

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360, Pleasant Hill, CA 94523 (925) 969-0841

TRANSPAC TAC MEETING NOTICE AND AGENDA THURSDAY, FEBRUARY 25, 2010 9 AM TO 11:00 AM in the COMMUNITY ROOM PLEASANT HILL CITY HALL 100 GREGORY LANE PLEASANT HILL (925) 969-0841

1. General Plan Amendment (GPA) Review Process (attachment). TRANSPAC comment letter from the February 11, 2010 meeting is in packet.

2. Conditions of Compliance Report (attachment). Latest version revised per 1/28/10 TAC direction. Please advise any revisions. Document will be transmitted for local jurisdiction use after this revision cycle. Please advise any additional staff to whom document should be transmitted.

3. Update on the Guiding Principles for SB375 Implementation (attachment)

The Authority requested that its staff develop Guiding Principles to help guide decision makers through the upcoming policy-level discussion of SB375 at both the local and regional level. Authority staff has worked with the Contra Costa Planning Directors and TCC to develop the draft principles. Martin Engelmann will present the latest information at the March 11, 2010 TRANSPAC meeting.

4. Authorization to Issue RFQ 10-2 for Public Opinion Polling Services (attachment). The APC authorized and on February 17, the CCTA may authorize \$40,000 for a public opinion poll relative to SB 83 which is a ballot measure to increase the vehicle registration fee. (attachment) - information

5. Jobs for Main Street Act (Stimulus II) – Proposed Project List (attachment) information

6. Draft Strategic Plan for MTC CMA Block Grant Program for Regional Bicycle, County TLC, and Regional Streets and Roads – (attachment) information/comment

7. MTC Transit Sustainability Project – (attachment) information

8. Information - CCTA moving to 2999 Oak Road across from the Pleasant Hill BART Station on or about July 1,2010

9. James Donlon Boulevard project

10. Discussion re: March 2010 TAC meeting

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The Honorable Maria Viramontes, Chair
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

February 15, 2010

Dear Chair Viramontes:

As requested by the Transportation Authority, TRANSPAC reviewed the proposed General Plan Amendment (GPA) review process at its February 11, 2010 meeting. The following comments are offered for consideration by the Growth Management Program (GMP) Task Force and the Authority.

A few minor edits are proposed to the text of steps 3, 11, and 12 to improve clarity. The proposed revisions are shown in red text in the attachment.

TRANSPAC suggests that Step 11 be revised to include a request to the RTPCs of both the Sponsoring and the Affected jurisdiction(s) to monitor and/or participate in the Cooperative Resolution process outlined in Step 12. This addition to the process is intended to ensure that if an Action Plan amendment is requested in Step 12, the RTPC(s) will be aware of and involved in the issues at hand. TRANSPAC would appreciate the referral of this issue to the Growth Management Program Task Force for the consideration and the development of appropriate language.

TRANSPAC proposes that Step 14 be reordered to read: "As part of the evaluation of the GMP Biennial Compliance checklist review, the Authority will determine good faith participation in the GPA review process, as described in Exhibit 1." Please also revise "continuing" to "ongoing" and "jurisdiction" to "jurisdictions" and three minor capitalization edits in the last sentence (see attachment).

TRANSPAC also asks that the GMP Task Force review Exhibit 1, which is attached to the GPA review process, and propose revisions to ensure that the Exhibit conforms to the revised GPA process.

As part of the revision of the companion GMP Implementation Guide and other ancillary GMP documents, TRANSPAC suggests that it be made clear that Affected jurisdictions are as vulnerable to non-compliance as Sponsoring jurisdictions. All parties to the GPA process must be reasonable in seeking solutions to impacts and conflicts.

TRANSPAC appreciates the investment of time and effort by CCTA staff and the members of the Growth Management Program Task Force in this important revision to the GPA review process.

Sincerely,



Cindy Silva
Chair

Attachment

cc: TRANSPAC Representatives
TRANSPAC TAC
Paul Maxwell, CCTA Interim Executive Director
Martin Engelmann, CCTA Deputy Executive Director, Planning

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Traffic Impact Analysis. The Sponsoring Jurisdiction conducts a traffic impact analysis for its CEQA review using "Thresholds of Significance" that include, but are not limited to, applicable MTSOs in the adopted Action Plan(s). The traffic impact analysis shall be conducted in a manner consistent with the Authority's adopted *Technical Procedures*.

Released with
Draft
Environmental
Document
(Sec. 15087)

The Sponsoring Jurisdiction may, for the purposes of conducting the CEQA analysis, raise the performance level of an MTSO established in the adopted Action Plan if it believes that the MTSO is set too low to serve as a meaningful "Threshold of Significance" under CEQA. For example, if the Action Plan establishes an MTSO of LOS F for a specific Route of Regional Significance, and the Sponsoring jurisdiction determines that this level of performance is too low, ~~it~~ **the Sponsoring Jurisdiction** may raise that threshold to LOS D, consistent with CEQA guidelines (Sec. 15064 & 15064.7).

The Sponsoring Jurisdiction shall provide the Traffic Impact Analysis, complete with all necessary supporting technical information, as requested by the Affected Jurisdiction to provide an informed response.

11 **Initiate Cooperative ~~Planning~~—Resolution Discussions.** At the request of either the Sponsoring or Affected Jurisdiction, the Authority shall facilitate cooperative discussions structured to offer an opportunity to create principles of agreement that will serve as a framework for monitoring, review, and mitigation of potential impacts as the GPA develops over time. The goal ~~is~~ for these discussions is to develop principles of agreement that will maintain a cooperative planning context regarding impacts on the affected Regional Route or Routes, proposed mitigations, responsibilities for implementing those mitigations, and the timing for monitoring and review. The principles of agreement shall be memorialized in a Memorandum of Understanding (MOU) between the sponsoring and affected jurisdictions. Have the involved jurisdictions entered into cooperative ~~planning-resolution~~ discussions?

- ➔ **YES:** Sponsoring and Affected Jurisdictions move to Step 12 of the GPA review process.
 - ➔ **NO:** If either or all jurisdictions decline to participate in cooperative resolution discussions, those jurisdictions that have declined shall be subject to review, as specified through the Checklist review procedure, to a findings of noncompliance by the Authority (Step 14).
-

12 **Formulation of Principles of Agreement.** Have the involved parties agreed to a set of principles, specified actions, timing and responsibilities for monitoring impacts, and for implementing mitigations on Regional Routes, memorialized in an MOU?

- **YES:** Sponsoring and Affected Jurisdictions have adopted Principles of Agreement and **if necessary**, asked the RTPC to revise the affected Action Plan to reflect the actions in the agreement. (All involved parties move to Step 13)
- **NO:** Through their respective RTPCs, both the Sponsoring and Affected Jurisdictions report on progress to date on the development of principles of agreement. If Principles of Agreement have not been adopted by the time for Authority review of the GMP Biennial Compliance Checklist of one or more involved jurisdictions, then Step 14 comes into play.

13 **RTPC Revises Action Plan.** The affected RTPC, working with the Sponsoring and Affected jurisdictions, revises the Action Plan to incorporate projects, programs, systems management investments and processes, mitigations or other actions to address the anticipated impacts and proposed mitigations and monitoring as set forth in the Sponsoring Jurisdiction's response to the Letter of Concern (if the outcome of Step 10 was "yes"), or the MOU (if the outcome of Step 12 was "yes").

TRANSPAC suggests that the GMP Task Force review Exhibit 1 (attached to this document).

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Good Faith Participation: If all of the above steps have been followed, and the GPA remains the subject of dispute, the Authority may find one or both of the parties out of compliance with the GMP. *As part of the evaluation of the GMP Biennial Compliance Checklist review, the Authority will determine good faith participation in the GPA review process as described in Exhibit 1.* If principles are adopted, future compliance would be assessed based on ~~continuing~~ ongoing adherence of the ~~s~~Sponsoring and ~~a~~Affected ~~j~~Jurisdictions to the principles of agreement.

CONDITIONS OF COMPLIANCE REPORT FOR 2008 AND 2009

Based on the

2009 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

1-A: Continue to support implementation of the Measure C/J Growth Management Program.

2008-09: This action is ongoing and TRANSPAC TAC members and staff participated in the many meetings required to draft a revised General Plan Amendment (GPA) Review Process which will undergo RTPC review in early 2010.

1-B: Continue to support higher-density development around transit hubs and downtowns.

1-C: Continue to require each jurisdiction to:

- a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
- b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.

1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.

1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2008-2009: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

2-A: Support the completion of a continuous HOV system on I-680.

2008-2009: The RM2 I-680 HOV Express Bus Access Study was completed in late 2009 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

- 2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
2008-2009: This action is ongoing.
- 2-C: Support additional incentives for HOV users.
2008-2009: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.
- 2-D: Provide additional park-and-ride lots.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

- 3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2008-2009 (and a little bit of 2010): Construction contracts for two small projects, the Kay/Broadway Signal and SR 24/SR 13 Ramp projects were awarded to the lowest bidders in late-December 2009. Construction activities for these small contracts also began in mid-January 2010 and are expected to last up to a year. Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with \$62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Depending on funding availability, completion of the Caldecott Tunnel is planned for 2014.
- 3-C: Support the study and implementation of potential regional freeway management strategies.
2008-2009: TRANSPAC TAC members have participated in the development of the Corridor System Management Plans for SR 4 and SR 24. These plans will be presented to TRANSPAC in February 2010.
- 3-D: Consider a multi-agency approach to freeway ramp metering.
2008-2009: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC, Caltrans in concert with many local partners including CCTA and TRANSPAC.

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.
2008-2009: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening

Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez)

Please see the CCTA's 2009 Strategic Plan for project financial and scope information.

- 4-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
2008-2009: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

- 5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
2008-2009: Action is ongoing
- 5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
2008-2009: Action is ongoing
- 5-C: Support the expansion of BART service and BART station and parking facilities.
- 5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
2008-2009: See Pacheco Boulevard.

208-2009: Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

- 5-E: Support improvements that increase the efficiency of local transit on Regional Routes.
- 5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5F and 5F - 2008-2009: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2009 Measure J bond sale for expenditure in FY10 and FY11.

- 5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.
- 5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

- 6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2008-09: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The 511 Contra Costa Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide will be reprinted in 2010.

- 6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

The school-based programs implemented by 511 Contra Costa staff include:

2008-09: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program:

SchoolPool (encouraging parents to carpool children to school)

School Transit Program -provides no-cost public bus tickets for students to get to school or college

Walk and Roll to school events to encourage bicycle riding and walking to school

A bicycle rodeo program is being developed to promote bicycle safety training for students

Bike to Work/School day is promoted through schools every May and families/students are encouraged to participate

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County

A book called Why Don't Hydrogen Cars Fly Away? Produced by 511 CC staff for distribution to elementary schools in Central County.

- College Carpool and Transit Programs:

Students are offered a free bus pass on County Connection to get to Diablo Valley College and other colleges and technical schools.

Students are offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- A Telework/Alternative Work Schedule Workshop was held in 2009 for employers and staff from all local jurisdictions. 511 CC offers free consultations to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance.

- A workshop on pre-tax benefit programs was also held in 2009. 511 CC staff offers free consultations with all local employers and jurisdictional staff on an on-going basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.

- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.
- Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.
- Free downtown shuttles were funded by 511 CC in cooperation with the cities of Walnut Creek and Pleasant Hill and Contra Costa Centre from October through December 2009 to encourage shuttle ridership instead of driving alone during mid-day.
- Special promotion encouraging Contra Costa residents to use BART to get to SFO instead of driving.

6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.

511 CC staff offers on-going consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.

- 511 CC staff provided comments and offered suggestions in the updated Contra Costa County TDM Ordinance Guidelines in 2009. Similar suggestions will be considered as 511 CC assists CCTA staff in the updated revised TSM Model Ordinance in 2010.
- 511 CC staff provided comments and offered suggestions in the TDM Plan for a new church development proposal located within the unincorporated portion of the County in Walnut Creek.

6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.

- Staff researched electric charging station technologies beginning in 2008 to determine the most economical and efficient stations to be considered for deployment in Contra Costa.
- Staff produced a video of the Martinez/Benicia Bridge Bike/Pedestrian Path to demonstrate to the public how to access the entrance of the path from Martinez. The video was posted on the website.
- Staff had web programmers develop web based applications and information to:

Ease downloading incentive applications in order to more quickly respond to participants wishing to try an alternative to driving alone

A Senior Public Transportation map indicating the dial-a-ride, private shuttle service, and fixed route transit throughout Contra Costa

A Bike Locker Locations map indicating traditional and electronic locker locations throughout Contra Costa

A Where Is My BART map showing real-time BART train arrivals

An iPhone “app” called iSmog that alerts users about the air quality for a particular basin within the nine-county Bay Area.

6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.

- Measure C/J funds are used through the 511 CC allocations to provide bicycle racks, lockers, cages and eLockers in central County. Walnut Creek installed eLockers in 2009 and all cities are eligible for this infrastructure through the 511 CC program upon request.

6-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.

- After researching Bay Area Air Quality Management District-approved technologies in 2008, 511 CC began offering up to three no-cost electric charging stations for each central County jurisdiction beginning in 2009. The cities of Walnut Creek and Pleasant Hill have currently installed three stations which are now operational. Martinez and Contra Costa County are working with staff for installation of similar stations in early 2010.
- A workshop on the benefits of carsharing was offered through 511 CC in 2009. Carsharing information and consultation is available as an on-going service.
- 511 CC became a certified Green Business in 2008 and contributed a more robust transportation section of the Green Business checklist required by the Contra Costa Green Business certification process.

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions.

The following section presents a description of each Route of Regional Significance within TRANSPAC Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and all TRANSPAC jurisdictions will support the actions of CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in

Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

MTSO: 4.0 Delay Index

Actions:

Please note that TRANSPAC programmed \$75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements

Continue to support investment in and implementation of HOV lanes on I-680

2008-2009: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as “the restripe” and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2

2008-2009: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2008-2009: Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from North Main to Livorna Road

Improvements to I-680/SR-4 freeway interchange (see subsequent section on SR-4)

Improvements to SR-4 (see subsequent section on SR-4)

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

Actions:

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

- Construction of the third lane of the southbound Commerce Avenue off-ramp

2008-2009: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Responsible: TRANSPAC and its jurisdictions

3. State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:

Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2008-2009: On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA.

Support improvements to the I-680/SR-4 interchange

2008-2009: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2008 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra

Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, has been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

Please note that the CSMP reports will be forwarded to the California Transportation Commission (CTC) by Caltrans and that MTC will use the analyses as part of the development of the Regional Transportation Plan (RTP). In Contra Costa, it also is anticipated that this information will be used in RTPC and CCTA planning processes.

2008-2009: The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

2008-2009: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a "sooner, cheaper" alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the "missing" 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper project that could improve the operation of the interchange and that section of SR 4. These "sooner, cheaper" ideas were presented to TRANSPAC on May 14, 2009. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

Actions:

Pursue planning and funding for Alhambra Avenue improvements and widening

2008-2009: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City Council is tentatively scheduled to accept the project in February 2010.

Proposed Improvements

Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications
Completion of the Alhambra Avenue Widening Phase III project

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3
Treat Boulevard/Denkinger Road: 3

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
Work with TRANSPLAN on Clayton Road/Marsh Creek Road corridor operation and management.
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at

Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
Average Speed, PM Peak Hour: 10 MPH in both directions

Actions:

Complete Contra Costa Boulevard improvement project.

2008-2009: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2009

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
Improvement of traffic operations throughout corridor

Responsible: TRANSPAC and its jurisdictions

7. Geary Road

Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection

Actions:

Complete widening. **2008-2009:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Geary Road Widening Phase III

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

8. North Main Street

North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

None

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard

Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions

Assess possible applications of the Central Contra Costa Traffic Management Program.

Complete Pacheco Transit Hub.

2008-2009: Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2009 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.

Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.

Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.

Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements

Construction of Pacheco Transit Hub

Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases)

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road

Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements

As may be determined in concert with SWAT/City of Lafayette

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard

Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

Improvement of traffic operations through the corridor

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard

Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek: LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

Actions:

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
Contra Costa County: 1.5 V/C for all intersections

Actions:

Continue to support implementation of the East-Central Traffic Management Plan.

2008-2009: This action is ongoing.

Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.

2008-2009: Project included in the CCTA 2009 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road

2008-2009: Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

2008-2009: This action is ongoing

2008-2009: Ygnacio Valley Road Permanent Restoration . Phase 2 (added as project after slide), Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail. Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering. CCTA appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete with the exception of the final pavement work.

Responsible: TRANSPAC and its jurisdictions

Subject	Review of Guiding Principles for SB 375 Implementation
Summary of Issues	The Authority requested that staff develop Guiding Principles, to help guide decision makers through the upcoming policy-level discussion of SB375 at both the local and regional level. Authority staff has worked with the Contra Costa Planning Directors and TCC to develop the draft principles.
Recommendations	Adopt the principles, recognizing that further revisions can be undertaken as the process for SB 375 continues to evolve.
Financial Implications	n/a
Options	Prior to adoption, circulate the Guiding Principles to the RTPCs, local jurisdictions, regional partners, and transit agencies for review and comment.
Attachments (See PC Packet, dated Feb 3, 2010 for B & C)	<ul style="list-style-type: none"> A. Draft SB 375 Principles for Collaborative Development of the Sustainable Communities Strategy in Contra Costa B. Letter from the American Lung Association, Jenny Bard, January 19, 2009 C. Letter from the Contra Costa Department of Conservation & Community Development, Steven L. Goetz, January 27, 2010.
Changes from Committee	<i>The PC revised Principle 9 – Rural Sustainability Component, and requested that staff prepare a preamble for the principles.</i>

Background

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process “to achieve, if there is a feasible way to do so,” greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) – a “land use” plan - as part of the 2013 regional transportation plan (RTP). The SCS, in concert with transportation investments included in the RTP, is to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs). However, the statute does not mandate a formal role for Bay Area CMAs.

At its meeting in October 2009, the Authority asked the Planning Committee (PC) to develop draft Guiding Principles for Contra Costa, to help guide decision makers through the upcoming policy-level discussion of SB 375 at both the local and regional level.

Review Process: Preliminary Draft guiding principles were reviewed by the PC and the Authority in December 2009. Subsequently, the following review process took place to further flesh out the principles:

- **Planning Directors Forum:** The Planning Directors of Contra Costa met on January 8, 2010, and spent a full meeting to review and extensively revised the draft principles.
- **Public Managers Association (PMA):** The PMA was briefed on the status of the draft principles on January 14, 2010.
- **Technical Coordinating Committee (TCC):** The Authority's TCC reviewed the draft Principles on January 21, 2010.

Comments Received to Date: Following the distribution of the Draft Principles to TCC, the following comments were received and discussed by TCC as follows:

- **American Lung Association:** As shown in Attachment B, the American Lung Association transmitted a letter on January 19, 2009, urging consideration of additional guiding principles that reflect the Association's concerns regarding the impacts of global warming. *The TCC discussed this letter and, as shown in Attachment A, incorporated the "Transit Sustainability" principle (No. 8), with wording changes to underscore that the service must be both feasible and adequately funded. The TCC considered the remaining three principles, but deferred to policy makers for further action on whether to include them. The PC asked that staff refer the representative of the Association to other planning documents that reflect the Authority's commitment to mitigating air quality impacts and GHG emissions of Authority projects. Staff subsequently provided those references to Jenny Bard of ALA.*
- **Contra Costa Department of Conservation & Development:** As shown in Attachment C, Steve Goetz from the Community Development Division suggests changing Principle 9 – the Rural Sustainability Component – to include consideration of transportation investments for roads service farm-to-market and interconnectivity transportation needs. *The TCC discussed this suggestion, but members of TCC voiced concern that transportation investments in rural areas could conflict with the overall goal of achieving more focused growth under SB 375. The PC subsequently incorporated language regarding transportation investments for safety and preservation of roads serving farm-to-market and interconnectivity transportation needs.*

Next Steps

Given the rapid pace with which discussions are unfolding, staff recommends that the Authority adopt the principles, recognizing that the principles are considered as a living document that the Authority may, from time to time, revisit to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS further revisions can be made as the SB-375 process evolves.

Draft

SB 375 Principles for Collaborative Development of the Sustainable Communities Strategy in Contra Costa

PREAMBLE:

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process “to achieve, if there is a feasible way to do so,” greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 regional transportation plan (RTP). The SCS, in concert with transportation investments included in the RTP, is to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa’s elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority’s Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority’s mission, vision, and core values.

PRINCIPLES:

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.
3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS

will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that ~~is equally effective~~ at contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.

4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the participation of all local jurisdictions and partner agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can be addressed also. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor progress on the development of the SCS and issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit:** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** ~~The SCS must consider the preservation of rural areas to help address GHG reduction targets for a region by not allowing urban uses within resource areas and preserve them for their natural resource value.~~ Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs, and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 511 Contra Costa Clean Fuel Infrastructure and a transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.
11. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future where Contra Costa jurisdictions collectively developed the Shaping Our Future

land use plan, which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.

12. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
13. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.



Tuesday, January 19, 2009

Chair Bob Taylor
Members of the Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Re: Guiding Principles for Contra Costa SCS

Dear Chairman Taylor and Members of the Contra Costa Transportation Authority:

The American Lung Association in California is very pleased that the Contra Costa Transportation Authority is developing guiding principles to assist your local governments in the SB 375 implementation process and development of a sustainable communities strategy. This process offers a critical opportunity for local governments to work cooperatively to promote alternative transportation choices that will achieve our region's greenhouse gas reduction goals.

As such, we are writing to urge CCTA to consider additional guiding principles that reflect your commitment to pursue transportation policies, planning and investments that will best address this challenge. Currently, the CCTA is considering adopting guiding principles that make no mention of transit, the importance of reducing greenhouse gases, or the connection between land use, transportation and climate change. The public health stakes could not be higher.

The American Lung Association in California and public health organizations throughout the Bay Area are extremely concerned about the serious impacts that will be caused by global warming. Because transportation contributes 40 percent of the region's greenhouse gases, it is important that guiding principles include a commitment to analyze whether transportation investments support or undermine the region's greenhouse gas reduction goals, prioritize those investments that will best reduce emissions, and reconsider those investments that will set the county and region back by looking at alternatives that provide greater emission reduction benefits.

114 Talbot Ave.
Santa Rosa, CA 95404
707-527-5864 phone
707-542-6111 fax

† AMERICAN LUNG ASSOCIATION.
Fighting for Air

As you are aware, unhealthy air is already a public health crisis in low-income communities and communities of color who bear a disproportionate burden of disease and death from these exposures. Without strong efforts to reduce emissions, global warming will continue to pose a wide range of health threats including increased air pollution, longer and more intense heat waves, increasing urban heat island effects, smoke pollution from increasing wildfires disease and other health challenges. These impacts will hit our most vulnerable communities the hardest.

Including guiding principles that focus on the environmental and health benefits of smart growth and sustainable transportation planning can help broaden community understanding and awareness of the importance of prioritizing resources that reduce the need to drive, provide greater, more sustainable transportation choices to reduce greenhouse gas emissions and improve community health.

The SB 375 implementation process provides a valuable framework to move the region forward in achieving the goals of Sustainable Community Strategies by improving transportation, social equity and public health. We urge you to include guiding principles that reflect a strong commitment to transportation policies, projects and planning that reduce greenhouse gases and promote public health.

Attached please find suggestions for guiding principles we hope you will consider. Thank you so much for your leadership in working together to reduce greenhouse gases from land use and transportation planning. Please know that we stand ready to assist you on this important effort.

Sincerely,



Jenny Bard
Regional Air Quality Director

Guiding Principles for Implementation of SB 375

Benefits of Sustainable Communities Strategy: Research has shown that mixed-use communities built around cycling, walking, and transit can reduce vehicle trips and air pollution, foster greater physical activity, provide greater access to healthy foods, health care services and jobs, and reduce injuries.

Climate Change and Vulnerable Communities: Climate change poses a serious threat to public health and the environment. It will have the greatest impacts on our most vulnerable communities, including children, the elderly and low income communities and communities of color who already suffer the greatest health burden from air pollution exposures. Strong policies that reduce the need to drive by expanding access to transit and active transportation choices can help us avoid the worst effects of climate change, reduce air pollution, and improve public health and social equity for the whole community.

Ensure Sustainable Transit: Ensure that the Sustainable Communities Strategy (SCS) includes well-funded transit service that is reliable and convenient for many more Bay Area residents. The Regional Targets Advisory Committee's recommendations to the California Air Resources Board identified public transportation as a critical strategy for meeting SB 375 greenhouse gas targets and for regions to successfully adopt SCSs.

Commitment to Evaluate Greenhouse Gas Impacts of Transportation Projects: Recognizing that transportation accounts for 40 percent of greenhouse gases in the Bay Area, it is important to analyze the county and region's major transportation investments to determine whether they support or set back the region's greenhouse gas reduction goals. Transportation funding should be prioritized to projects and policies that improve health and access to transit, walking and cycling, while achieving significant reductions in air pollution and greenhouse gas emissions.

**Department of
Conservation &
Development**

Community Development Division

County Administration Building
651 Pine Street
North Wing, Fourth Floor
Martinez, CA 94553-1229

Phone: (925) 335-1240

**Contra
Costa
County**



Catherine Kutsuris
Director

January 27, 2010

Mr. Martin Engelmann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. Engelmann,

Martin

This letter follows up on the action of the Technical Coordinating Committee at their meeting last week when they reviewed the draft guiding principles for implementation of Senate Bill 375. At that meeting the Committee referred guiding principle #8, the rural sustainability component, to the Planning Committee for further discussion.

County staff believes this guiding principle is significant as it emphasizes an important section of the statute that can be easily lost in the sixty-plus pages of text. I have enclosed with this letter an excerpt of the statute where it advises the Metropolitan Transportation Commission not to overlook transportation investments to serve farmland and to interconnect our urban areas when developing the Sustainable Community Strategy. County staff requests the Planning Committee consider the following alternative text for guiding principle #8:

Rural Sustainability Component: Recognizing Contra Costa's voter-approved urban limit line restricts expansion of urban development, the SCS needs to consider transportation investments for roads serving farm to market and interconnectivity transportation needs.

Thank you in advance for forwarding this request to the Planning Committee. Let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven L. Goetz".

Steven L. Goetz, Deputy Director
Transportation Planning Section

Enclosure

CC: S. Bonilla, CCTA Commissioner
F. Glover, CCTA Commissioner

to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. The participating metropolitan planning organizations may also develop a multiregional sustainable communities strategy, to the extent consistent with federal law, or an alternative planning strategy for adoption by the metropolitan planning organizations. Each participating metropolitan planning organization shall consider any adopted multiregional goals and policies in the development of a sustainable communities strategy and, if applicable, an alternative planning strategy for its region.

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

- (i) State highway expansion.
- (ii) State highway rehabilitation, maintenance, and operations.
- (iii) Local road and street expansion.
- (iv) Local road and street rehabilitation, maintenance, and operation.
- (v) Mass transit, commuter rail, and intercity rail expansion.
- (vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.
- (vii) Pedestrian and bicycle facilities.
- (viii) Environmental enhancements and mitigation.
- (ix) Research and planning.
- (x) Other categories.

(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road

system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 5. Section 65080.01 is added to the Government Code, to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Resource areas" include (1) all publicly owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans; (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act; (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts; (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance; (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.



CONTRA COSTA
transportation
authority

LEGISLATIVE REPORT to the AUTHORITY
February 17, 2010
Discussion Items

4.A.12.2 SB 83 (2009): Ballot Measure to Increase Vehicle Registration Fee

APC Recommendations:

- (a) Approve an expenditure of up to \$40,000 to conduct a public opinion poll to ascertain voter interest and potential support in Contra Costa for a vehicle registration fee increase for transportation programs and projects; and**
- (b) Authorize staff to issue a Request for Qualifications to qualified polling firms to develop and implement the public opinion poll.**

Last year the Authority supported a bill sponsored by the Alameda County Congestion Management Agency, authored by Senator Loni Hancock and signed by Governor Schwarzenegger. The new statute allows the Authority to place a measure on the countywide ballot that would increase the annual registration fee on motor vehicles registered in Contra Costa County by up to \$10 to fund transportation programs and projects. To be eligible for the funding, the programs and projects in the expenditure plan would have to be consistent with the Regional Transportation Plan and—because the measure would require only a majority vote—a nexus would have to be established between the revenue collected and the benefit to vehicle owners paying the fee. Eligible project categories are broad and could include (but are not limited to):

- Match for state bond funds
- Congestion mitigation, e.g.:
 - Technology to improve transit service
 - Bicycle and pedestrian improvements
 - Improved signal coordination
 - Traveler information systems
 - Highway operational improvements
 - Local street and road rehabilitation
 - Transit service expansion
- Pollution mitigation programs and projects

While the statute does not specify a time frame wherein a measure need be placed on the ballot, there are reasons to consider doing so sooner rather than later. First, given the massive state budget deficit and the likelihood that any budget solutions will result in diminished funds for transportation, and transit in particular, having a local source of funding will be crucial (a \$10 increase in the vehicle registration fee in Contra Costa would generate approximately \$8.3 million a year). Secondly, local sales tax dollars, which have proved to be the mainstay of transportation programs and projects in these

shaky economic times, are also down. In light of these circumstances, a potential source of new revenue is worthy of consideration.

In addition, there are practical reasons to consider a November 2010 ballot measure. At least two other Bay Area counties (Alameda and San Francisco) are in the process of conducting public opinion polls and, assuming a positive read from the voters polled, are planning to put a measure on the ballot in November. A coordinated message with other agencies could enhance the impact on voters. Also, it is likely that the regional agencies in California will pursue legislation this year to allow them to put a regional fee on the ballot starting next year, potentially creating a situation where there are competing measures on the ballot.

The APC discussed this subject at its February meeting and concluded that the Authority could not make a prudent decision as to whether or not to pursue a ballot measure at this time without some indication of voter sentiment regarding a fee increase. On that basis, the committee is recommending the Authority authorize an expenditure of up to \$40,000 to conduct a public opinion poll to ascertain voter interest and potential support for a vehicle registration fee increase for transportation programs and projects; and authorize staff to issue a Request for Qualifications to qualified polling firms to develop and implement the public opinion poll.

1. Update on the Proposed State Budget:

At the January 2010 Authority meeting, staff reported on Governor Schwarzenegger's proposed state budget. Of particular concern is the 'swap' provision it contains, basically eliminating the sales tax on gasoline and diesel and replacing it with an increased excise tax on gasoline. If implemented as proposed, transportation funding would be reduced by nearly \$1 billion and there would be no funding source for transit operations.

The Governor has called a special session of the legislature to work on developing budget solutions, and several alternative scenarios have emerged, all of which contain some version of the 'swap,' and one that provides for a regional fee on gas that could be approved by a majority vote of a Metropolitan Planning Organization (e.g., MTC) board.

A hearing is scheduled in a Senate Budget Committee for February 10, and a full-floor vote on February 16. Staff will provide an updated report at the Authority meeting on February 17.

Background

On December 16, the House of Representatives passed the 'Jobs for Main Street Act,' also known as 'Stimulus II.' It provides \$48 billion in new infrastructure funding, of which \$37.3 billion is for transportation projects. While the funding levels and general provisions are comparable to last year's ARRA legislation, the bill is expected to undergo significant changes when the Senate takes it up (the end of January at the earliest). Nonetheless, MTC, in an effort to ensure the Bay Area is prepared when and if funds become available, has begun to develop its policy framework and programming proposal. They have asked the Bay Area Congestion Management Agencies to prepare prioritized lists of local streets and roads projects for submittal by January 21, using the Tier 1 funding levels that were available for the ARRA funds last year. They have also asked for a list of bicycle/pedestrian projects in the event the final bill contains funding for transportation enhancements.

To respond to MTC's fast approaching deadline, staff quickly issued a call for projects to identify whether jurisdictions have projects that can meet the proposed House Bill deadlines. Submittals were limited to one project per jurisdiction with a fund request of at least \$500,000. All projects must meet the construction contract execution date of May 28, 2010.

The following are some of the constraints expected to be imposed on projects:

- Projects must be able to meet all the preliminary deadlines shown in Attachment A. Note deadlines are approximate until the final bill is signed.
- Although the current language in the bill indicates that each county must deliver a minimum of 50% of its funds within the 90 day "Execution of Contract" deadline of May 28, 2010, to ensure no loss of funding, all submitted projects must be able to meet the 90 day deadline.
- The project lists can be refined until February 19, when the final list is prepared for MTC Commission adoption.
- A project sponsor cannot add Stimulus II funds to increase the scope of a project that has already been advertised.
- Once MTC receives the CMA lists, they will forward to Caltrans to initiate the field review process. Project sponsors should expect to provide updated milestone dates on a weekly basis. Evidence/notice of advertisement, Contract Award, and execution of a contract must be transmitted to MTC within 48 hours of such action (through the Authority).
- Project sponsors should expect to submit an invoice for reimbursement within 30 days of contract award and invoice at least monthly thereafter.
- There is no guarantee that any of these projects will actually receive any Stimulus II funding.

Twenty one applications were submitted totaling \$17.85 million in funding requests. At the last TCC meeting, staff presented three options for TCC consideration:

Option 1: This option would guarantee a minimum of \$400,000 per jurisdiction for a total of \$8 million. The remaining funds would be allocated to all jurisdictions by their proportional share based on population and lane miles formula. This is the same formula that was approved by the Authority for the programming of American Recovery and Reinvestment Act (ARRA) funds.

Option 2: This option would guarantee a minimum of \$500,000 per jurisdiction for a total of \$10 million. The remaining funds would be allocated to all jurisdictions by their proportional share based on

population and lane miles formula. This formula meets MTC's minimum funding requirement of \$500,000 per project when the fund estimate is between \$10 million and \$17 million.

Option 3: This option would apply the scoring criteria used during the last STP call for projects for ranking all applications. Under this scenario, top ranked projects only will be funded. This option was proposed to be used if the fund estimate falls below \$10 million.

The TCC recommended distribution of funds based on Option 2 which would guarantee \$500,000 minimum per project and proportion any remaining funds based on population and road miles with equal weighting. If the fund estimate drops below \$10 million, the TCC recommended Option 3, which would use the scoring criteria applied during the last STP call for projects to rank the projects and fund the top ones.

If funding becomes available because a jurisdiction does not have a project or a project gets dropped, the TCC recommended that the City of Orinda should receive off-the-top \$294,900 (equivalent to ARRA savings contributed by Orinda to Vasco Rd Safety project) and the balance gets distributed based on the formula above among all jurisdictions including Orinda.

To program ~\$1 million in Stimulus II-TE funds, the TCC recommended going down the ranked list of projects (developed in December 2009) that were not funded by STIP-TE. The next project on the list is Contra Costa Blvd in the City of Pleasant Hill.



Resolution 10-07-P

PROGRAMMING OF STIMULUS II FUNDS

WHEREAS, The House of Representatives passed the 'Jobs for Main Street Act' also known as 'Stimulus II' on December 16, 2009; and

WHEREAS, the Authority wishes to be proactive and program its share of potential funding in advance of signing the bill into law; and

WHEREAS, funded projects must meet strict deadlines to award and execute the construction contracts;

THEREFORE NOW BE IT RESOLVED, the Contra Costa Transportation Authority hereby approves the following fund programming approach:

- (1) Distribution of funds based on a formula that would guarantee \$500,000 minimum per project and proportion any remaining funds based on population and road miles with equal weighting (i.e. 50/50).
- (2) If the fund estimate drops below \$10 million, use of the scoring criteria applied during the last STP call for projects to rank the projects and fund the top ones *at \$500,000 each. If any of the funded projects drops out for any reason (i.e., failure to receive environmental clearance, failure to meet deadlines, etc.), then funding will go to the next unfunded project on the ranked list.*
- (3) If funding becomes available because a jurisdiction does not have a project or a project gets dropped, the City of Orinda project shall receive \$294,900 off-the-top (equivalent to ARRA savings contributed by Orinda to Vasco Rd Safety project) with the balance to be distributed among all jurisdictions including Orinda.
- (4) The Authority also approves going down the ranked list of projects that were not funded by STIP-TE in December 2009 to program ~\$1 million in Stimulus II-Transportation Enhancement funds.

Maria T. Viramontes, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held February 17, 2010 in Pleasant Hill, California.

Attest: _____
Danice J. Rosenbohm, Executive Secretary

METROPOLITAN TRANSPORTATION COMMISSION
Stimulus II - Jobs for Main Street
LS&R System Preservation Projects
Proposed Project Listing (Final Ranked List)
February 10, 2010
(in Actual Whole dollars)

FINAL RANKING

CONTRA COSTA COUNTY

RANKING	Responsible Agency (agency to receive funds)	Project name	Project Location	Stimulus II Request	Cumulative Stimulus II Request	STIMULUS II Fund Amount (if County funding < \$10 million)		(Weighted) Pavement Condition Index (PCI)	Project Scoring on Pavement Condition Index (PCI)	(Weighted) Average Daily Traffic (ADT)/ Lane	Project Scoring on Average Daily Traffic (ADT)/ Lane	Percent of Truck Traffic	Project Scoring on Percent of Truck Traffic	Number of Buses per Day	Project Scoring on Number of Buses per Day	Total Score
						\$500,000	\$500,000									
1	Orinda	Camino Pablo/Brookwood Pavement Rehabilitation	Camino Pablo from the intersection of Camino Pablo and Moraga Way to Miner Road (1.2 miles); and Brookwood Road from Moraga Way to Camino Pablo (0.06 miles)	\$673,000	\$673,000	\$500,000	\$500,000	89	40	8455	40	<2%	1	81	5	86
2	Pirole	Citywide Arterial Rehabilitation	Applan Way from Michael Drive to City Limits and San Pablo Avenue from Applan Way to Sunny View Drive	\$638,000	\$1,311,000	\$500,000	\$500,000	57	40	5874	25	6.20%	10	173	10	85
3	Pleasant Hill	Contra Costa Boulevard Pavement Rehabilitation	Contra Costa Boulevard between Chilpancingo Parkway and Golf Club Road	\$761,000	\$2,072,000	\$500,000	\$1,500,000	70	40	7237	25	4.04	10	145	10	85
4	Concord	Clayton Road Rehabilitation: Treat Blvd. to Ygnacio Valley Road	Clayton Road from Treat Boulevard to Ygnacio Valley Road (2 miles long)	\$1,359,000	\$3,431,000	\$500,000	\$2,000,000	69	40	6043	25	5%	10	65	5	80
5	Contra Costa County	Vasco Road Overlay Improvement Project Segments 1& 2	Vasco Road Segments 1& 2: Between Walnut Blvd. and Frisk Creek Bridge (3.8 miles)	\$1,895,000	\$5,326,000	\$500,000	\$2,500,000	65.42	30	9182	40	3.97%	5	8	1	76
6	Pittsburg	Contract 2009-28, Railroad Avenue Pavement Rehabilitation Project (Linscheid Dr. to City Limit)	Southern end of Railroad Avenue from Linscheid Drive to the southern city limit where Railroad Avenue becomes Kriker Pass Road.	\$915,000	\$6,241,000	\$500,000	\$3,000,000	54	40	6500	25	2.08%	5	70	5	75
7	El Cerrito	Pavement Rehabilitation of Arlington Blvd, Ashbury Dr, Central Ave, Colusa Ave, Fairmont Ave, Manila Ave, Richmond St, and Shevlin Dr	City of El Cerrito at the following locations: Arlington Blvd (Arbor to Madera), Ashbury Dr (Stockton to Eureka), Central Ave (San Pablo to Santa Clara), Colusa Ave (Terrace to Eureka), Fairmont Ave (Colusa to Richmond), Manila Ave (Richmond to Kearney), Richmond St (Stockton to Donal), and Shevlin Dr (King to Mosser).	\$665,000	\$6,906,000	\$500,000	\$3,500,000	70.24	40	4105	25	1%	1	59	5	71
8	Walnut Creek	2010 Treat Blvd. Rehabilitation	Treat Blvd. from Sheppard Rd to City Limits	\$1,118,000	\$8,024,000	\$500,000	\$4,000,000	41	20	8993	40	2.50%	5	51	5	70

METROPOLITAN TRANSPORTATION COMMISSION
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9	Danville	El Centro Boulevard Pavement Rehabilitation	El Centro Boulevard from Danville Boulevard to Diablo Road	\$837,000	\$8,861,000	\$500,000	\$4,500,000	69.1	40	6602	25	<2%	1	26	1	67
10	San Ramon	San Ramon Valley Blvd. Pavement Rehabilitation (Bollinger Canyon Road to Montevideo Drive)	San Ramon Valley Boulevard between Bollinger Canyon Road and Montevideo Drive	\$926,000	\$9,787,000	\$500,000	\$5,000,000	56	40	5449	25	<2%	1	<50	1	67
11	Antioch	Deer Valley Road Pavement Overlay	Deer Valley Road From Davison Dr to Lone Tree Way	\$1,212,000	\$10,999,000	\$500,000	\$5,500,000	72	30	4278	25	0	1	0	1	57
12	Clayton	2010 Arterial Overlay Project	Marsh Creek Road (east of regency Drive to easterly City Limits); Oakhurst Drive (east of Eagle Peak Ave. W to Clayton Road); Marsh Creek Road (old) (entire length)	\$592,000	\$11,591,000	\$500,000	\$6,000,000	68.4	40	3338	10	<2%	1	<50	1	52
13	Oakley	Empire Avenue Overlay	Empire Avenue (Main Street to Meeks Ln)	\$739,000	\$12,330,000	\$500,000	\$6,500,000	69.7	40	3500	10	1	1	13	1	52
14	Richmond	Barrett Avenue Pavement Rehabilitation	Barrett Avenue between 23rd Street and 37th Street	\$696,000	\$13,026,000	\$500,000	\$7,000,000	55.6	40	3800	10	0	1	0	1	52
15	Brentwood	PAVEMENT MANAGEMENT PROGRAM 2010	SAND CREEK RD (BRENTWOOD BLVD TO BUSINESS CENTER DR), SAND CREEK RD (R/R TO FAIRVIEW AVE), BALFOUR RD (230' EAST OF HICKORY DR TO MARSH CREEK BRIDGE), SELLERS AVE (CHESTNUT ST TO CITY LIMIT), AND OHARA AVE (SAND CREEK RD TO 2ND STREET)	\$898,000	\$13,924,000	\$500,000	\$7,500,000	75	30	3198	10	2%	5	5	1	46
16	Lafayette	Lafayette Arterial Rehabilitation Project	Reliez Valley Road; Pleasant Hill Road to City Limits and Reliez Station Rd; Olympic Blvd to Glenside Drive	\$703,000	\$14,627,000	\$500,000	\$8,000,000	77	30	2656	10	0	1	0	1	42
17	San Pablo	Broadway Avenue Traffic Calming and Resurfacing Project	Broadway Avenue - Rumliff Boulevard to 11th Street	\$674,000	\$15,301,000	\$500,000	\$8,500,000	36.4	20	1986	10	<1%	1	87	5	36
18	Martinez	2010 Pavement Rehabilitation	Shell Ave. - D St. to Pine Main St. - Berrellesa to Court Muir Rd. - Glacier to city limit Center Ave - Vine Hill Way to Redwood	\$766,000	\$16,067,000	\$500,000	\$9,000,000	40.5	20	1783	10	<2%	1	<50	1	32

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19	Moraga	Rheem Boulevard Pavement Rehabilitation	Rheem Boulevard between Moraga Road and Fay Hill Reservoir access road, and again between 591 Rheem Boulevard and St. Mary's Road	\$623,000	\$16,690,000	\$500,000	\$9,500,000	35	20	2910	10	<2%	1	2	1	32
20	Hercules	Signalize Intersection San Pablo Avenue at Tsushima Street	San Pablo Avenue at Tsushima Street	\$660,000	\$17,350,000	\$500,000	\$10,000,000	N/A	Signal Installation Project; No Score	N/A	Signal Installation Project; No Score	N/A	Signal Installation Project; No Score	N/A	Signal Installation Project; No Score	0
21	Richmond	Doman Drive Tunnel Repair	Doman Drive, Richmond, CA	\$500,000	\$17,850,000	\$0	\$10,000,000 (\$500K minimum is only for one project in Richmond)	N/A	Tunnel Lining Repair Project; No Score	N/A	Tunnel Lining Repair Project; No Score	N/A	Tunnel Lining Repair Project; No Score	N/A	Tunnel Lining Repair Project; No Score	0



Subject	Draft Strategic Plan for MTC's CMA Block Grant Program for Regional Bicycle, County TLC, and Regional Streets and Roads
Summary of Issues	MTC has given the CMAs the responsibility for allocating funds for the Regional Bicycle Program, the county portion of MTC's Transportation for Livable Communities program, and the Local Streets and Roads Shortfall program through a new CMA Block Grant. In addition, CMAs are to lead the development of the new regional Safe Routes to School program. As a first step, each CMA must prepare a strategic plan, due to MTC by April 1, 2010, that outlines its approach to carrying out the block grant responsibilities. Staff has prepared a draft strategic plan for TCC review.
Recommendations	Provide comments on the draft Block Grant Strategic Plan
Financial Implications	An estimated \$17.3 million is expected to be available in the first three-year cycle with an additional \$2.5 million available for Safe Routes to Schools.
Options	N/A
Attachments	A. Draft Strategic Plan for the CMA Block Grant for Contra Costa, dated February 12, 2010
Changes from Committee	

Background

In expectation of the new federal transportation reauthorization act, MTC has outlined an approach for allocating Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. This approach includes a new CMA Block Grant. Under this new block grant, the nine CMAs in the Bay Area would be responsible for allocating funding for the Regional Bicycle Program (RBP), the county portion of MTC's Transportation for Livable Communities (TLC) program, and the Local Streets and Roads Shortfall (LSRS) program. In addition, CMAs are to "lead" the development of the approach for carrying out the regional Safe Routes to School (SR2S) program. (This new program is separate from and in addition to the existing State and federal programs.)

Altogether, the Authority has about \$17.3 million in STP and CMAQ funds to allocate through the block grant not including the additional \$2.5 million available through the regional SR2S program.

The approach to these programs is to be outlined in a Block Grant Strategic Plan, which is due to MTC on April 1, 2010. Staff has prepared the attached draft Block Grant Strategic Plan for review and comment.

Draft — February 12, 2010

CMA BLOCK GRANT PROGRAM

Strategic Plan

In anticipation of the new federal Surface Transportation Authorization Act (the New Act), the Metropolitan Transportation Commission has adopted criteria for selecting projects and a process for programming funds through Cycle 1 of the act (fiscal years 2009-10 through 2011-12). One component of this process is the new CMA block grant program. Through the block grant, each CMA will recommend projects to be funded through three separate programs:

1. Regional Bicycle Program (RBP)
2. County portion of the Transportation for Livable Communities (TLC) program
3. Local Streets and Roads Shortfall (LSRS) program

In addition, the CMAs are to “lead” the development of a process for allocating funding through a new MTC-defined and federal Congestion Management-Air Quality (CMAQ)-funded Safe Routes to School (SR2S) program.

This strategic plan outlines the Authority’s approach to implementing the block grant program within Contra Costa.

Summary of the Strategic Plan

OVERALL POLICIES

<i>Funds for Planning</i>	The Authority proposes to set aside \$345,000 (two percent of the Cycle 1 funds) to prepare a master plan for Safe Routes to School projects and program for Contra Costa (MTC's policies allow CMAs to set aside up to four percent for planning purposes)
<i>Funding Shifts among Programs</i>	No shifts are proposed
<i>Minimum Grant Size</i>	The \$500,000 minimum would remain for the TLC and Regional Bicycle programs. Exceptions for six jurisdictions would be required for the Local Streets and Road Shortfall program
<i>Unified Call for Projects</i>	Release calls for projects for the three programs at the same time but make no explicit link among them
<i>Programming by Year</i>	Allocate funds for projects based on the programming and the time needed to meet federal programming deadlines

REGIONAL BICYCLE PROGRAM

<i>Adding to the Regional Bikeway Network</i>	Assume all parts of the Countywide Bikeway Network meet the guidelines for the Regional Bikeway Network. Add other facilities on a case-by-case basis
<i>Funding and Grant Size</i>	Retain the \$2,367 initially allocated to the RBP — less the deduction for the SR2S master plan — and keep the minimum grant size at \$500,000
<i>Criteria</i>	Use the criteria outlined in the Authority's adopted <i>Countywide Bicycle and Pedestrian Plan</i> with the same weighting developed by the TCC for the 2010 STIP Transportation Enhancement program

TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM

<i>Eligible Projects</i>	Fund only the streetscape improvements and travel demand management categories of projects but not the density incentives and non-transportation infrastructure categories
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<i>Adding PDAs</i>	Inform sponsors of opportunities to identify additional PDAs but only consider requests if the PDA designation has been approved by ABAG by the Authority's May 5, 2010 deadline for applications
<i>Criteria</i>	Use the MTC criteria as a basis for the Contra Costa criteria
<i>Use of Measure J TLC Funds</i>	Allow Measure J TLC funds to be used as a local match with following restrictions: 1) no more than 20 percent of funding request, 2) RTPC concurrence, and 3) subject to Measure J peer review process

LOCAL STREETS AND ROADS SHORTFALL PROGRAM

<i>Allocating Funding</i>	Funding allocations will be based on the agreed-upon MTC/CMA allocation formula. To minimize the number of grants made and the associated federal processes, the Authority will allocate funds for both Cycle 1 and Cycle 2 at the same time with the larger cities — Antioch, Concord, Richmond and Walnut Creek— receiving their allocations during Cycle 1 and the others receiving theirs in Cycle 2. The County would receive funds in both.
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SAFE ROUTES TO SCHOOLS PROGRAM

<i>Allocating Funding</i>	Use CMA planning funds from the block grant to prepare a master plan that 1) assesses current programs, 2) identifies unmet needs, and 3) sets priorities for new projects and programs. 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.
<i>Fiscal Agent</i>	The Authority would serve as the fiscal agent for the SR2S program in Contra Costa

Background

PURPOSE OF BLOCK GRANT

Provide additional flexibility to CMAs, but still carry out requirements of federal legislation and the goals of the RTP, especially focused growth.

ESTIMATED FUNDING

Table 1 outlines the amount of funding committed in Cycle 1 (FY 2009–10 through 2011–12) and estimated for Cycle 2 (FY 2012–13 through 2015–16).

Table 1 Funding for CMA Block Grant Program

Contra Costa County (In \$1,000s)

	Cycle 1 (Committed)	Cycle 2 (Estimated)	TOTAL
Regional Bicycle *	\$2,367	\$2,367	\$4,734
County TLC	\$4,152	\$4,689	\$8,841
LS&R Rehab.	\$10,742	\$9,532	\$20,274
Block Grant Total	\$17,261	\$16,588	\$33,849
Safe Routes to School	\$2,467	\$2,467	\$4,934
TOTAL	\$19,728	\$19,055	\$38,783

* \$7.5 m in TE funds for Cycle 1 not included; assumes the same allocation of CMAQ funds in Cycle 2 as in Cycle 1, although TE funds may be used instead which may change distribution to counties

GENERAL PROGRAMMING POLICIES

Through Resolution 2965 (as revised on December 16, 2009), MTC has established a number of general programming and delivery requirements. These requirements cover project selection and approval, conformance with air quality plans, compliance with federal and State eligibility requirements, project delivery deadlines, and local match. CMAs, however, are allowed some flexibility through the block grant process. The block grant strategic plan outlines where and how the Authority proposes to use this flexibility.

DEADLINES

Each CMA must meet two key deadlines.

- | | |
|----------------------|--|
| <i>April 1, 2010</i> | Submit a strategic plan outlining its approach for programming their block grants. |
| <i>July 30, 2010</i> | Submit a list of projects recommended for funding with the block grant funds |

CONTENTS OF THE STRATEGIC PLAN

The following strategic plan outlines the approach to the four funding programs —Regional Bicycle Program, TLC, LSRS and Safe Routes to Schools — as well as overall policies for coordinating the four programs.

MTC has established some specific policies for the block grant program that allow CMAs some flexibility in their programming decisions.

- **Funds for CMA Planning Activities.** A CMA may take up to four percent of block grant funds “off the top” to fund planning efforts
- **Allowed Shifts in Funding among Programs.** CMAs may shift up to 20 percent of a program’s funds to another program to improve project delivery and recognize unique county priorities. CMAs can request flexibility beyond the 20 percent through their Strategic Plan for consideration by the Commission.
- **Minimum Grant Size.** MTC has set a minimum size for STP/CMAQ grants of \$500,000 for Contra Costa, Alameda and Santa Clara counties (that is, counties with a population over 1 million; the remaining six counties have a minimum grant size of \$250,000). The MTC policies, however, allow CMAs to propose exceptions through the strategic plan, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which impose significant burdens on staff.
- **Unified Call for Projects.** MTC has asked the CMAs to issue one unified call for projects addressing all three of the Block Grant programs. There are two goals: first, to reduce the demand on staff — whether local, regional, State or federal — and second, to allow sponsors to receive funding from all programs for larger multi-modal projects.

The Block Grant Strategic Plan addresses each of these policies below.

Overall Policies for Allocating Block Grant Funds

FUNDS FOR CMA PLANNING ACTIVITIES

The Authority is proposing to set aside \$345,000 (two percent) of Cycle 1 funds to fund the preparation of a master plan for Safe Routes to Schools projects and programs in Contra Costa. (MTC policies allow CMAs to use up to four percent of these funds for planning purposes.)

ALLOWED SHIFTS IN FUNDING AMONG PROGRAMS

No shifts are proposed among the three programs. (The \$345,000 in funds for the Safe Routes to School master plan would be taken equally from the three programs.)

MINIMUM GRANT SIZE

The Authority proposes to keep the minimum grant size at \$500,000 for the Regional Bicycle Program and county portion of the TLC program. For the Local Streets and Roads Rehabilitation program, the Authority will set the minimum grant size to the sum of the amounts determined from the distribution formula for *both* Cycle 1 and Cycle 2. (See the section on the LSRS program.)

UNIFIED CALL FOR PROJECTS

CMAs must submit their final list of projects to be funded through the four programs to MTC by July 30, 2010. For this reason, the calls for projects for all of the programs will need to be conducted concurrently. MTC, however, is encouraging CMAs to go beyond releasing the calls at the same time and to employ a process that supports coordinated applications for more than one of the programs — for example, a joint application for TLC and RBP funds.

Because the three programs are sufficiently distinct and because additional links among them could disadvantage projects with significant benefits, the Authority proposes to issue calls for the three programs individually with no explicit link among them.

PROGRAMMING AMOUNTS, BY YEAR

MTC has asked that each CMA allocate about 50 percent of its Cycle 1 funding in FY 2010–11 and 50 percent in FY 2011–12. While hewing as closely as possible to 50–50 split overall, the Authority may propose significantly more funding for any one of the programs depending on the programming needs of the project sponsors and the time needed to meet federal programming deadlines.

Regional Bicycle Program

The Regional Bicycle Program (RBP) will fund only capital projects that would help complete the Regional Bikeway Network designated in MTC's 2009 *Regional Bicycle Plan*, or as amended through the update process. Improvements that are more exclusively for safety or recreation, or that are for basic maintenance or rehabilitation, are not eligible.

ADDING TO THE REGIONAL BIKEWAY NETWORK

The Authority proposes to allow agencies to submit applications for RBP funding for projects that are not now on the Regional Bikeway Network if they meet one of the following three criteria (as established by MTC).

Regional Destinations	<ul style="list-style-type: none"> ▪ Create connections to the regional transit system – including transit centers and ferry terminals (including BART stations, light rail stations, significant bus stops, airports and commuter rail) – from the four directions surrounding each station ▪ Provide access to and through the major central business districts of the region or sub region ▪ Establish connections to regionally significant activity centers, including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues
Regional Connections	<ul style="list-style-type: none"> ▪ Selected connections across county lines ▪ Selected connections across barriers created by the regional transportation system (e.g., freeways, interchanges, railroads) and natural barriers (e.g., rivers, creeks and bays) ▪ Within current or planned Priority Development Areas (PDAs)
Regional Routes	<ul style="list-style-type: none"> ▪ San Francisco Bay Trail ▪ Other regional bicycle routes that serve multiple jurisdictions or connect to adjoining regions (e.g., Iron Horse Trail, Pacific Coast Bikeway, SMART corridor)

Projects that are the Countywide Bikeway Network designated in the Authority's 2009 *Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP)* are presumed to meet these criteria.

FUNDING AND GRANT SIZE

The Authority proposes to retain the \$2,367 initially allocated to the RBP. The minimum grant size would stay at \$500,000. (This would allow, at most, four grants of RBP funds.)

CRITERIA FOR SELECTING PROJECTS

The Authority proposes to use the criteria established in the 2009 CBPP and the weighting established by the TCC for the recent 2010 STIP TE process to evaluate project applications.

<i>Criteria</i>		<i>Maximum Points</i>
Safety	Projects designed to address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles. ¹	15
Range of users	Projects that attract and meet the needs of a broad array of distinct groups of users, including school children, students, seniors, the disabled, families, commuters and recreationalists.	15
Countywide or regional significance	Projects on the countywide bicycle network or on the regional bicycle network designated by MTC.	15
Destinations served	Projects near key existing and planned activity centers such as shopping areas, employment centers, transit centers, stations or stops, civic buildings, parks, schools, libraries and other community facilities.	15
Other latent demand criteria	Projects in areas with attributes (other than destinations served) that influence the decision to walk or bicycle; these include population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking, among others.	8
Connectivity	Projects that would close a gap, remove a barrier to access, shorten the distance by foot or bike, or provide an alternative to a trail that is closed overnight.	8
Feasibility	Feasible, ready-to-go projects, for which planning and preliminary design work have been done.	8
Integration	Projects that appear in a local plan or integrate with other local efforts being undertaken, and projects with public support	8
Matching funds	Projects that have partial funding, secured or promised, from other sources.	8

¹ While safety benefits are used as one criterion for evaluating applications, projects that are solely to address a safety issue are not eligible for RBP funding.

County Portion of MTC's TLC Program

MTC's TLC program is intended to improve the range of transportation choices, support well-designed, high-density housing and mixed-use development, and support transit-supportive and infill development that enhances a community's sense of place and quality of life. TLC projects should result from a collaborative process that involves affected stakeholders.

Unlike the other programs, the TLC program requires a 20 percent local match.

ELIGIBLE PROJECTS

The TLC program can fund a variety of projects that support its goals and purposes. MTC has identified four general categories of projects, two of which are directly eligible for the CMAQ funds that will be used in the program:

1. Streetscape improvements that support multi-modal travel
2. Transportation demand management projects such as car share and ride share programs

All projects, of whatever type, must be in a priority development area as designated by ABAG.

MTC has identified two other categories of projects — non-transportation infrastructure project (such as sewer improvements) necessary to support mixed-use or high-density development and density incentives — which are not eligible for funding through the STP and CMAQ programs. Funding of projects in these two categories, however, will require exchanging federal funds from more fungible local sources. Because the Authority has limited time and limited flexibility to organize such swaps, the Authority will not fund any projects in either of these two categories. Some ancillary non-transportation improvements will be allowed, however, consistent with federal requirements.

ADDING PDAS

As noted above, only projects located within a planned or potential PDA are eligible for TLC funding. Local agencies may apply for designation of a portion of their jurisdiction and ABAG may add new PDAs in response. The Authority, however, will only consider requests for TLC funding where the PDA designation has been approved by ABAG by the May 5, 2010 deadline for applications.

CRITERIA FOR SELECTING PROJECTS

The proposed criteria for allocating funding to the county portion of the TLC program are derived from the MTC criteria.

<i>Criterion</i>	<i>Description</i>	<i>Maximum Scores</i>
Context	Is the project located within a ABAG-designated PDA with	25
	<ul style="list-style-type: none"> ▪ Has the jurisdiction approved a specific plan or other detailed plan that ensures development consistent with TLC goals? Evidence of consistency would include minimum densities, a mix of residential or office uses and supporting retail and service uses, and design that supports and encourages walking and transit use and reduces distances among uses. 	15
	<ul style="list-style-type: none"> ▪ Does the project area have existing frequent transit service or is such service reasonably assured during the next five years? 	5
	<ul style="list-style-type: none"> ▪ Would the project support existing infill or mixed-use development? 	5
Impact	Potential for project to increase transit, pedestrian and bicycle use	40
	<ul style="list-style-type: none"> ▪ Does the project remove barriers to pedestrian, bicycle or transit travel, including ADA accessibility? 	15
	<ul style="list-style-type: none"> ▪ Does the project shorten distances for pedestrians and bicyclists among uses within the project area and to and from transit that serves the project area? 	10
	<ul style="list-style-type: none"> ▪ Is the project consistent with TLC design guidelines (based on ITE/CNU guidelines)? 	15
Supportive Policies	Has the sponsor adopted policies, beyond the land use and development policies addressed under “context”, that support TLC goals?	15
	<ul style="list-style-type: none"> ▪ Has the jurisdiction or agency adopted parking management policies — such as pricing, shared parking, and unbundling or cash-out — for the project area? 	10
	<ul style="list-style-type: none"> ▪ Has the jurisdiction or agency adopted travel demand management policies — such as shuttles, car-sharing, and mandatory transit passes — for the project area? 	5
Track Record	Does the sponsor have a proven ability to meet deadlines set in the federal aid process and to deliver the project as defined in the application?	5

Readiness	Has the sponsor prepared 35% construction drawings or final design development drawings, or otherwise confirmed the feasibility of the project? Have all departments that would play a role in implementing the project signed off on it? Do stakeholders affected by the project support it?	5
Cost-Effectiveness	Dollars per point rated, calculated as: (Score) = (Total project cost) ÷ (Sum of scores for Context + Impact + Supportive policies)	5
Local Match	Extent that local match exceeds minimum 20%	5
		100

USE OF MEASURE J TLC FUNDS

The county portion of MTC's TLC program requires a 20 percent local match. Since the purposes of the MTC and Measure J programs are very similar and consistent with one another, providing this local match would be an eligible use of the Measure J TLC funds.

To use the Measure J funds as a local match, however, project sponsors must agree to several limitations and requirements:

1. Both the RTPCs and the Authority must approve the use of the Measure J TLC funds
2. Allocations of the Measure J TLC funds for local match cannot exceed the amount of TLC funds that would be allocated to the sub-region under the provisions of Measure J
3. The sponsor must commit to both the federal aid and the Measure J peer review processes
4. Measure J TLC funds can be used for no more than 20 percent of the funding request, that is, to provide the minimum local match

Local Street and Road Shortfall Program

The Local Street and Road Shortfall (LSRS) Program is reserved for pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. It is estimated that the Authority will receive \$10.7 million to program in Cycle 1, and \$9.5 million in Cycle 2. MTC estimates the pavement funding shortfall for Contra Costa jurisdictions to exceed \$500 million over the next 25 years.

ELIGIBLE PROJECTS

- Pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are ineligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also ineligible for this program. Non pavement projects/activities that replace features currently existing on the roadway are eligible, as follows: minor structures (headwalls, retaining walls, slide repair and slope protection), ADA compliance components, NPDES/Permits, traffic safety (striping, signs, signals) components, bike paths (Class II/III only), and sidewalks.
- Projects must meet regional project delivery deadlines such as obligation by April 30 of the fiscal year the funds are programmed in the TIP (e.g. projects programmed in FY2010-11 must obligate funds by April 30, 2011), invoicing every six months, and approving supplemental agreements and award contracts within six months of obligation of funds.
- A non-federal local match of 11.47 percent must be programmed for the project.
- Project sponsors must fill out MTC's complete streets checklist.

ALLOCATING FUNDING

MTC and the CMAs have developed an allocation formula for streets and roads rehabilitation. This formula contains four factors, weighted equally (25 percent each), including population, lane mileage, arterial and collector funding shortfall, and preventive maintenance performance.

MTC requested that CMAs use the same allocation formula for streets and roads funding distribution within the counties. The CMAs may propose some modifications, including deferring some jurisdictions programmed to Cycle 2 to address the competing objective of adhering to federal grant minimum of \$500,000 per project.

If funding for LSRS is programmed one cycle at a time, the MTC formula would result in 15 out of 20 jurisdictions receiving less than \$500,000 per cycle. Assuming each jurisdiction is limited

to one project per cycle, 40 projects would need to go through the cumbersome federal-aid process. Many of those projects would have less than \$250,000 in federal funds, putting in question whether it is worthwhile.

Jurisdiction shares based on the MTC/CMA formula

	Jurisdiction Share (\$)		
	Cycle 1	Cycle 2	Total (Cycle 1 + 2)
County of Contra Costa	1,608,148	1,426,977	3,035,125
Antioch	1,021,185	906,140	1,927,325
Brentwood	440,501	390,875	831,376
Clayton	152,858	135,637	288,495
Concord	1,149,694	1,020,172	2,169,866
Danville	369,404	327,788	697,192
El Cerrito	249,814	221,670	471,484
Hercules	278,080	246,752	524,832
Lafayette	231,129	205,090	436,219
Martinez	404,618	359,035	763,653
Moraga	280,677	249,056	529,733
Oakley	408,325	362,324	770,649
Orinda	218,486	193,872	412,358
Pinole	179,376	159,168	338,544
Pittsburg	454,372	403,183	857,555
Pleasant Hill	316,734	281,051	597,785
Richmond	1,362,912	1,209,369	2,572,281
San Pablo	180,159	159,862	340,021
San Ramon	441,969	392,177	834,146
Walnut Creek	993,717	881,767	1,875,484
COUNTY TOTAL	10,742,158	9,531,966	20,274,124
Less than \$500,000	15	15	6
Number of grants	20	20	40

NOTE: Shaded cells indicate shares that do meet the \$500,000 minimum grant amount. Does not reflect the two percent reduction for preparing the SR2S master plan.

Pros:

- Each jurisdiction in the county will receive its share

Cons:

- Each jurisdiction will have to go through the federal aid process and local assistance twice, once in each cycle, placing higher burden on staff from the local agencies, MTC, Caltrans and FHWA.
- Fifteen jurisdictions will not meet MTC requirement of \$500,000 per project.
- Six jurisdictions shares are lower than \$250,000 making it questionable whether it would be worth going through the federal aid process for relatively small amounts of funds.

To bring every jurisdiction to a minimum of \$500,000 per cycle, an additional \$2.9 million would be needed in Cycle 1 and \$3.4 million in Cycle 2. This amount would represent roughly half of available funding from the TLC and Regional Bicycle programs funding in both cycles.

By programming both cycles at the same time and delaying jurisdictions with shares less than \$500,000 in Cycle 1 to Cycle 2, each agency would receive their share while minimizing the number of grants of less than \$500,000. Only six jurisdictions would receive less than \$500,000 in federal funds (see table below) under this approach.

Recommended Approach to Program Local Streets and Roads Funds

	Cycle 1 (\$)	Cycle 2 (\$)	Total (\$)
Contra Costa	2,197,201	837,925	3,035,126
Antioch	1,927,326	—	1,927,326
Brentwood	—	831,375	831,375
Clayton	—	288,495	288,495
Concord	2,169,866	—	2,169,866
Danville	—	697,192	697,192
El Cerrito	—	471,484	471,484
Hercules	—	524,832	524,832
Lafayette	—	436,218	436,218
Martinez	—	763,653	763,653
Moraga	—	529,733	529,733
Oakley	—	770,649	770,649
Orinda	—	412,359	412,359

Recommended Approach to Program Local Streets and Roads Funds

	Cycle 1 (\$)	Cycle 2 (\$)	Total (\$)
Pinole	—	338,544	338,544
Pittsburg	—	857,555	857,555
Pleasant Hill	—	597,785	597,785
Richmond	2,572,281	—	2,572,281
San Pablo	—	340,021	340,021
San Ramon	—	834,146	834,146
Walnut Creek	1,875,484	—	1,875,484
COUNTY TOTAL	10,742,158	9,531,966	20,274,124

NOTE: Does not reflect the two percent reduction for preparing the SR2S master plan.

Pros:

- Each jurisdiction will receive its share based on the MTC/CMA formula over the two cycles.
- Except for six jurisdictions — Pinole, San Pablo, and Clayton, El Cerrito, Lafayette and Orinda — all others will have at least \$500,000 in funding. An exception will be requested for the six jurisdictions because it would eliminate the need to shift funds from the TLC and/or Bike programs. Without an exception, \$712,879 would need to be shifted from the TLC or Bike programs to bring all jurisdictions to \$500,000.
- All jurisdictions but the county will go through the federal aid process only once, reducing the number of projects by half and conserving staff resources at local jurisdictions, Caltrans, MTC and FHWA.

Cons:

- Funding for many jurisdictions will be delayed to Cycle 2 (FY 2012–13 through FY 2014–15).

CRITERIA FOR SELECTING PROJECTS

Projects will be screened to ensure that each submitted project meets the eligibility criteria above. To minimize demand on staff resources, one project per jurisdiction will be allowed except for the county which will be allowed two.

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 20011-12 and Cycle 2.

RESPONSIBLE AGENCY

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

Schedule

BLOCK GRANT CALL FOR PROJECTS

<i>Milestone</i>	<i>Deadline</i>	<i>Meeting</i>
Recommend Block Grant Strategic Plan	February 18, 2010	TCC Meeting
Finalize Block Grant Strategic Plan	February 19, 2010	Planning Committee Mailout
Review Block Grant Strategic Plan	February 24, 2010	Planning Committee Meeting
Adopt Block Grant Strategic Plan	March 10, 2010	Full Board Meeting
Issue Call for Projects	March 24, 2010	
Block Grant Strategic Plan Due to MTC	April 1, 2010	
Applications Due to CCTA	May 5, 2010	
Evaluation Subcommittee Meetings	May 10 – May 28, 2010	
Finalize Project Lists for TCC Review	June 10, 2010	TCC Mail Out
Recommend Project Lists	June 17, 2010	TCC Meeting
Finalize Project Lists for PC Review	June 30, 2010	Planning Committee Mailout
Recommend Project Lists to Full Board:	July 7, 2010	Planning Committee Meeting
Adopt Project Lists	July 21, 2010	Full Board Meeting
Project Lists Due to MTC	July 30, 2010	

Appendix 1

Regional TLC Design Guidance for Streetscapes

The Regional TLC Capital Program design guidelines aim to address all transit modes of transportation, giving non-motorized users of the street an alternative to automobile travel and access to transit. In June 2006, the MTC Commission adopted regional policies for the accommodation of non-motorized travelers. MTC Resolution No. 3765 (Routine Accommodations aka Complete Streets) called for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Partner agencies will complete this checklist prior to submitting projects to MTC. The following is a link to the checklist:

http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Additionally, in September 2008, AB 1358 a Complete Streets Policy was adopted by the state. The design of the street should accommodate all modes of travel and improve access to transit, particularly for pedestrians, elderly and disabled persons, bicyclists as well as motorists.

The following section utilizes Context Sensitive Design Solutions and sets design recommendations for the Regional TLC Program. This guidance suggests ranges (minimum and maximums) and the best practices to strive for. Projects will be evaluated for how well the project addresses these elements. Project design must comply as well with the following State and Federal Statues: Title 24, CEQA, NEPA and ADA.

Table 2 Street Design Guideline

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Travel Lane Width	9.5ft	12ft	10ft or 11ft curb lane with transit, or shared curb lane for bicyclist with on street parallel parking.	Avoid conflicts with pedestrians, provide access for bicyclist. Check with transit provider to make sure lane width is adequate.	ITE

Table 2 Street Design Guideline

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Bicycle Lane Width (Class II)	5ft	7ft	6ft including 4ft clear width from gutter pan seam. 7ft if ample ROW	Utilize sharrows if ROW constrained.	ITE
Sharrows (Class III)	11ft	14ft	14ft shared curb lane	Use only on streets with on street parallel parking. Use only if ROW cannot accommodate Class II bike lanes.	AASHTO Guide for the Development of Bicycle Facilities p. 17
Medians	2–3ft	22ft	16ft min. at intersection with turn lane pocket and Pedestrian Refuge or 2ft without (3ft. with plantings).	Most appropriate if ROW accommodates all modes of travel and utilizes a Ped. Refuge, if crossing distance exceeds 60ft.	ITE
On Street Parking	7ft	8ft	8ft wide, 9ft wide if ROW permits.	Prefer wider to avoid bike lane conflict (door zone)	ITE
Mid Block Crossings	–	–	–	Use in areas with high pedestrian volume where space between intersection pedestrian crossings exceed 400ft.	ITE
Pedestrian Refuge Island	6ft	22ft	8ft wide	Most appropriate when used with medians where crossing distance exceeds 60ft.	ITE
Mid Block Bus Stops	–	–	Used in conjunction with mid block crosswalks.	Check with local transit provider. Use at major activity generators and signalized mid block crossings. Consolidate stops when possible.	ITE

Table 2 Street Design Guideline

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Pedestrian Scaled Lighting (Height)	8ft	14ft	10–12ft tall	0.5–2.0 foot candle coverage desired. Space between street trees 25–30ft o.c.	VTA CDT Best Practices
Sidewalk Width	5ft	–	12ft. or wider	Must comply with Title 24, ADA guidelines.	MTC
Street Trees	15ft. o.c.	35ft o.c.	25–30ft on center spacing	Use species with non invasive roots. Use tree grates where appropriate. 5×5 or 4×6 ft tree well or larger preferred.	Creating Livable Streets Metro
Sidewalk Planters	–	–	Maximize where feasible while preserving space for street furniture and bike racks	Storm Water Mitigation. See below.	Creating Livable Streets Metro
Street Planters	–	–	Maximize where feasible	Between parking and at intersections as part of bulb out.	Creating Livable Streets Metro
Street Furniture and Fixtures	–	–	–	Provide benches, newspaper racks, bus shelters, trash and recycling bins as needed or required. Apply CSS Design Principles.	VTA CDT Best Practices
Bike Racks/Storage	300ft	50ft	100ft.	Install in Furniture Zone of sidewalk, clear of curb and any on-street parking. Avoid conflicts with bus stops.	John Brazil, Bike Planner, San Jose
Vehicle Speed	15mph	30mph	25 mph	Within project boundaries.	

Table 3 Intersection Guidelines

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Curb Return Radil	5ft	10ft to 15ft	5' radius in urban areas with no turns, 10–15ft radius in areas with high pedestrian traffic and predominately passenger vehicles	Minimize curb return radii to slow speed of turning vehicles and to shorten pedestrian crossing distance. May need to be wider to accommodate buses.	ITE
Audible Signals	–	–	Install at busy intersections	At all crosswalks.	SFMTA
Pedestrian Treatments at Intersections	–	–	Crosswalks at all intersection legs.	Provide high visibility crosswalks at all legs of an intersection, within project area.	
Curb Extensions (Bulb Outs)	6ft	8ft	7ft	Utilize to minimize crossing distances and calm traffic.	ITE
Bike Lane Treatment at Intersections	–	–	–	Bike lane should stop at cross walk or stop bar, in large intersections left turn lane treatment may be applied within intersection.	CA MUCTD P 9C-1
Bus Stops at Intersections	–	–	Far Side Stops	Near or Far Side Stops, connect with other major routes. Provide bus shelters if ROW allows. Check with transit provider.	ITE
Bus Bulb out	40ft.	60ft.	55ft.	At bus stop locations use in place of curb extensions. Check with transit provider.	AC Transit

Table 4 Storm Water Management

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
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Table 4 Storm Water Management

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Minimize run-off	–	–	–	Contain storm water on site	Green Streets–Metro
Street Trees	15ft	30ft	Less than 30ft on center spacing.		Green Streets–Metro
Rain Gardens/ Street Planters	–	–	–	Maximize planting areas on street and sidewalks.	Green Streets–Metro
Permeable Paving Materials	–	–	–	Use on sidewalks where planters are not feasible and in parking areas.	Green Streets–Metro
Median Bio Filtration Swale	12ft	wide		Should be at least 250ft long.	Green Streets–Metro

Table 5 Urban Paths

	<i>Min</i>	<i>Max</i>	<i>Best Practice</i>	<i>Comments</i>	<i>Source</i>
Class 1 Bike/Ped. Multi-Use Path	10ft	14ft	12ft wide paved path, 6ft ea. direction, 2ft shoulder for walkers	Must comply with ADA and should be lighted during winter months. 5% max. slope.	SF Bay Trail Design Guidelines

SOURCES

ITE – Institute of Transportation Engineers and the Congress for New Urbanism’s (CNU) “Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities-ITE Recommended Practices” <http://ite.org/bookstore/RP036.pdf>

AASHTO – American Association of State Highway and Transportation Officials, 1999 Guide for the Development of Bicycle Facilities, p. 17
http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf

CA MUCTD – Manual on Uniform Traffic Control Devices, 2003 California Supplement, Part 9, Traffic Controls for Bicycle Facilities, P 9C-1

Creating Livable Streets – June 2002, Street Design Guidelines, Metro (Portland, OR)

San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook, First Edition:
January 2009 http://www.flowstobay.org/ms_sustainable_streets.php

Green Streets – June 2002, Innovative Solutions for Stormwater and Stream Crossings, Metro
(Portland, OR)

John Brazil, Bike Planner, City of San Jose, Contact: John.Brazil@sanjoseca.gov

VTA CDT Best Practices – 2003 Santa Clara Valley Transportation Authority-Community Design and Transportation, A Manual for the Best Practices for Integrating Transportation and Land Use



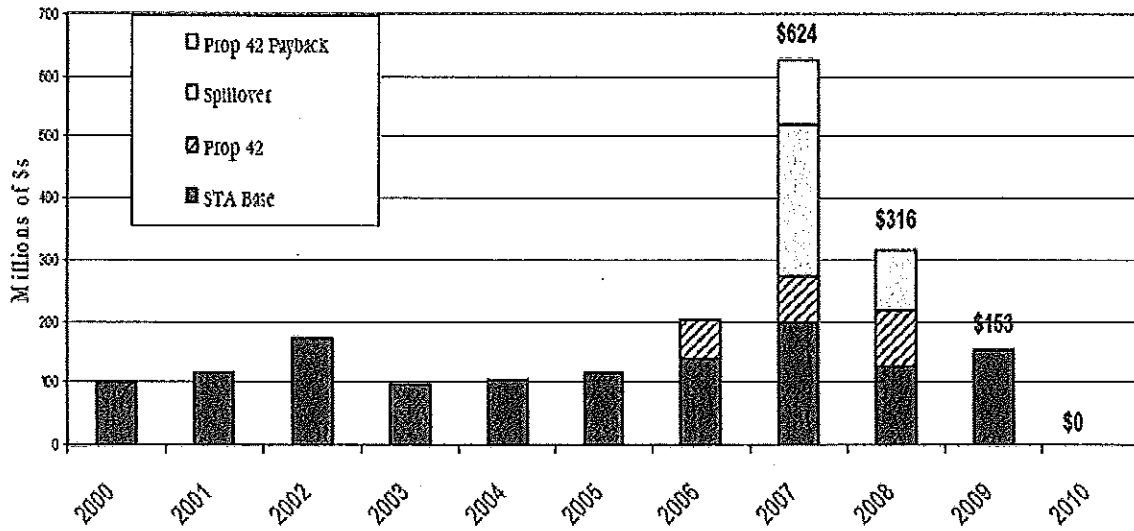
Subject	Update on the MTC Transit Sustainability Project.
Summary of Issues	Staff will provide an update on the status of MTC’s Transit Sustainability Project, which will explore strategies for reducing operating costs and improving public transit service throughout the Bay Area. The study will look at three aspects of service provision in the region including finance/cost control; service delivery/planning and institutional issues/relationships. The project is proposed to include a significant amount of public outreach and be completed in early 2012. The project has a preliminary budget of \$2.3 million.
Recommendations	Information only.
Financial Implications	None for CCTA.
Options	None
Attachments	<ul style="list-style-type: none"> A. MTC RFQ, Appendix A: Summary of Anticipated Work B. TSP preliminary schedule
Changes from Committee	

Background

The current Regional Transportation Plan (RTP) T2035 indicates that the existing level of transit operations in the region is not sustainable over the 25 year period of the plan. To sustain a robust transit system, the current network of providers will have to reduce costs, identify additional operating funding sources or both. MTC calculates the 25 year transit capital deficit to be \$17.2 billion and the 25 year operating deficit to be \$8.5 billion. The deficit is a result of unpredictable revenues, rising operating costs, and stagnant ridership as illustrated in the charts below provided by MTC.

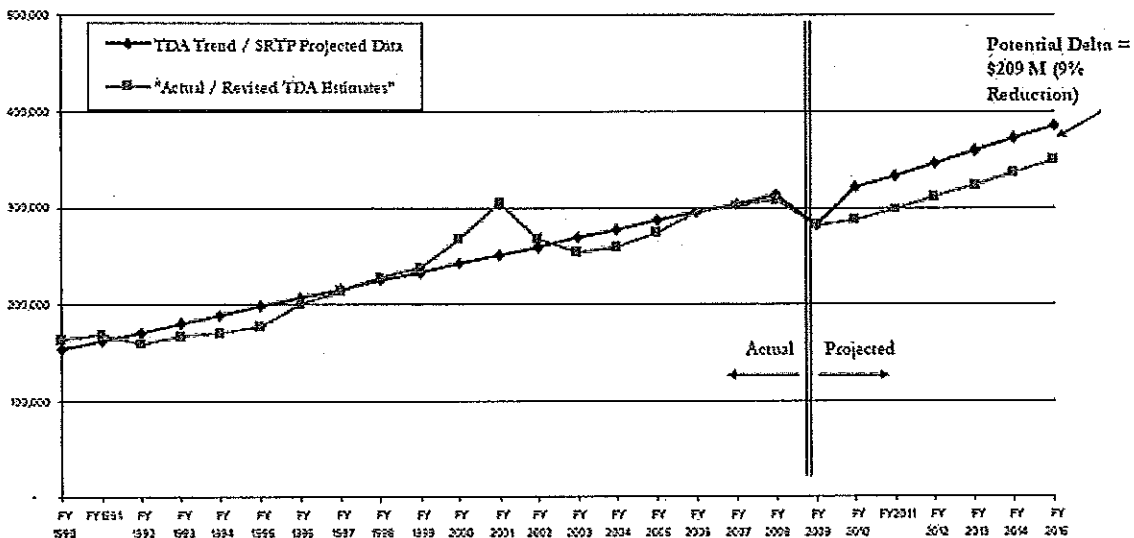
State Transit Assistance (STA) has been eliminated from the state budget in FY 2009-10 for a minimum of five years. With the Governor’s FY 2010-11 budget proposal to swap sales tax on gasoline for additional gasoline excise tax the possibility of STA returning would be eliminated completely.

Figure B - Statewide STA Funding Levels



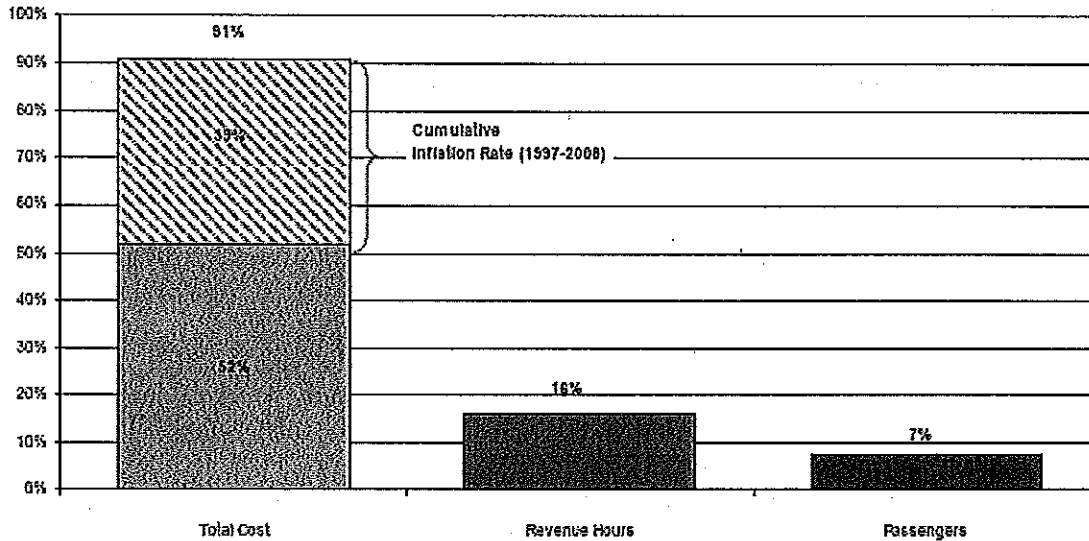
In addition, sales tax revenues, the source of Transportation Development Act (TDA) funds used by operators for operating services and capital projects, have been very unpredictable and have declined significantly during the current recession.

TDA Revenue Funding Level Scenarios
(In Thousands)



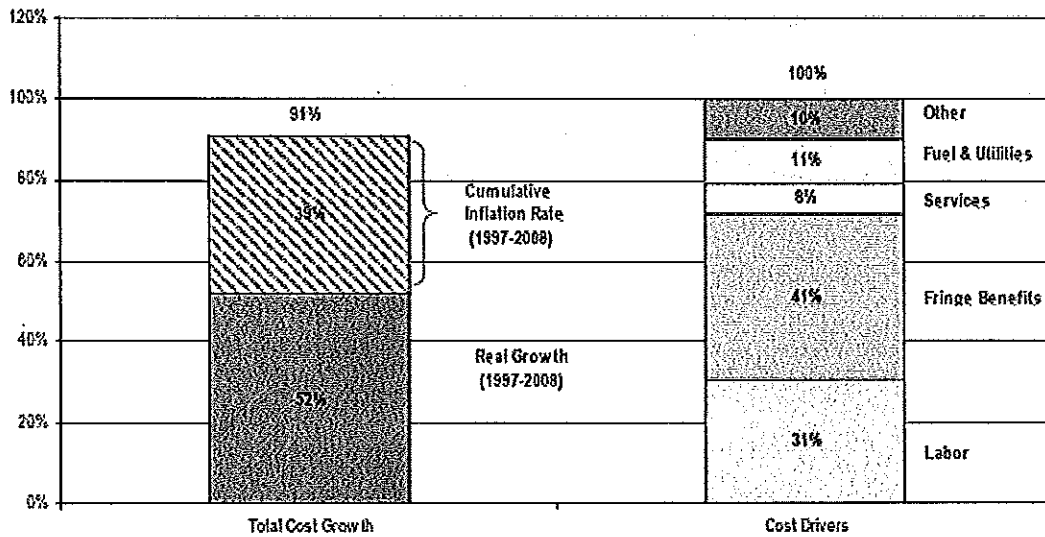
Over the past decade, total transit costs have increased by 91% while revenue bus service hours and passengers have only increased by 16% and 7% respectively during that same period.

Bay Area Cost & Performance Trends
Overall Percent Increase from FY 1997



According to MTC analyses, labor and fringe benefit costs significantly outweigh other cost components such as fuel, utilities and other operating costs.

Drivers of Bay Area Transit Operating Cost Increases
as Percent of Real Growth from FY 1997



In an effort to find a solution to the sustainability issue, MTC staff held interviews with a few large transit providers, representatives of the business community, academia and public interest groups. From these interviews the idea of a comprehensive study – the Transit Sustainability Project (TSP) – emerged to help identify possible “efficiencies” that could lead to a sustainable service network. MTC also anticipates that the completion of the study and subsequent implementation of recommended efficiencies will help

secure voter confidence in a 2012 initiative to support a source of transit operating funds specific to the Bay Area.

On October 21, 2009 MTC conducted a commission workshop to introduce the TSP idea to the Commission and get direction as to whether the project should move forward. Following the workshop, MTC staff has further refined TSP process and plans to seek Commission approval in February of a work scope, schedule, budget and stakeholder participation plan. Prior to the workshop, Contra Costa MTC Commissioner Amy Worth met with the Contra Costa transit operators to discuss their concerns with the process to date.

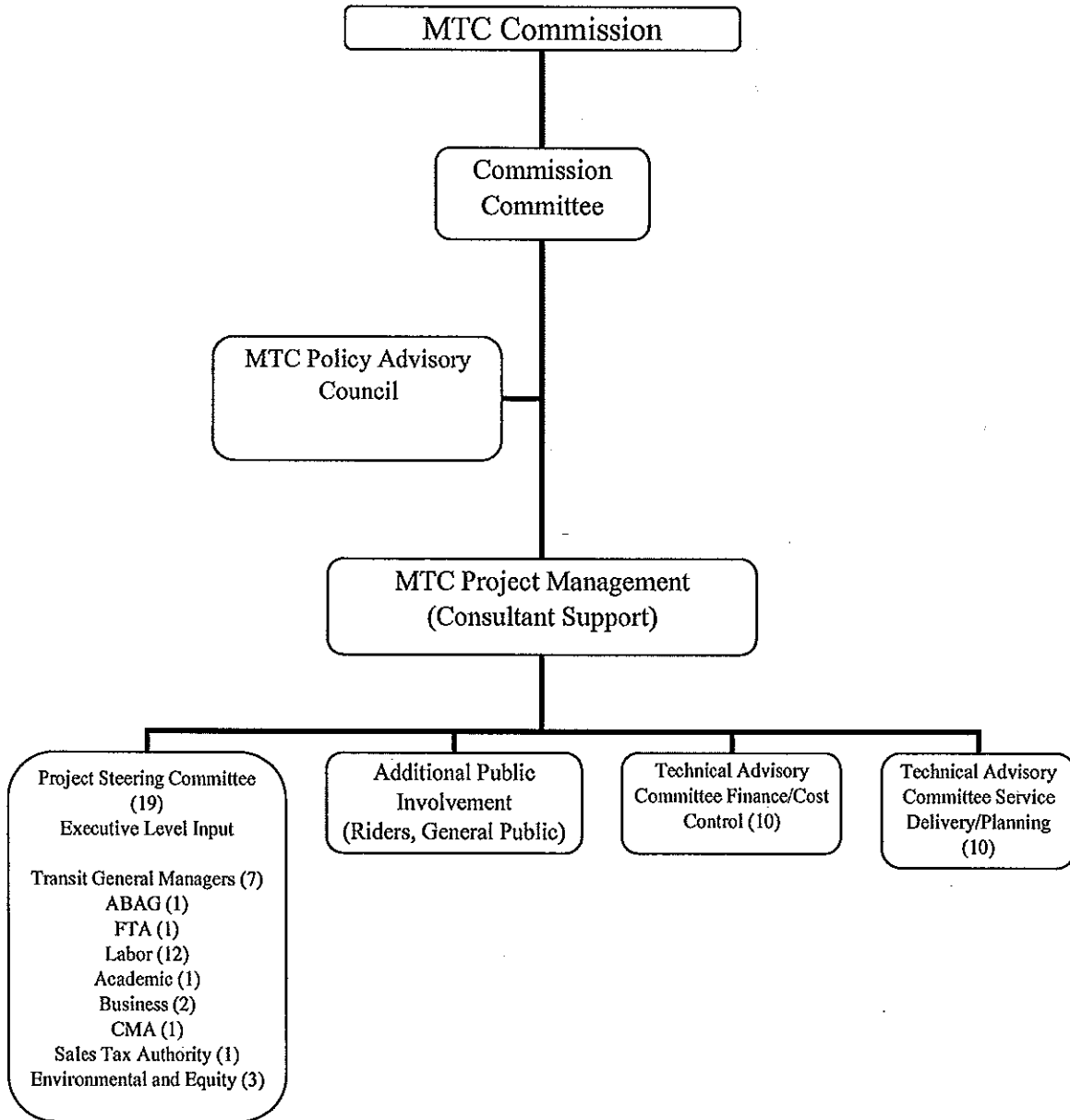
Subsequently on January 6th key MTC staff met with Authority staff and all five county transit operators to discuss the proposed TSP. The meeting provided the opportunity for the operators to have a frank discussion with MTC staff particularly relative to process too date.

The study is proposed to be technical in nature, addressing many long standing issues related to the regional network. MTC has committed to look at costs associated with work rules negotiated as part of labor agreements at several of the bay area's 27 transit operators. The study will also look at potential savings and issues related to consolidation or the elimination of over-lapping services. MTC is also committed to a transit network that is customer focused. As such public outreach will be a vital component of the TSP.

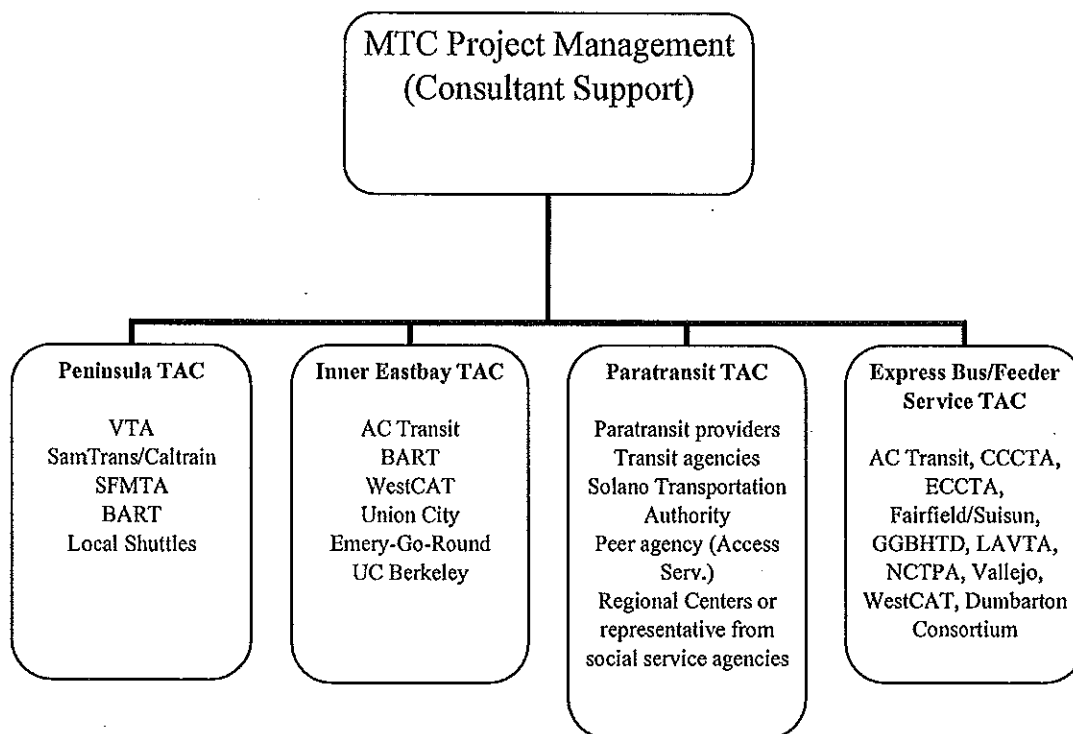
Project Oversight

At the January 6th meeting with the operators MTC staff unveiled a more detailed approach to oversight of the TSP. Oversight of the study is proposed to be done by a Project Steering Committee (PSC) of 19 members, and two 10 member TACs; one in the area of finance and cost control and the other in the area of service delivery and planning. Membership of the proposed two TACs is to be made up by local operator staff that specialize in the subject matter at hand.

Recommendation from the TACs, PSC and public would go through MTC staff to MTC's new Policy Advisory Council, the Commission committees and full Commission. The proposed oversight structure is illustrated in the following diagram provided at the January 6th meeting.



The analysis provided in the areas of finance, cost, and service planning will be applied in four proposed sub-areas where implementation could provide a significant impact. The four sub-areas (listed on the following illustration) will each have a technical advisory committee to review consultant work and provide input to the project team. These TACs will be made up of local operator expertise of operators affected in each subarea.



In addition, MTC staff is proposing that a few near term initiatives receive immediate attention. These include: 1) Consolidations - WETA, Vallejo-Benicia; 2) Service redesigns – SFMTA, VTA, AC Transit; 3) Regional Rail – heavy rail operators; and 4) Dumbarton Consortium.

MTC staff has also identified two potential future study areas that may be included in the study: Marin/Sonoma which would include the operators in those two north-bay counties and Tri-Valley (or east bay suburban) which would include CCCTA, ECCTA, LAVTA, ACE and BART.

Scope Approach

On January 25th MTC staff released a comprehensive Request for Qualifications (RFQ) to establish a qualified pool of consultants to assist in the project. The actual scope of work and tasks will be developed in consultation with the advisory committees, but the RFQ includes a “summary of anticipated work” (See Attachment A). In general the major work areas include:

- Communication and public outreach
- Project management
- Service analysis at regional, sub-regional and local levels
- Cost, revenue and pricing analysis
- Institutional and decision-making structure analysis
- Implementation Strategy

Possible Issues or Concerns

From the outset, many of the medium and small operators have expressed a concern that MTC's focus was on the large operators and that outreach to the smaller operators was lacking and that involvement of all operators would be essential if the study is to be successful.

Contra Costa operators have expressed to Authority staff that a technical, fact-based study and an open public process is welcomed and could lead to positive changes in the Bay Area's transit network.

An additional concern is how quickly the TSP project is moving. The transit operators would like to see a more deliberate process to ensure "buy in" on the TSP scope to avoid pitfalls which may delay or jeopardize the validity of the study. Once both the stakeholders and the operators sit together on the PSC and review the work tasks presented a schedule compromise may be achievable.

Schedule

MTC's proposed schedule for the TSP is provided as Attachment B.

APPENDIX A, SUMMARY OF ANTICIPATED WORK**Tasks**

The services to be performed by the selected Consultant or Consultant teams shall consist of those directed by MTC through signed task orders. Each Task Order awarded by MTC will include a specific scope of work based on the areas identified below. The types of work to be completed and associated deliverables will depend on the exact needs of MTC at the time of Task Order issuance. MTC reserves the right in its sole discretion to determine which panel consultant's qualifications, experience, available resources, ability to perform according to the required schedule, and hourly rates best suit each project.

Task 1: Communications and Public Outreach

MTC seeks to engage the public and multiple stakeholder groups over the course of the project in order to address the project's objectives of improving service reliability and quality to attract more riders, boosting transit system's productivity by containing the growth in transit costs, and reinvesting savings to meet the growing demand for transit. The Consultant will develop and implement a communications plan and assist with public outreach.

Task 1 may include but is not limited to:

1. Community outreach: Develop a public participation plan outlining a strategy to engage the Bay Area public, including underrepresented stakeholders, advocacy groups and local elected officials. Obtain input using both traditional and non-traditional techniques relevant to outreach objectives, such as intercept interviews, comment kiosks, street teams to educate the public, among others.
2. Meeting facilitation and coordination: Coordinate the logistics for stakeholder meetings with elected and transit officials, the project advisory structure, as well as the general public, including meeting facilitation and electronic voting.
3. Market research: Conduct statistically valid telephone polls and transit rider surveys. Coordinate and conduct focus groups.
4. Marketing and advertising: Assist with marketing and advertising as needed.
5. Communications and messaging: Assist MTC in developing key messages related to the scope of the project in order to engage and educate a variety of stakeholders. Assist in analyzing public comments and conveying public and stakeholder input to decision-makers.
6. Graphics and printing: Assist MTC with graphic and printing needs including flyers, meeting handouts, display boards, reports, among others.

7. Web-related tasks: Design and update interactive Web pages; employ Web-based alternatives, including social media and digital subscription management technology, among others.

Task 2: Project Management

While MTC staff will serve as the overall project manager, Consultant assistance may be requested to assist with providing project management and coordination.

Task 2 may include but is not limited to:

1. Manage Stakeholder Involvement: Assist in managing the project advisory process that will include: an Executive-level Project Steering Committee; Technical Advisory Committees; the MTC Policy Advisory Council; and other groups as needed.
2. Presentations: Assist with presentations to project stakeholders, including developing presentation material, giving presentations, and providing administrative and logistical support for stakeholder meetings.
3. Project Coordination: Assist MTC as needed to coordinate specific tasks or elements of tasks, including coordination among Consultants or Consultant teams as needed.
4. Strategic Input: Assist MTC as needed by providing strategic advice throughout the course of the project. This might include but is not limited to strategies to ensure the project is moving forward, engaging the appropriate stakeholders, capturing the correct information, and synthesizing that information into recommended implementation actions.

Task 3: Service Analysis

It is anticipated that Task 3 will require significant, close coordination with technical advisory committees and individual transit agencies. Consultant(s) will be expected to use existing recent analyses and research to the greatest extent possible.

Conduct in-depth service analyses at both the regional and sub-regional level. The service analyses will provide a comprehensive look at how transit service is currently deployed in the region, evaluate key demographic and land use trends, and identify potential areas for service restructuring or new services that would encourage cost-effective transit delivery. Analysis may cross over jurisdictional boundaries and consider new types of service. Through the service analyses, the Consultant(s) will help define an efficient, cost-effective transit system that meets the needs of the public. In conducting Task 3, Consultant(s) should consider best practices, policies and service models from a variety of areas including applicable models from international, national, multijurisdictional regions, and other industry perspectives.

Task 3 may include but is not limited to:

1. Regional Analysis: Conduct an examination of the region's current and future transit markets, including forecasts of current and future demand, demographic and land use trends, and trends among all modes of transit. Work with stakeholders and transit agencies to help define effective transit service at the regional, sub-regional and local levels, establish service criteria, and recommend performance objectives. The regional analysis may include but not be limited to: evaluation of existing ridership, existing and emerging transit markets, transit requirements for Priority Development Areas, evaluation of transit competitiveness and impacts of required transfers between systems. The analysis may consider existing policies or practices that guide or hinder service delivery. Other service models or best practices for service development and restructuring may be considered.
2. Sub-regional Analysis: In consultation with affected transit agencies and stakeholders, conduct multi-operator service analyses focused on key market areas within the region. Potential sub-regional analyses may include: the inner East Bay, the Peninsula, transbay/express and feeder bus services, regional paratransit, and/or other subsets of the transit system. The analysis will be conducted without regard to existing jurisdictional boundaries in order to (1) evaluate service from the customer perspective, (2) consider how existing and new transit assets/resources could be best applied to meet performance objectives, and (3) consider alternative service models where traditional fixed-route service is not cost-effective or to supplement existing service. The sub-regional analyses may also include identification of physical infrastructure improvements and operating policies needed to support the cost-effective delivery of transit services. The analysis may consider existing policies or practices that guide or hinder service delivery. Other service models or best practices for service development and restructuring may be considered.
3. Local Analysis: Evaluate local transit and community service, including neighborhood circulators and shuttles, provided in the region, the role local service plays in local communities and how local services are tied to the regional and sub-regional services. Identify best practices in providing local transit service.
4. Service Delivery: Identify infrastructure and operating policies that could increase transit's effectiveness. This may include tasks such as: identifying opportunities to support local agencies in advancing existing policies, programs or plans; identifying new technologies or low-cost infrastructure investments that improve efficiency of transit services; or analyzing pricing policies that would encourage and support transit. Conversely, identify internal service allocation policies, work rules, external regulations, legal requirements or other factors that may prevent operators from delivering otherwise productive or cost effective service. Evaluate existing transit agency service allocation and service expansion policies; evaluate performance metrics used and internal standards; and identify rationale and goals for such policies and the implications for service delivery.

5. Near-term opportunities: Work with transit agencies to support and/or implement recommendations made by recently completed sub-regional analyses and various planning efforts completed throughout the region.
6. Reports and Documentation: Produce final reports, graphics, and project documents, including but not limited to presentations, high-level summary material, technical reports and policy reports as determined by MTC documenting recommendations from the tasks assigned.

Task 4: Financial Analysis

Building on existing national and international research, information already collected by MTC and transit agencies, as well as collection of new data, conduct a fact-based analysis to identify productivity and efficiency improvements and cost containment strategies. The Financial Analysis may also include the evaluation of new revenue sources and innovative policies for revenue sharing and transit/transportation pricing. In conducting Task 4, Consultant(s) should consider best practices, policies and financial models from a variety of areas including applicable models from international, national, multijurisdictional regions, and other industry perspectives.

Task 4 may include but is not limited to:

1. Cost Analysis: Conduct an analysis of internal and external factors affecting the cost of delivering transit services. Internal costs might include administration, fleet and facility procurement and maintenance, labor, and the impact of work rules on operating costs. External factors might include new service requirements, new equipment and planning efforts required by entities outside of the transit agency's direct control, and lack of sufficient transit-supportive infrastructure.

Identify and quantify major cost drivers and opportunities for cost-effective changes in how service is delivered. Compare cost analysis and cost components to peer agencies and industries for similarities and differences. Consider best practices for cost containment strategies. Evaluate how different contracting or service delivery approaches affect cost, as well as the organizational structure necessary to deliver service.

2. Revenue Analysis: Evaluate existing revenue sources and identify potential new revenue sources. Explore the potential for securing new, more stable, revenue sources with less reliance on sources tied to state budget deliberations and unstable sales tax revenues. Evaluate current policies determining revenue distribution, how well the existing policies are followed, and the extent to which these policies have affected transit service productivity. Recommend changes to policies or revenue distribution formulas to rationalize funding policies that support or encourage more cost-effective and user-responsive service.
3. Pricing: Evaluate regional fare structure policies and options, including assessing the tradeoffs between fare revenue neutrality and encouraging greater use of the region's transit network. Evaluate how inconsistency among transit service providers affects

ridership. Evaluate other pricing policies that impact ridership and recommend new pricing policies directly related to transit services that would encourage transit ridership.

4. Reports and Documentation: Produce final reports, graphics, and project documents, including but not limited to presentations, high-level summary material, technical reports and policy reports as determined by MTC documenting recommendations from the tasks assigned.

Task 5: Institutional Analysis

Evaluate institutional options that take into consideration the results of the public outreach, stakeholder input and service and financial analyses described above, while recognizing the organizational, financial and operational differences among existing transit agencies. Evaluate and recommend institutional structures that have potential for more cost and service-effective transit to the users. In conducting Task 5, Consultant(s) should consider best practices, policies and institutional/governance structures from a variety of areas including applicable models from international, national, multijurisdictional regions, and other industry perspectives.

Task 5 may include but is not limited to:

1. Best Practices: Evaluate models in place elsewhere (national and international) that could apply to the Bay Area transit system. Identify financial, legal, or other barriers to implementing these options in the Bay Area. Consider how these options would fit with service delivery recommendations identified in Task 1.
2. Future Options: Consider a variety of institutional options based on such factors as: (a) Service-based options including geography, single-mode and multi-mode service delivery; (b) functional responsibility including planning, finance, grant management, and information technology; and (c) other options such as combined transit and non-transit decision making. Evaluate how various institutional options might apply in the Bay Area, what would be necessary to implement such options, and the challenges and benefits of the various options.
3. Reports and Documentation: Produce final reports, graphics, and project documents, including but not limited to presentations, high-level summary material, technical reports and policy reports as determined by MTC documenting recommendations from the tasks assigned.

Task 6: Financial Plan and Implementation Strategy

Recommend prioritized strategies for advancing the findings and recommendations of the TSP. Develop implementable strategies. Implementation strategies should include near-term (1-2 years), short-term (3-5 years), and long-term (5-10 years) recommendations.

Task 6 may include but is not limited to:

1. **Project Recommendations:** Based on the results of the service, financial, and institutional analyses, recommend prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies. Identify policies and programs to support recommendations.
2. **Financial Plan:** Based on the recommendations above, determine the financial investment required to support the project recommendations. Utilize existing cost estimates for capital projects as appropriate.
3. **Implementation Plan:** Identify detailed action plan to implement the Project's recommendations including near-term and long-term actions. Identify challenges and recommend strategies for overcoming those challenges.
4. **Reports and Documentation:** Produce final reports, graphics, and project documents, including but not limited to presentations, high-level summary material, technical reports and policy reports as determined by MTC.

Task 7: Other Services Related to the Transit Sustainability Project

This task would include other project management, financial and technical assistance related to the Transit Sustainability Project to be determined by MTC at a future date.

Preliminary Schedule

December 2009 -- January 2010	<ul style="list-style-type: none"> ▪ Draft advisory structure and membership (policy, citizen, and technical) ▪ Complete inventory of existing plans, studies, analyses ▪ Refine work plan, schedule and budget
January/ February 2010	<ul style="list-style-type: none"> ▪ Review work plan, schedule and budget with advisory committees and stakeholders
February 2010	<ul style="list-style-type: none"> ▪ Commission approves work plan, schedule, budget and stakeholder participation plan
Jan/Feb/March 2010	<ul style="list-style-type: none"> ▪ Consultant selection process (issue RFQ, contract award) ▪ Convene Project Advisory Committees
March 2010 thru June 2011	<ul style="list-style-type: none"> ▪ Conduct stakeholder participation program, public outreach ▪ Complete draft financial, service and institutional analyses ▪ Confirm most promising efforts for detailed analyses and implementation planning
Summer 2011	<ul style="list-style-type: none"> ▪ Complete additional analyses, as needed
October thru December 2011	<ul style="list-style-type: none"> ▪ Draft service recommendations, institutional options and financial plan, including revenue options
January thru March 2012	<ul style="list-style-type: none"> ▪ Complete outreach/public input and review of draft recommendations ▪ Commission adoption
Summer/Fall 2012	<ul style="list-style-type: none"> ▪ Regional implementation