

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
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TRANSPAC TAC MEETING NOTICE AND AGENDA THURSDAY, APRIL 23, 2015

9:00 A.M. to 11:00 A.M.

**In the COMMUNITY ROOM at City of Pleasant Hill CITY HALL
100 GREGORY LANE
PLEASANT HILL**

Meeting will be hosted by the City of Concord

1. Review/Revise Accept/Minutes of the March 26, 2015 TAC Meeting

Attachment: TAC Minutes from March 26, 2015 meeting

- 2. Presentation on ATP Cycle 2 Funds:** The Active Transportation Program Cycle 2 Call for Projects was released on March 26. Given the complexity of the application process, CCTA is offering technical assistance for a maximum of two applications per RTPC. The goal of the technical assistance is to boost the number of projects that receive funding in Contra Costa County. TAC members are asked to determine the top two projects to receive assistance.

Attachments: Memo from CCTA; ATP Cycle 2 Potential Applicants; MTC Community of Concern 2011 Detailed Data by Tract; SB 535 Disadvantaged Communities; and Active Transportation B/C Tool Webinar

ACTION: Determine the top two projects to receive assistance.

- 3. County Connection Measure J Line 20a Request.** Amount Requested: \$49,000 (\$24,000 Cycle 3 & \$25,000 Cycle 5). County Connection is requesting a one-time allocation of Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

Attachment: County Connection Measure J Line 20a Request

ACTION: Authorize a one-time allocation of \$49,000 in Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

4. **Request for appropriation of funds for Construction and Construction Phase Service for the Alhambra Creek Bridge portion of the Martinez Intermodal Phase 3 “Alhambra Creek Bridge and Ferry Street Enhancements” (CCTA Project No. 24031)**

Attachment: Memo dated April 23, 2015 from Tim Tucker Regarding Martinez Intermodal Phase 3

ACTION: Recommend approval to the TRANSPAC Board in support of the request for appropriation of funds for Construction and Construction Phase Service for the Alhambra Creek Bridge portion of the Martinez Intermodal Phase 3 “Alhambra Creek Bridge and Ferry Street Enhancements” (CCTA Project No. 24031)

5. **Informal Discussion of Budget and Pacheco Transit Hub Maintenance**

6. **Adjournment**

The next TAC meeting, **to be hosted by Contra Costa County**, is scheduled for May 28, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE: March 26, 2015

MEMBERS PRESENT: John Cunningham, Contra Costa County; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; Tim Tucker, Martinez

GUESTS/PRESENTERS: Steve Beroldo, BART; Peter Engel, Contra Costa Transportation Authority (CCTA); Deidre Heitman, BART; Stephanie Hu, CCTA; Matt Kelly, CCTA

MINUTES PREPARED BY: Anita Tucci-Smith

The meeting was convened at 9:05 A.M.

1. Review/Revise/Accept Minutes of the February 26, 2015 TAC Meeting

The minutes were accepted, as submitted.

2. Appointment of TRANSPAC Representatives to Serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee. CCTA is kicking off the I-680 Transit Investment/Congestion Relief Options Study. This six-month study will evaluate transit alternatives along the I-680 corridor. CCTA seeks appointments of TRANSPAC elected officials and TAC members to serve on the committees that will guide the study. Two committees are proposed: 1) a Policy Advisory Committee (PAC) that will provide policy guidance for the study; and 2) a Technical Advisory Committee (TAC) that will provide technical guidance for the study. Each committee will include members of TRANSPAC, SWAT, and TVTC, as appropriate. The TAC will also include representatives from the transit operators and Caltrans. At its meeting on March 12, 2015, the TRANSPAC Board appointed David Durant to serve on the I-680 PAC, and pre-approved the TAC appointment of representative(s) and alternates to serve on the I-680 TAC.

Given their interest in serving on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee TAC due to the I-680 impact to the cities of Walnut Creek, Martinez, and Pleasant Hill, along with Contra Costa County, the TRANSPAC TAC selected Jeremy Lochirco, Tim Tucker, and John Cunningham to serve as representatives on the I-680 TAC, with Eric Hu to serve as the alternate.

When asked about the time commitments and schedule, Matt Kelly advised that there would be a meeting in April. In response in questions, he explained that he did not expect more than one meeting a month, a consultant had already been selected, and within a week or two some notification of the schedule would be provided to the representatives and alternates.

3. **Technical Coordinating Committee Reappointments.** Given the need to appoint or reappoint members to the Technical Coordinating Committee (TCC) for the two-year term from April 1, 2015 through March 31, 2017, TRANSPAC at its meeting on March 12, 2015, as an urgency item, reappointed Eric Hu, Jeremy Lochirco, and Tim Tucker to that two-year term. Ray Kuzbari, the current alternate, expressed a desire not to continue to serve as an alternate. The TRANSPAC Board pre-approved an alternate to be selected by the TAC at this meeting.

Ray Kuzbari agreed to continue serving as the TRANSPAC alternate to the Technical Coordinating Committee.

4. **City of Concord Measure C/J Reprogramming Request.** Recently, the City Council of the City of Concord directed staff to table the Commerce Avenue Extension project indefinitely and seek authorization from TRANSPAC and CCTA to reprogram Measure C/J funds to priority projects within the City. Specifically, the City Council would like to see the remaining Measure C (I-680 Corridor) funds in Project 1214 (Commerce Avenue Extension) reprogrammed to other priority projects that are eligible for this funding. Additionally, the City would like the remaining Measure J (Major Streets) funds in Project 24008 (Waterworld Parkway Bridge) and Project 24030 (Commerce Avenue Extension) reprogrammed to other priority projects in the City. The City of Concord requested consideration for amending the Measure C and Measure J Strategic Plans to include new projects in Concord, as proposed, and transfer funds to said projects accordingly.

Mr. Kuzbari noted that the City of Concord had a project on the books to extend Commerce Avenue over Pine Creek to Waterworld Parkway, a Measure C/J project; and another project to build a bridge over Walnut Creek to connect Waterworld Parkway to Meridian Park Boulevard. The City Council had directed staff to conduct a comprehensive review of the challenges remaining on the Commerce Avenue Extension project, and the consultant report had indicated that the project would cost more than originally anticipated because of the complexity of the permitting process, costs to satisfy design requirements for the Contra Costa County Flood Control District, and other property and operational issues related to the operation of the creek. As a result, the City Council had decided to table the project and had directed staff to change the scope of the project from a project to extend the roadway to a project to upgrade the existing segment of Commerce Avenue to Complete Streets standards. The Council had also directed staff to work with TRANSPAC and the CCTA to redirect Measure C/J money from the Commerce Avenue project to other projects for the capital funding.

Mr. Kuzbari referred to the table in the meeting packet and the three proposed projects for the Measure C/J funding. One of the projects was for operational improvements on parallel arterials in the I-680 area, which was intended to use the Measure C funds remaining in the Commerce Avenue project of \$2.9 million, to improve traffic flow that would benefit the entire I-680 corridor. He extended an opportunity to the City of Pleasant Hill to include some of its intersections along Contra Costa Boulevard, and noted that Concord would not request resources from Pleasant Hill. He added that Concord would also talk to Caltrans about some of the interchanges on I-680, such as Willow Pass Road and Chilpancingo Parkway, which was technically in Pleasant Hill.

Mr. Kuzbari explained that the other two projects would be to direct Measure J funds from Commerce Avenue to Wren and Walnut Avenues, as part of its policy to bring Farm Bureau Road to Complete Streets standards. The second project was to bring Salvio Street from Parkside Drive to Port Chicago Highway to Complete Streets standards, and to construct a concrete sidewalk on the north side of the street. He asked the TAC to review the plan and recommend that it be forwarded to the TRANSPAC Board for its review.

In response to questions, Mr. Kuzbari explained that the City Council had also decided to eliminate the Waterworld Bridge project, which had not yet begun, given the difficulties of obtaining permits and building a bridge over Walnut Creek. As a result, the City's intent was to request that the funds dedicated to that project also be directed to other projects. He clarified that the Commerce Avenue project was also under Major Roads/Major Streets, and Concord had coordinated its requests closely with CCTA staff. He affirmed that local money would be included for those projects as well.

Stephanie Hu clarified that CCTA staff had discussed the request and could verify the eligibility of the projects subject to verification from the TRANSPAC TAC and the TRANSPAC Board.

TAC Members had no problem with the proposal. By consensus, the TAC accepted the proposal and the City of Concord's request to reprogram Measure C/J funding, and recommended that the request be forwarded to the TRANSPAC Board for approval.

Mr. Kelly asked Concord staff to verify, in writing to the CCTA, that the City would no longer support the Waterworld Bridge project.

Mr. Kuzbari advised that would be done as part of the Strategic Plan.

Mr. Hu commented that the City of Pleasant Hill had plans for some of the referenced intersections and would touch bases with City of Concord staff to discuss those intersections.

Ms. Hu clarified that the CCTA was working to close our Measure C funds, and she asked that the City of Concord verify the schedule and cost, and post milestones for the use of Measure C funds to keep the projects on schedule.

Mr. Kuzbari noted that as an operational project that should accelerate the process.

Tim Tucker commented that the use of Measure C funds was a step in the right direction. The rest of the TAC concurred.

- 5. BART Bicycle Facilities.** BART's Manager of Access Programs, Steve Beroldo, to present plans for three new bicycle facilities at Walnut Creek, Pleasant Hill, and Concord BART stations, and discuss BART's planning efforts to improve and expand bicycle parking throughout the BART district.

Steve Beroldo, BART Manager of Access Programs, spoke to bike access to BART and identified three projects planned in Contra Costa County. He commented that access trips to BART by bike were increasing steadily with a 20 percent increase in bike access trips. He identified the bike parking available at Walnut Creek, Pleasant Hill, Concord, and North Concord stations and thanked the TAC for its contribution of Measure J funds for the keyed lockers.

Presenting an illustration of the bike station under design for Concord, Mr. Beroldo noted that BART had six bike stations; an attended facility where an individual with a bike would hand the bike to an attendant for parking, free of charge, and which included a maintenance service. The other type of station was a self-service facility with controlled access; a group parking facility using a Bike Link card for access. He explained that Bike Link used the same software and system that was used for the electronic lockers. He characterized the facility under design for Concord as the first hybrid facility with a small retail operation, but primarily a self-park facility that would be open 24/7. Access would be gained through the Bike Link card, and there would be a small retail operation directly adjacent that would be staffed four to six hours a day offering face time to sell Bike Link cards and providing maintenance service. The facility could park 120 to 130 bikes. The retail operation would be small; 400 to 500 square feet, providing support for the bike community. The Concord facility was approaching 35 percent design and would be used as a prototype that could be expanded in size elsewhere. He expressed the hope in the next three to four months to have a full set of construction drawings that would be ready to go out to bid and be constructed. While some funds were available, Measure J funds would be needed.

In response to comments, Mr. Beroldo reported that the facility would be staffed from 7:00 to 11:00 A.M. He explained that he had a contract with an operator who operated all of the bike stations and who would staff the Concord facility as well. Depending on the business, staffing and hours could be increased. The facility would operate at a minimum a morning commute block every day. The staffing would be through Bike Hub (previously Alameda Bike) through a five-year agreement which was currently in the second year, which also operated the Caltrain Station in Downtown San Francisco, and a similar hybrid design for Los Angeles Metro. He added that generally bike mechanics staffed the facilities.

Deidre Heitman reported that BART was in the process of redesigning the Plaza area of Concord, and through its Station Modernization Program was in the process of developing a concept plan with the same architect for lighting, circulation, better sightlines, upgraded restrooms, seating areas, and the like. In that program, funding was available for the concept plan although there was no funding to do the work. She added that a similar program was being conducted in West County for the Del Norte station.

When asked, Mr. Beroldo explained that the attended parking was free. The cost of Bike Link was three cents per hour and offered a way to meter, all part of the mechanism of ensuring the security and proper use of the facility. He noted that Lafayette and Orinda were becoming popular bike stations and bike use was growing in other areas as well where there was space to build bike facilities.

Mr. Beroldo also explained that bike lockers were on a first-come, first-served basis. He added that the 104 electronic lockers in Pleasant Hill, which was the most popular bike to station in the area, filled up on some days; and Walnut Creek recently introduced electronic lockers which were currently at 40 to 50 percent occupancy. Both lockers and the hybrid station would be needed. He also explained, when asked, that surveys had shown that 23 percent of bikers would leave their bikes at a bike facility. The BART Board was pushing him to provide ample secure parking in the hope that people would not bring bikes onto the BART trains if there were secure facilities at both ends.

For the Walnut Creek station, Mr. Beroldo reported that BART was approaching 100 percent design for the project in an area under the trackway outside of the fare gates where there was a police substation and some older lockers. The project would re-pave, re-landscape, and re-light the area. Bike lockers were temporarily situated along the front of the parking area, and a new home would be created for them with extra capacity. The police substation would also be removed when the transit-oriented development (TOD) project occurred, and would provide a visual connection to the fare gates. Racks would be added where the police substation had been.

Ms. Heitman verified that this was a Federal Transit Administration (FTA) funded project.

Jeremy Lochirco commented that while he liked the electronic lockers and Bike Link was great, for new users only Pleasant Hill sold the Bike Link cards, which was a problem since it was not easily accessible. With only a rack and electronic lockers, he suggested that BART should better staff or make available the Bike Link cards to be able to use the technology on site. He stated that Walnut Creek's electronic lockers had not been utilized as much as they should given the demand because access to the cards was problematic. He urged BART to expand beyond the Pleasant Hill location where the Bike Link cards were being vended.

Mr. Beroldo explained that Concord would be able to do that, and BART had a Bike Outreach Program where a staff person was promoting the Bike Link card. He agreed there was a need to have the cards vended on site.

Mr. Lochirco added that Walnut Creek needed something like that because there was no attendant; if encouraging the use of the facility there would have to be the ability for someone to be able to obtain the Bike Link card, and without that ability, the electronic lockers would remain vacant.

Mr. Hu verified with Mr. Beroldo that BART had no plans for a vending kiosk at this time, although Mr. Beroldo explained that BART was also working to be able to use the Clipper card. He added that all BART stations had the proper reader to use the Clipper card, which would be an ID mechanism to use the Bike Link on the back end, and there was an experiment in North Berkeley to get the network in place to make that happen.

Mr. Tucker commented that the City of Martinez used credit card reading-enabled parking meters, although the City lost money given the transaction fees and other fees associated with the use of those cards.

When asked if the cards could be retrofit to avoid the need for an attendant, Mr. Beroldo suggested that would be a great Measure J project, using the BART machines to dispense some of the other ticket types. He noted that BART had opened a bike station at Ashby years ago and had done an intercept survey to find out why the facility was not being used. BART had found that non-use related to a misconception about the complication of getting a Bike Link card and the type of membership involved. The facility at Ashby was now filled. He acknowledged the need to get the cards out and make them easy to get. He also acknowledged the acceptance over the last year of bikes on board BART, primarily for those who did not want to leave their bike at the station and who had a use for it at the other end of their trip.

Mr. Beroldo summarized the educational component of how to bring bikes on trains, how to maneuver them to make bike access work better for everyone, notify the public that there were bike spaces on all BART cars, new signage and the like to have bicyclists follow the proper etiquette, as well as the issue of using the Bike Link card, the theft prevention outreach, and the attempt to get people to lock their bikes safely at BART stations.

When asked by Mr. Lochirco about the parking revenues and feeding those revenues back into the local community, Ms. Heitman stated that last year's budget had looked at \$750,000 for parking revenues, which had been used for three specific access projects. She reported that the amount of parking revenues from Contra Costa County had been used for a project in Orinda. She also explained that the C-Line analysis presented some time ago to the TAC had not yet gone back to the Board, and had not been released publicly.

Mr. Beroldo added that the design work was through the parking revenue which gave him the flexibility for design matches.

Mr. Lochirco asked for an update on the C-Line analysis.

Mr. Beroldo reiterated that the Concord facility was at the 35 percent design stage, expected to be at the 100 percent design stage in three to four months; the Pleasant Hill project would move more quickly because it was a retail space to be leased, he was negotiating a lease and would have to take it back to the Board for approval, which could be on line in six months if the lease moved along quickly.

Lynn Overcashier asked for items to post given the upcoming Bike to Work Day.

6. Proposal for Program 20a Disbursement/Grant Program. There have been numerous discussions regarding the development of a policy for handling TRANSPAC's 20a funding. A review of that direction has resulted in a set of principles for the TAC to consider in the development of a 20a program, as well as priorities and an application process.

John Cunningham presented information for the Line 20a (Additional Transportation Services for Seniors and People & Disabilities) discussion necessary to create and adopt a program complete with a schedule and principles.

Mr. Cunningham referred to the long history of discussions over Line 20a funds and the information included in the packet. He sought feedback on whether he had missed anything and with the assumptions he had made.

Mr. Kuzbari thanked Mr. Cunningham for all the work. He liked the revenue cost estimates, and concurred with it and with the caveat of flexibility to be able to exceed the amount if one of the TRANSPAC members needed money on an urgent basis. He suggested what the TAC was doing now was probably not bad and would be viable if remaining on the path shown.

Peter Engel verified the figures given the recently completed 2016 projections for Measure J, currently conservatively estimated at \$82.4 million overall, which the allocations would be based on.

Mr. Lochirco noted that each year a certain fixed amount of \$350,000 to 400,000 had been placed into the cumulative pot, and he asked if the proposal was to allocate on an annual basis to eligible candidates or if there could be a two-year Call for Projects, through the TAC, with a recommendation to the TRANSPAC Board, and then on to the CCTA. He suggested there would then be more certainty for non-profits trying to leverage their private funding with public funding.

Mr. Cunningham supported a two-year cycle through the TAC with a recommendation to the Board, or potentially also through a subcommittee of the TAC, and asked if there was a desire to seek out applicants through a Call for Projects. He saw the program as antithetical to other government programs in that once a provider was funded there was a certain obligation to ensure continuity of funding. He urged caution with the grantees and urged the development of criteria, asking the TAC to work on a set of criteria. He expressed the willingness to draft a set of criteria, asked if the intent was for public entities to compete with non-profits, and referenced the prior conversations related to prioritization where some entities might need to be secured prior to opening up the process to others.

Mr. Engel supported a two-year cycle and noted that if adding current fiscal year 2016 there would be \$1.4 million. He explained that the Metropolitan Transportation Commission (MTC) had worked hard on the mobility management issue, which was starting to happen. He would require that whoever received allocations would have to coordinate with the other agencies to make sure that the whole gamut was being filled. All the services were very important and there was a need to find a way to fund them all and take the pressure off the most expensive services, which was County Connection Paratransit Senior Services. The idea was to get everyone working together and in order to be eligible to receive Line 20a funds recipients would have to coordinate with the other available services.

Ms. Overcashier expressed concern that the same recipients were involved, which did not mean there weren't other very worthwhile programs. She noted that Senior Helpline Services, for instance, served 19 people, and when the Mobility Management Program moved forward she suggested there could be dozens of others providing similar services that should be considered beyond what was currently known.

Peter Engel cautioned that it was not the service itself but being able to provide the service that would also include training, vehicle maintenance, volunteers, and the like.

Mr. Lochirco suggested that if establishing criteria the net should be cast wide enough so that they were not just providing funding for the same two programs. He explained that travel training and the educational component was very important, especially providing services to the senior community at their level. Given that the Measure J line item was very broad, the TAC would have to determine the best way to use the monies so that the senior population would be getting the most use.

Mr. Engel suggested bringing in some of the groups to identify their needs.

Mr. Lochirco referred to projects in Walnut Creek that were 100 percent dedicated affordable housing projects for seniors that provided their own services, which would be a good example of a situation with a low-income senior population that needed to get from Point A to Point B, and what had to be done to get that program to work. He wanted to continue the dialogue.

Mr. Tucker recommended a subcommittee of three people to discuss those issues. Acknowledging that Walnut Creek had a senior program, he stated that Martinez wanted to develop one as well.

Mr. Cunningham stated that he would compile those comments and send them out to TAC members, and include Peter Engel as a member of the committee. He asked if Senior Helpline Services had a travel training component and was advised by Mr. Engel that it did although it was more about people with cognitive disabilities, travel training for physical disabilities and others, being done by Futures Explored. In West County they were partnering with the Center for Independent Living in Berkeley.

7. Adjournment

The meeting was adjourned at 10:30 A.M. The next meeting of the TAC is scheduled for April 23, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

TRANSPAC TAC Members,

On March 26, 2015, the California Transportation Commission (CTC) approved both the Statewide and Metropolitan Transportation Commission's (MTC's) Regional Cycle 2 Active Transportation Program (ATP) Guidelines, and announced the Call for Projects for ATP projects. Cycle 2 will cover FY 16/17, FY 17/18 and FY 18/19. ATP Fund Estimates indicate Cycle 2 funding will be approximately \$120 million per year, with about \$72 million going to the Statewide Program and the remaining \$48 million going to regions in the state. MTC anticipates receiving \$10 million per year for our region.

CCTA is offering technical consulting support for up to 2 project applications from each RTPC to develop and complete the very technical ATP application. TAC members should review the Statewide and MTC Guidelines to determine the top 2 projects to receive CCTA assistance. The list below highlights a few major key elements of the Guidelines and the scoring criteria:

1. Eligible projects are those that encourage increased use of active modes of transportation, such as biking and walking. See Statewide ATP Guidelines for a list of sample projects.
2. A minimum of 25% of funds in both statewide and regional competitive programs must benefit Disadvantaged Communities (DACs) for the statewide program and Communities of Concern (COCs) for the Regional MTC program. See the State and MTC Guidelines for definitions of DACs and COCs.
3. Minimum request for ATP fund is \$250,000 (does not apply to non-infrastructure, Safe Route to School, and Recreational Trail projects).
4. Statewide ATP projects do not have a match requirement. However, MTC is imposing a match requirement for the regional ATP of 11.47% (except for projects benefiting COC, stand-alone non-infrastructure projects, and Safe Route to School projects).
5. MTC will adopt a contingency project list. MTC will fund projects on this list should there be any project failures or savings in the Cycle 2 Regional ATP. This will ensure the regional ATP funds will be fully used and not lost from the region.
6. Because majority of funds in the ATP program are federal funds, projects must be federal-aid eligible and applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the process and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans.
7. ATP allocations must be requested in the fiscal year of project programming and construction allocations are valid for award for 6 months from the date of allocation (unless CTC approves an extension). Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After award of a contract, the implementing agency has up to 36 months to complete the contract. The implementing agency then has 6 months after contract acceptance to make final payments to the contractor or vendor, prepare the Final Report of Expenditures and submit final invoices to Caltrans for reimbursement.
8. Implementing agencies must demonstrate their ability to meet delivery timeframe of the ATP. Project sponsors need to meet federal and state funding deadlines for project delivery.

MTC has established regional deadlines in advance of state and federal funding deadlines to prevent the loss of funds. See MTC Resolution 3606 for more information.

9. Scoring Criteria:

Statewide Scoring Criteria	
Potential for increased biking and walking	0 to 30 points
Potential for reducing pedestrian & bicyclists fatality rates	0 to 25 points
Public Participation & Planning	0 to 15 points
Improved public health	0 to 10 points
Benefit to DACs	0 to 10 points
Cost Effectiveness	0 to 5 points
Leveraging of non-ATP funds	0 to 5 points
Use of California Conservation Corps	0 or -5 points
Performance on past grants	0 or -10 points
Additional MTC Scoring Criteria	
Consistency with Regional Priorities & Planning Efforts	0 to 5 points
Completion of Approved Environmental Documents	0 or 3 points
Consistency with OBAG Complete Streets Policy	0 or 2 points
Countywide Plans/Goals Consistency Determination	0 or -2 points
Deliverability Determination	0 or -5 points

Due to limited resources, CCTA is providing consulting support to maximum 2 projects per RTPC. However, projects that are not selected to receive CCTA’s assistance are still encouraged to apply. MTC and Caltrans are hosting workshops for the application process. Please see the link below for more information about the application guidelines and workshops.

<http://www.mtc.ca.gov/funding/ATP/>

Upcoming workshops/webinars:

1. MTC ATP workshop (RSVP required) on Tuesday,4/14:
http://www.mtc.ca.gov/funding/ATP/PREPARING_FOR_ATP_CYCLE_II.pdf
2. Attached is information on the ATP B/C tool webinar - Monday, 4/20.
3. Caltrans is also hosting a workshop for smaller agencies and disadvantaged communities on April 21 in Oakland:
<http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/Disadvantaged-Community-ATP-Workshop-Flyer.pdf>

Attached:

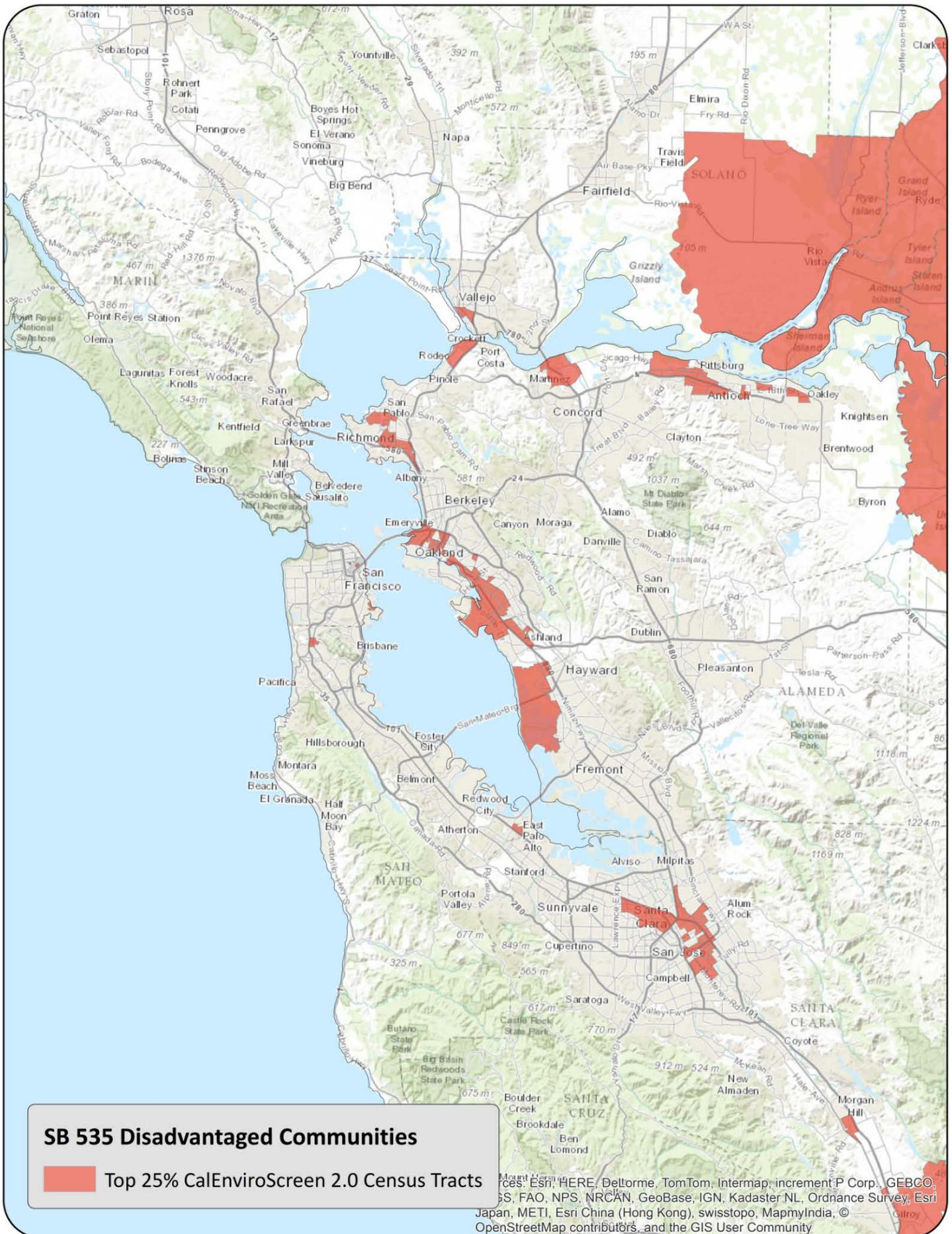
- A. List of Potential ATP Cycle 2 Projects
- B. Maps of Disadvantaged Communities and Communities of Concerns
- C. ATP B/C tool webinar flyer

ATP Cycle 2 Potential Applicants

No.	Region	Applicant	Project	Cycle 1 Applicant?	Cycle 1 Score (Region/State)	Comments
1	SWAT	Lafayette	Pleasant Hill Road (Mt. Diablo Blvd - Springhill/Quandt Roads) Complete Street Project	Yes	71.5/71.0	
2	SWAT	San Ramon/ Danville/County	San Ramon Valley Street Smarts Program (programmatic/non-infrastructure)	No		Danville will be preparing for the application. San Ramon will be the sponsoring agency.
3	SWAT	Moraga	Moraga Way Bicycle and Pedestrian Improvements	Yes	64.0/NA	
4	TRANSPAC	County	Pacheco Sidewalk Gap Closure at Las Juntas Elementary School	Yes	68.3/62.0	Called Pacheco Blvd Sidewalk Phase III Preconstruction Phase in ATP Cycle 1
5	TRANSPAC	County	Port Chicago Highway/Willow Pass Road Bicycle and Pedestrian Project	Yes	61.3/83.5	
6	TRANSPAC	County	Olympic Blvd. Corridor Connection	No		
7	TRANSPAC	Concord	Farm Bureau Road Complete Streets – Phase III (Walnut Ave to Clayton Rd)	No		Project follows on the on-going implementation of complete streets improvements along Farm Bureau Road – Phase I, between Willow Pass Rd & Wren Ave, is currently under construction, City is currently seeking funding for Phase II, between Wren Ave & Walnut Ave, through an alternate program and will be seeking ATP funds to complete the route. The street has been redesignated to remove it from our truck route list and the speed limit has recently been reduced to 30 mph. The proposed improvements include roadway rehabilitation, installation of bike lanes & sidewalks as well as intersection improvements with associated traffic signal upgrades.
8	TRANSPAC	Concord	Oak Grove Complete Streets – Phase II (Whitman Rd to Treat Bl)	No		This project will follow on the Phase I improvements, between Monument Bl and Whitman Rd, which is currently under design. This project provides linkage to, Oak Grove Middle School, Ygnacio Valley High School and Woodside Elementary School. The project will rehabilitate the pavement and extend bike lanes along Oak Grove Rd including necessary ADA improvements and signal modifications.
9	TRANSPLAN	Pittsburg	Railroad Avenue eBart Multimodal Transfer Facility Project (Possible Project)	No		Possible Project
10	TRANSPLAN	County	Rio Vista Elementary School Sidewalk Gap Closure	Yes	75.7/87.0	
11	TRANSPLAN	County	SR4/Bailey Road Off ramp Pedestrian Safety Improvements	No		
12	TRANSPLAN	CCTA	Moklumne Trail Bicycle/Pedestrian Overcrossing at State Route 4	Yes	54.5/60.0	CCTA working with designers on the application
13	WCCTAC	San Pablo	Wildcat Creek pedestrian/bicycle Trail and Creekside restoration	Yes	NA/72.0	Conceptual study has been completed
14	WCCTAC	San Pablo	Rumrill complete streets	No		Fehr and Peers is currently completing a conceptual study. Interested in capital as well as design funds.
15	WCCTAC	County	Appian Way Complete Streets Project	Yes	64.7/68.5	
16	WCCTAC	County	Fred Jackson Way First Mile/Last Mile Connection	No		
17	WCCTAC	Hercules	Remaining segment of Bay Trail at the Intermodal Transit Center	No		
18	WCCTAC	Hercules	Multi-use path on Willow Avenue (North) to connect to BART Hercules Transportation Center	No		
19	WCCTAC	Richmond	Harbour Way/16th Street Pedestrian and Bicycle Improvements – (City prepared application)	No		City is developing these applications concurrently with significant help from the stakeholder groups. City would be interested in having CCTA's help, especially with the City-prepared application for Harbour Way/16th Street.
20	WCCTAC	Richmond	Yellow Brick Road Phase I – (to be prepared by Pogo Park)	No		
21	WCCTAC	Richmond	Goodrick Bay Trail Gap Closure – (to be prepared by TRAC)	No		
22	WCCTAC	Richmond	Hilltop Safe Routes to School – (to be prepared by Chamberlin Associates)	No		

Denotes selected for CCTA Assistance

San Francisco Area





Active Transportation B/C Tool Webinar

Caltrans' Economic Analysis Branch will discuss and demonstrate the usage of the Active Transportation Program tool in the 2015 ATP Cycle 2 application.

- ▶ Date: Monday, April 20, 2015
- ▶ Time: 9:30 a.m. to 11:30 a.m.
- ▶ Webinar Access:

Visual Steps

1. Go to <https://mmancusa.webex.com/mmancusa/j.php?MTID=m7833d8ff364aa72223db89afc28b3878>
2. If requested, enter your name and email address.
3. If a password is required, enter the meeting password: ATPDemo0420!
4. Click "Join".
5. Follow the instructions that appear on your screen.

Audio Steps

1. Call 1-888-469-3150
2. Enter the following participant access code: 5672610

Please Note: the visual portion of the webinar is limited to the first 100 participants and the audio portion is limited to first 700 participants. Participants will be in "listen only" when they first call-in. Questions will be taken at the end of the presentation. This webinar will be recorded and posted on the Economic Analysis Branch's website. For access questions, please contact Ryan Ong at (916) 651-6887 or via email at ryan"dot"ong"at"dot.ca.gov.

County Connection Measure J Line 20a Request

Measure J – Line 20a - Additional Transportation for Seniors and People with Disabilities

Amount Requested: \$49,000 (\$24,000 Cycle 3 & \$25,000 Cycle 5)

County Connection is requested a one-time allocation of Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

This project, underway since December 2014, is funded through FTA New Freedom Cycle 3 and 5 grants and seeks to grow mobility management in Contra Costa County by developing projects, programs, and functions described in the Mobility Management Plan. These include: growing the information referral service, coordinating and standardizing travel training, developing a coordinated maintenance and repair program, and expanding volunteer driver programs.

Background:

When the mobility management project was originally developed it had three phases: an inventory of services, a mobility management plan, and a web database making the inventory accessible. The Contra Costa Mobility Management Plan, adopted by County Connection Board of Directors on October 10, 2013, represented the first two phases of the project. CCTA was awarded New Freedom Cycle 3 funds complete the third phase.

Current Steps:

In 2014 County Connection applied for and was awarded a \$125,000 New Freedom Cycle 5 grant to retain the services of a mobility manager and in December 2014, County Connection's Board of Directors awarded a contract to Senior Helpline Services to develop programs and projects included in the plan.

Throughout the outreach and stakeholder work involved in developing the mobility management plan, Elaine Welch, the Executive Director of Senior Helpline Services emerged as a passionate, knowledgeable, and enthusiastic champion of mobility management. Senior Helpline Services already operates several programs addressed in the mobility management plan, including volunteer driver and information referral programs in Contra Costa County.

At their October 2014 meeting, CCTA authorized the transfer of their \$120,000 New Freedom Cycle 3 grant to County Connection to be combined with our Cycle 5 grant. Combining the funds simplifies administration and allows for a greater impact. A requirement of the transfer is that the original scope of their grant to complete web database is completed.

Recommendation:

Authorize a one-time allocation of \$49,000 in Measure J Line 20a funds to leverage federal funding and fulfill the local match requirement for the Contra Costa Mobility Management project.

TRANSPAC Memo

Agenda Date: April 23, 2015

To: TRANSPAC TAC

From: Tim Tucker, City Engineer

Subject: Martinez Intermodal Phase 3

ACTION:

Move to Recommend that the TRANSPAC BOARD support a request for appropriation for funds for Construction and Construction Phase Service for the Alhambra Creek Bridge portion of the Martinez Intermodal Phase 3 “Alhambra Creek Bridge and Ferry Street Enhancements” (CCTA Project No 24031)

DISCUSSION:

The Alhambra Creek Bridge and Ferry Street Enhancements project is included in the 2013 Measure J Strategic Plan. This project will provide for the construction of a vehicular bridge over Alhambra Creek, roadway enhancements to Ferry Street, north of the Union Pacific Railroad (UPRR) right of way, pedestrian/trail improvements connecting Berrellesa Street, the Bay Trail, and Ferry Street, and other related site improvements. This project will also include minor pavement striping across the UPRR tracks at Ferry and Berrellesa Streets.

The City has completed the final design of the Alhambra Creek Bridge improvements as part of the proposed Alhambra Creek Bridge and Ferry Street Enhancements-CCTA Project No. 24031. Due to delays in coordinating with PG&E and the EBRPD, the City proposes to move forward with the improvements associated with the Alhambra Creek Bridge portion of the project so that construction will be complete prior to expiration of the environmental resource agency permits. The balance of the project improvements (Ferry Street Enhancements) is scheduled for construction later this year.

BACKGROUND:

In 2011, the City conducted a scoping study to evaluate access alternatives to the Martinez Waterfront. In 2012, a vehicular and pedestrian bridge over Alhambra Creek connecting the Intermodal Facility parking lot to Berrellesa Street was selected as the most viable solution. Consequently, this bridge and related improvements was included

as CCTA Project No. 24031 in the 2013 Measure J Strategic Plan, and has a program funding plan of \$10,000,000.

The Alhambra Creek Bridge and Ferry Street Enhancements project will complement the Martinez Intermodal Facility, Phase 3 project and provide improved and much needed redundant access.

Project Phasing:

A two-step approach is proposed as follows:

- Step 1 – Final design, right-of-way acquisition, and UPRR/Agency coordination/permitting for the Alhambra Creek Bridge and Ferry Street Enhancements.
- **Step 2A – Construct the Alhambra Creek Bridge. (This Appropriation Request)**
- Step 2B - Construct Ferry Street Enhancements. This construction will be concurrent with the remaining on-site parking lot improvements and related improvements.

Based on the foregoing, the City proposes the following financial plan and schedule.

Financial Plan:

Step 1 –Final Design, EBRPD Right of Way Acquisition, UPRR/Agency coordination / permitting

CCTA approved the funding appropriation for this step in October 2014 and the work is substantially complete. The final design of the Alhambra Creek Bridge improvements is 100% complete, and the final design of the Ferry Street improvements is 65% complete and is scheduled to be 100% complete by June 2015.

Design Administration	\$ 100,000
Final Design and Bid Phase Services	\$ 348,825
UPRR, EBRPD, and Fire District Fees	\$ 25,000
EBRPD Right of Way Engineering and Acquisition	<u>\$ 100,000</u>
Subtotal	\$ 573,825

Step 2A– (This Appropriation Request) Construction of Alhambra Creek Bridge

Construction	\$ 2,500,000
Construction Support Services (6%)	\$ 160,000
Construction Management, Inspection, Materials Test., and Staking (15%)	\$ 365,000
UPRR Flagging Fees	<u>\$ 25,000</u>
Subtotal	\$ 3,050,000

Step 2B – Construction of Ferry Street Enhancements

Construction	\$ 950,000
Construction Support Services (6%)	\$ 60,000

Construction Management, Inspection, Materials Test., and Staking (15%)	140,000
UPRR Flagging Fees	<u>\$ 65,000</u>
Subtotal	\$ 1,215,000
Total	\$ 4,838,825

Schedule:

	<u>Begin</u>	<u>End</u>
Step 1 – Final Design, Right-of-Way, and UPRR Coordination/Permitting	9/2014	6/2015
Step 2A – Construction (Alhambra Creek Bridge)	6/2015	11/2016
Step 2B – Construction (Ferry Street Enhancements)	9/2015	11/2016

Funding Appropriation Plan:

Total Program Funding, source Measure J	\$10,000,000
Step 1	(\$ 573,825)
Step 2A (This Appropriation Request)	(\$3,050,000)
Step 2B	\$ 1,215,000
Surplus	\$ 5,161,175
*Estimated funding shortfall	\$ (1,051,991)
Estimated Total Funding Surplus available to be programmed to other projects	\$ 4,109,184

*Based on the estimated cost to complete the Martinez Intermodal Station, Phase III – CCTA Project No. 4002/27001