which are located near the Bay, that local agencies have established in Contra Costa. Directing development to those PDAs and other locations served by transit are one of the key strategies in slowing and reversing the emission of the greenhouse gases that a major contributing factor in climate change. Similarly, the amendment could also affect our ability to deliver the transportation improvements that our voters approved through Measure J, many of which are specifically designed to support development in PDAs and along transit corridors.

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

The Authority asks that the Commission give local agencies and stakeholders, including the Authority, time to review the proposed changes to the Bay Plan's policies and guidelines before it adopts Amendment 1-08. It would be ideal if the Commission would use this time to work with the local agencies responsible for development around the Bay. Working together, we can surely refine those proposed policies and guidelines in a

*Sean Randolph and Will Travis*

*October 21, 2010*

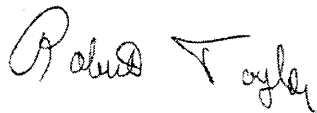
*Page 2*

way that achieves our mutual goals, including both maintaining a healthy Bay and creating a land use and infrastructure pattern that limits future greenhouse gas emissions.

The Authority agrees that the Commission needs to respond to climate change and predicted rises in sea level and their effects on the Bay. We hope, however, that together the Commission and the agencies can craft an approach that furthers our mutual goals and objectives.

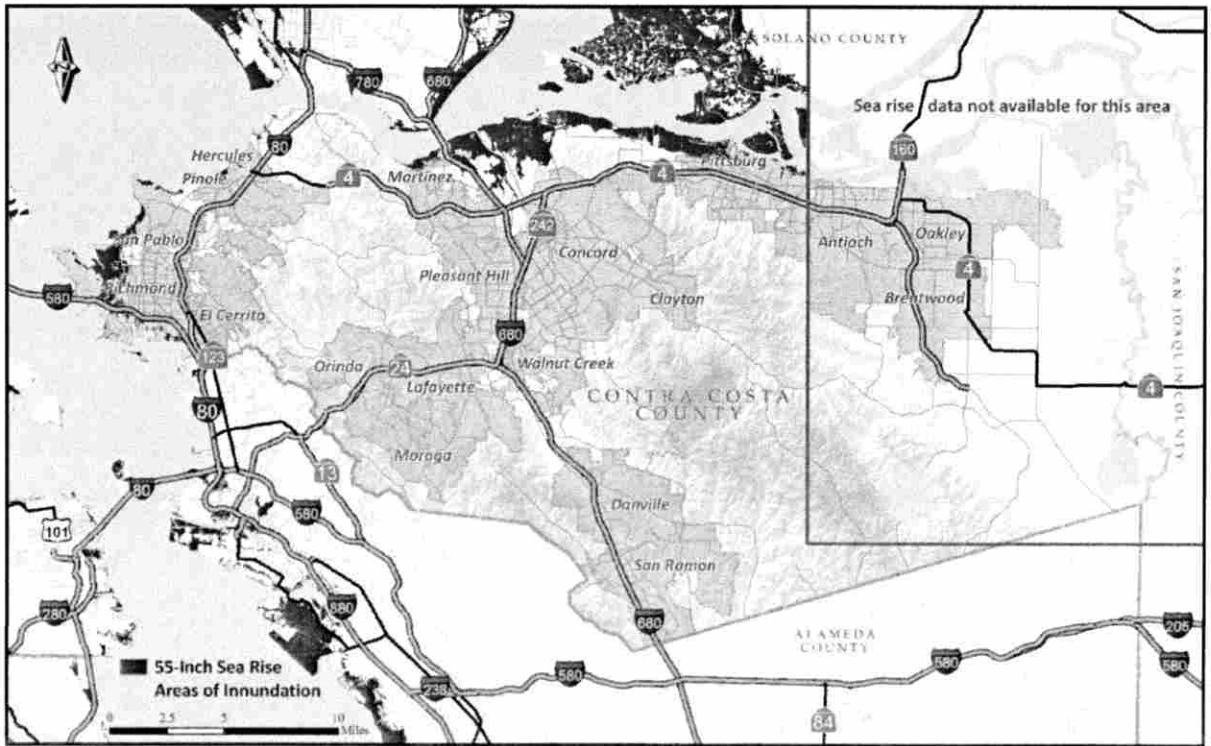
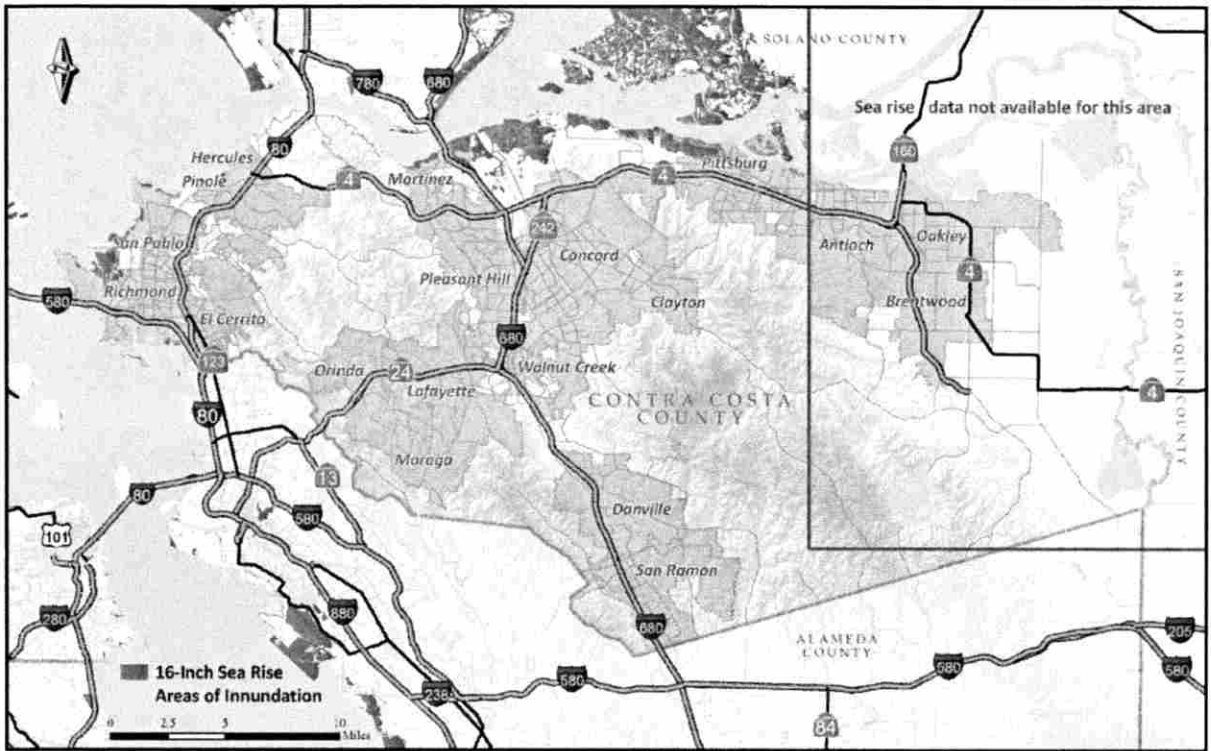
We look forward to working with the Commission and its staff to craft policies that benefit the region's environment, economy and quality of life.

Sincerely,

A handwritten signature in black ink that reads "Robert Taylor". The signature is written in a cursive style with a large initial "R" and a long horizontal stroke extending from the "y" in "Taylor".

Robert Taylor,  
Chair

Attachment D



Priority Development Areas (PDAs) with Potential for Inundation Based on 55-Inch Sea Level Rise

PDA Name	Jurisdictions	PDA Designation
North Richmond	Contra Costa County & City of Richmond	Potential
El Cerrito's San Pablo Avenue Corridor	El Cerrito	Planned
Waterfront District Transit Oriented Development	Hercules	Planned
Downtown Martinez Intermodal District	Martinez	Planned
Downtown Pittsburg	Pittsburg	Planned
South Richmond Priority Development Area	Richmond	Planned
San Pablo Avenue Corridor (Contra Costa County)	Multiple	Planned/Potential

Other Low-Lying PDAs Not in BCDC Jurisdiction

Rivertown Waterfront Focus Area	Antioch	Potential
Employment Focus - Planning Area I	Oakley	Potential

Planned and Completed Projects with Potential for Inundation Based on 55-Inch Sea Level Rise

PROJECT NAME	PROJECT TYPE	COMPLETION DATE	STATUS	PRIMARY SPONSOR
I-680/Marina Vista Interchange (ramp and street intersections)	Interchange	-	Completed	Caltrans
Parker Avenue: Reconstruct, California to 7th	Maintenance	-	Completed	Contra Costa County
Center Avenue-Marsh Drive-Solano Way Bikeway	Bicycle/Pedestrian	2002	Completed	Contra Costa County
Goodrick Avenue Rehabilitation and Widening Project	Maintenance	-	Completed	Contra Costa County
Extend John Muir Parkway Phase 1	Arterial/Roadway	-	Completed	Hercules
Marina Vista/Esobar Street Paving Project	Maintenance	-	Completed	Martinez
Alhambra/Berryessa Bike Lanes, Buckley to K Street	Bicycle/Pedestrian	-	Completed	Martinez
Railroad Avenue Improvements	Maintenance	-	Completed	Pittsburg
Richmond Parkway, Section 1B (South)	Arterial/Roadway	-	Completed	Richmond
Cutting Blvd. Corridor Bikeways	Bicycle/Pedestrian	-	Completed	Richmond
Cerrito Creek Bay Trail Connector Master Plan / Cerrito Creek Greenway Project	Bicycle/Pedestrian	-	Design and ROW	El Cerrito
Extend John Muir Parkway Phase 2	Arterial/Roadway	-	Design and ROW	Hercules
Hercules Train Station	Rail/Rapid Transit	-	Design and ROW	Hercules
Martinez - Marina Vista Streetscape	Bicycle/Pedestrian	2010	Design and ROW	Martinez
Harbour Way: Widen to Add Class 1 Bikeway	Bicycle/Pedestrian	-	Design and ROW	Richmond
Richmond Greenway Project	Bicycle/Pedestrian	-	Design and ROW	Richmond
Richmond Parkway Bike Lanes	Bicycle/Pedestrian	-	Design and ROW	Richmond
North Richmond Truck Route Project	Arterial/Roadway	-	Not Begun	Contra Costa County
Marsh Drive Widening	Arterial/Roadway	-	Not Begun	Contra Costa County
Extend Iron Horse Trail to Benicia-Martinez Bridge along Walnut Creek Channel	Bicycle/Pedestrian	-	Not Begun	East Bay Regional Park District
Bay Trail Connection, Bayfront Park to Sunnyview Drive	Bicycle/Pedestrian	2008	Not Begun	East Bay Regional Park District
Pinole Waterfront Bay Trail Gap Closure	Bicycle/Pedestrian	-	Not Begun	East Bay Regional Park District
SF Bay Trail - Richmond Parkway to Pt. Pinole Regional Shoreline	Bicycle/Pedestrian	-	Not Begun	East Bay Regional Park District
SF Bay Trail, Pt. Pinole to Pt. Wilson	Bicycle/Pedestrian	-	Not Begun	East Bay Regional Park District
Complete Bio-Rad Segment of Bay Trail	Bicycle/Pedestrian	2012	Not Begun	East Bay Regional Park District
Hercules Creekside Trail and Boardwalk	Bicycle/Pedestrian	-	Not Begun	East Bay Regional Park District
Marina Vista Bike Lanes: Extend	Bicycle/Pedestrian	-	Not Begun	Hercules
North Court Street Bicycle Lanes	Bicycle/Pedestrian	-	Not Begun	Martinez
Contra Costa Canal Trail: Extend, Muir Rd. to Martinez Reservoir	Bicycle/Pedestrian	-	Not Begun	Martinez
Martinez Ferry - Landside Improvements	Bicycle/Pedestrian	-	Not Begun	Martinez
Reconstruction of the SB Marina Vista Off Ramp	Ferry	-	Not Begun	Martinez
Bay Trail in Martinez: Close gap, Phase 3	Interchange	-	Not Begun	Martinez
North Court/UPRR Overpass	Bicycle/Pedestrian	-	Not Begun	Martinez
Willow Pass Road Class III Bicycle Facility and Pedestrian Gap Closure	Arterial/Roadway	-	Not Begun	Martinez
Herb White Way Class II Bicycle Facility	Bicycle/Pedestrian	-	Not Begun	Martinez
Install Traffic Signal W. 10th St / Herb White Wy	Bicycle/Pedestrian	-	Not Begun	Pittsburg
Upgrade Richmond Parkway	Arterial/Roadway	-	Not Begun	Pittsburg
Antioch*/Pittsburg to Martinez to SF Ferry	Expressway	-	Not Begun	Pittsburg
Bay Trail in Martinez: Close gaps, Phase 1 & 2	Ferry	-	Not Begun	Richmond
	Bicycle/Pedestrian	2006	Not Begun	Water Transport Authority
			Under Construction	Martinez

\*not in BCDC jurisdiction

8-10  
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# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

## 2011 WCCTAC Board and TAC Meetings

Board Meeting, 8 – 9:30 a.m.     TAC Meeting, 9 – 10:30 a.m.

Hercules

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

Pinole

January							February							March						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1			1	2	3	4	5			1	2	3	4	5
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23	24	25	26	27	28	29	27	28						27	28	29	30	31		
30	31																			

Richmond

San Pablo

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24	25	26	27	28	29	30	29	30	31					26	27	28	29	30		

Contra Costa County

AC Transit

July							August							September						
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3	4	5	6	7	8	9	7	8	9	10	11	12	13	4	5	6	7	8	9	10
10	11	12	13	14	15	16	14	15	16	17	18	19	20	11	12	13	14	15	16	17
17	18	19	20	21	22	23	21	22	23	24	25	26	27	18	19	20	21	22	23	24
24	25	26	27	28	29	30	28	29	30	31				25	26	27	28	29	30	
31																				

BART

WestCAT

October							November							December						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1			1	2	3	4	5					1	2	3
2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31
30	31																			



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