

TRANSPAC
Transportation Partnership and Cooperation

Meeting Notice and Agenda

THURSDAY, APRIL 11, 2013

9:00 AM to 11:00 AM

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

**PLEASE NOTE THAT THE TRANSPAC TAC WILL CONVENE AFTER THE
TRANSPAC MEETING TO CONTINUE ITS DISCUSSION ON THE
DEVELOPMENT OF THE TRANSPAC ACTION PLAN**

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

1. Convene Meeting/Pledge of Allegiance/Self-Introductions

2. Public Comment: At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

3. Approve March 14, 2013 Minutes

ACTION: Approve minutes and/or as revised/determined

Attachment: March 14, 2013 minutes

4. Proposed Monument Shuttle Financial Plan Revision

Background:

In March 2012, the City of Concord and the Monument Community Partnership/Michael Chavez Center for Economic Opportunity (MCP/Chavez Center) submitted a joint grant application to MTC under the Lifeline Transportation Program (LTP) to fund the Monument Neighborhood Shuttle for

three years. The LTP grant application for the Monument Neighborhood Shuttle was approved by the Metropolitan Transportation Commission in June 2012 for the requested amount of \$311,704. These funds were expected to become available in FFY 2013, when the shuttle program was planned to be started. The Concord City Council adopted Resolution No. 12-73 on October 23, 2012 accepting these funds from MTC.

In addition, the City successfully sought funds from the JARC (Jobs Access and Reverse Commute) program. Under this program, an applicant can request 50% of the operational costs for the project. The other 50% would come from other matching funds. The City, the MCP/Chavez Center and the MCP Senior Action Team offered in-kind services, donating staff time, to help close the local match funds gap. Part of the local match includes not just staff time from the City and MPC and Chavez Center, but also volunteer time from City residents who will serve as interpreters and translators to reach out to people and assist disabled persons and grant funds received by the Concord Senior Citizens Club are all part of the overall mix of funds pulled together to cover 25% of the local match requirement.

The remaining 25% of the local share was still needed to fully fund the project. The LTP application stipulated that the City of Concord, MCP/Chavez Center would work with TRANSPAC to seek Measure J Line 20a line item funds for the remaining 25% (\$160,138) in local match funding. After review by the TAC, TRANSPAC approved the allocation of \$160,138 in Measure J Line 20(a) funds as part of the match for the \$311,704 LTP funds for a three-year period for the proposed Monument Neighborhood Shuttle. As of TRANSPAC's action in November 2012, the project was fully funded and service was expected to begin in 2013.

HOWEVER, the best laid plans.....as part of the approval and allocation of the LTP grant to Concord, MTC used four separate fund sources with the following characteristics: Prop 1B (PTMISEA) is for transit operator and capital use only; STA for transit operator use only; STP/CMAQ for local public agency capital projects only; and Job Access Reverse Commute (JARC) for use by local public agency and non-profits for operating and capital purposes. JARC is the only fund sources in the LTP grant that can be used by the City of Concord.

In addition, since TRANSPAC's November 2012 action approving Measure J funds, MAP-21 (Moving Ahead for Progress in the 21st Century) which was approved by Congress in July 2012 went into effect at the start of FFY 2013. The Federal Fiscal Year (FFY) is the accounting period for the Federal government. It begins on October 1 and ends on September 30 of the next calendar year. Each fiscal year is identified by the calendar year in which it ends. For example, FFY2003 began October 1, 2002, and ended September 30, 2003.

MAP 21 significantly changed Federal funding rules. Under MAP-21 the JARC program is eliminated and JARC activities become eligible under Program 5310 9 Transit formula funding. Only bus operators approved to be Federal fund recipients can access this funding, so Concord can only receive the FFY 2013 funds as a pass through from County Connection. This could create a significant burden on County Connection. First, County Connection would have to be responsible to the Federal government that all Federal requirements are being met by Concord (This task is difficult enough to do for one's own agency). There is also the possibility that County Connection could have some serious Section 13(c) (Federal Transit Labor Regulations) issues that could tie up future Federal grants for County Connection.

Concord was planning to operate the service, however, the City now is only eligible to receive JARC funds, as shown on the list above, for the Monument Shuttle; MTC did allocate JARC funding to the shuttle to be used as follows:

FFY 2011: \$100,902

FFY 2012: \$60,747 **Note: the local share funding in this year is underfunded**

FFY 2011 and 2012 can be used by the City of Concord for the Shuttle project because these dollars predate the application of MAP-21 changes.

HOWEVER, the allocation in FFY 2012 is underfunded by \$40,125 **AND**

The FFY 2013 \$150,055 funds are subject to MAP-21 rules and are effectively impossible for Concord to use even though the 2012 shortfall is included in the FFY 2013 funding.

Is there a way around this problem? Is there a solution? Yes. How?

Exchange the Federal money for local money that is not encumbered with special specific requirements. Such an action is commonly referred to as changing the color of the money (legally). An exchange means an agency that can use the Federal money and there is available, another source of funds that are not subject to Federal rules. Rick Ramacier, General Manager, County Connection has suggested such an exchange. CCCTA can use the Federal money and based on a CCTA and TRANSPAC staff analysis, there are sufficient monies in Measure J line 19a that can be made available for this purpose without any shortfall in TRANSPAC's standard Measure J allocation to County Connection.

County Connection, TRANSPAC and CCTA need to work together to make this exchange. The FFY 2013 \$150,055 Measure J 19a funds can be allocated to the City of Concord for the Monument Shuttle. In return, County Connection would receive the 5310 funds \$150,055 from MTC for LTP projects since as a transit operator, the agency is an eligible recipient and uses Federal funds on a regular basis.

The TAC reviewed this proposal at its March 28, 2013 meeting and recommends approval of the exchange TRANSPAC.

ACTION: Recommend Approval of Proposed Monument Shuttle Funding Swap to TRANSPAC and/or as determined

Attachments: There are two attachments included with this agenda. The first chart is labeled "Monument Shuttle Financials" which is intended to demonstrate that TRANSPAC'S annual allocation to County Connection will not be adversely impacted by the exchange and that funds for the exchange can be made available from Measure J Line 19a Funds, "Additional Bus Service Enhancements"; the second chart "labeled "Monument Shuttle Cash Flow" is intended to show how project funds are available for draw down.

For additional information on the Shuttle projects, please download/view Pages 1-3 of the TRANSPAC November 8, 2012 agenda and the City of Concord Fund Application in item 6 regarding its action on funding 25% of the local share requirement for the Monument Shuttle. To

view the agenda and packet materials, go to www.transpac.us click on “TRANSPAC Committee meeting agendas” in the right column to find the November 8, 2012 agenda

5. Central Contra Costa (CCCTA) Draft Mobility Management Plan presented by Laramie Bowron, Manager of Planning

The Draft Contra Costa County Mobility Management Plan was released in March 2013. The Plan was funded through a New Freedom grant from 2008, a Contra Costa Countywide project originally conceived to be managed by the Central Contra Costa Transit Authority (CCCTA).

The project started with the goal of identifying services available for seniors, people with disabilities, low income individuals, those not effectively served by fixed route transit and Americans with Disabilities Act (ADA) transit. The goal was to identify needs and how to improve coordination and services that could be more beneficial.

The Contra Costa County Mobility Management Plan Draft March 1, 2013 TAC document is a first draft. There have been two stakeholder meetings and changes recommended as a result of those meetings have been incorporated into the second draft dated March 29, 2013 (**attached**).

Subsequent to outreach and the identity of available services, the recommendation, including from stakeholders, was for the formation of a Consolidated Transportation Services Agency (CTSA), to be comprised of transit agencies. To coordinate efforts, a non-profit would need to be established to seek public funds, a structure to improve coordination among existing services and funding so that the agencies were not necessarily competing with each other. The components of the Plan include methodology/outreach, mobility management structure options, functions and implementation steps.

ACTION: With thanks to Mr. Bowron offer comments on the CCCTA Draft Mobility Management Plan.

6. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant) and CCTA meetings (Members Pierce and Durant)

ACTION: As determined

Attachment: Memo dated March 26, 2013 from Randell H. Iwasaki regarding items approved by the Authority on March 20, 2013

7. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

ACTION: Accept report and/or as determined

Attachment: CCTA Planning Committee Staff Report dated April 3, 2013, regarding SB 375/SCS Implementation Update

8. 511 Contra Costa and TRANSPAC Staff Reports

a) 511 Contra Costa: Program Manager Report

b) TRANSPAC Staff Report: Oral report

9. TAC Oral Reports by Jurisdiction: Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County

10. Correspondence/Copies/Newsclips/Information

ACTION: For information and/or as determined

11. Agency and Committee reports:

- TRANSPLAN
- WCCTAC
- SWAT
- TRANSPAC
- County Connection – Fixed Route and LINK reports may be downloaded from the March or April Operations and Scheduling Committee agendas on the CCCTA.org website.
- CCTA Project Status Report may be downloaded at:
<http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

ACTION: Accept reports and/or as determined.

12. For the Good of the Order

13. Adjourn/Next Meeting Date: The next meeting is scheduled for May 9, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined

AS NOTED THE TRANSPAC TAC WILL CONVENE AFTER THE CONCLUSION OF THE TRANSPAC MEETING TO CONTINUE ITS DISCUSSION ON THE UPDATE OF THE TRANSPAC ACTION PLAN. NOTES FROM THE DISCUSSION AT THE MARCH 28TH TAC MEETING ARE ATTACHED.

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FOR THE TRANSPAC TAC MEEITNG

Notes on the TAC March 28, 2013 Initial Action Plan Discussion with Deborah Dagang, CH2MHILL and Bill Loudon, DKS Associates

Deborah Dagang, CH2MHILL, explained that she had not been involved in the 2009 Action Plan. She presented a handout entitled *Updating the Central County Action Plan for Routes of Regional Significance*, stated it was time to update the Action Plan, an update of the Countywide Transportation Plan (CTP), which provides a multi-jurisdictional approach to update the CTP at the subregional level.

Based on the previous version of the Action Plan, Ms. Dagang identified the basic Action Plan components as Statements of Tenets, Goals and Actions; Routes of Regional Significance; Multimodal Transportation Service Objectives (MTSOs); Implementation Actions; and Regional Development Review and Mitigation Fee Program, and suggested that the prior Action Plan could be used as an outline. She identified what would be new for the 2014 Action Plan Update, including integrating the Actions Plans with other regional efforts; incorporating the Complete Streets Orientation; facilitating more input and collaboration; focusing on actions, new projects and programs; perhaps considering new ideas re: the Regional Mitigation Fee Program; and inclusion of the development proposed for the Concord Naval Weapons Station (CNWS) as a Priority Development Area (PDA).

Bill Loudon stated that the Action Plan fed in directly to the CTP to be developed in 2014, which was also designed to generate regional projects that could well be part of another sales tax measure. There would be emphasis on actions and significant projects to feed that process.

Ms. Dagang summarized the proposed scope and schedule for the Action Plan Update, to be discussed and approved by the Regional Transportation Planning Committees (RTPCs) in September; summarized the Action Plan Tenets; and the Statements of Goals that had come directly out of the 2009 Action Plan. She urged everyone to take time to look at the tenets and goals and potentially hold a more focused meeting to verify the desire to retain the tenets and goals and to see if there was anything that might need to be changed.

Mr. Loudon spoke to the need to collaborate and coordinate with the other RTPCs, particularly since the Central County Action Plan had focused on the management of freeways, interregional trips, or regional facilities. He noted that Central County was unique in that it touched on all the other RTPC areas and had coordinated and collaborated with those areas.

The TAC discussed what might need to be changed or included in the updated Action Plan and recommended the following:

- A goal for Complete Streets (Tucker);
- Continue to increase participation in school-based tenets separate from 511 Contra Costa and enhance communications with the subregions (Overcashier/Neustadter);
- A goal for emission reductions given the requirements of SB 375 (Overcashier);
- Greater emphasis on multimodal issues as a primary bullet under which such items as

schools and Complete Streets could be listed (Cunningham);

- Raise the issue of ferry service; and potentially an alternate pact with WETA [Water Emergency Transportation Authority] (Tucker);
- Emergency contingent planning for the freeway system and multimodal issues and Emergency Management Plan (Lochirco);
- Connect trails and Class I bicycle facilities, provide access and linkages, improve and maintain bicycle and pedestrian mobility as a relief to congestion offering a parallel transit network for bicycle facilities (Cunningham).

On the question of emergency contingent planning, Ray Kuzbari agreed with the importance of the issue that he stated was a regional/Bay Area issue, so big that it would probably go beyond the scope of the CTP; the Regional Transportation Plan (RTP) should take on that issue through MTC.

Mr. Loudon clarified that the Action Plan was for routes of regional significance and anything developed should be in connection with routes of regional significance that could be roads, BART, or anything carrying passengers between any parts of the region. He noted that no one had designated anything other than roads and corridors although transit services or off-road trails could be designated as routes of regional significance to then develop policies, MTSOs, and actions.

Ms. Dagang presented maps to identify Central County routes of regional significance and a map with the PDAs to show where the routes crossed over into other regions. She noted good connectivity, acknowledged that the PDAs had been developed more in the last four years, and referred to Downtown Concord and the CNWS that are accessed by adjacent Routes of Regional Significance. She also referred to East County at West Leland and Bailey Roads, and the question of being prepared for that traffic. Regional bicycle trails were not on the map and she noted that even if a facility was solely within the region it could still have regional significance.

Mr. Loudon noted the growing movement of designating different kinds of Routes of Regional Significance, interregional, intraregional, and policies that reflected regional trips on regional facilities. Most strategies are community oriented without turning the Regional Route designation.

Mr. Kuzbari explained that the CNWS would touch SR 4 which is the backbone of that area and would not be connected to Kirker Pass Road. He added that Concord had previously had discussions with Pittsburg about extending Bailey Road.

As to non-roadway routes, Ms. Dagang suggested that a bus transit route running on a roadway could be identified.

Ms. Neustadter stated it was important to define the network on a larger basis. The inclusion of BART, as a minimum, was a very good idea. However, to begin to address emergency issues, a method to demonstrate elements missing from the network would need to be established. While BART was okay, she had a tougher time with the bus issue.

Ms. Dagang suggested just addressing the gaps as opposed to putting in the entire bus route, although Jeremy Lochirco had no problem including it as the goals identified those types of modes. To include non-motorized routes of regional significance he wanted to expand a policy section to

include more than just adding a map. Add to the statement of goals to improve multimodal facilities.

With respect to emergency services, Lynn Overcashier suggested that if I-680 was closed down, people would bike to work but if looking using Complete Streets as an emergency option it might provide an additional benefit to have the bike network as an overlay.

Brad Beck suggested there were two separate items of discussion; why are there regional routes, routes that no one jurisdiction should have to take responsibility for since they were regional in nature, and one jurisdiction had an impact on another. For a roadway like Bailey Road, he suggested that TRANSPAC might like to have included as a regional route all the way down to Clayton since it clearly connected two jurisdictions and two regions and would carry more traffic to the CNWS area. He added that there was the regional route issue but also an issue as to how to address and achieve MTSOs on the regional route. Those strategies did not have to appear and function on the regional route but could address the region and the goals for the regional routes. As such, all the Class I facilities did not have to be added to be able to have a role in achieving the objectives of the regional routes. He suggested that the bike facilities could serve a role in achieving the goals and applying the tenets but did not necessarily have to be identified as regional routes.

Ms. Neustadter noted that given Pittsburgh's status as not inside its own RTPC, the question was how to consult with the TRANSPLAN Committee if there is interest in establishing another regional route between Central and East counties.

Mr. Beck suggested that could be incorporated into the development of the Action Plan and noted the question had been raised at the end of the process for the last update in 2008-09 and had not been able to be discussed and embedded.

With respect to bus routes, Mr. Tucker suggested looking at BART stations, transit hubs, and intermodal stations, not necessarily the routes of those facilities; where the regional routes intersect or those of alternate transportation. In looking at the road network, he suggested also keeping in mind where the nodes of the other facilities were, such as major transit hubs and BART stations.

Deidre Heitman agreed and noted that TRANSPAC would have no influence on BART service since those decisions were made by BART although focusing on stations, resources, and access would allow more possibilities.

Laramie Bowron agreed and suggested just looking at the access points and where those transfers occurred would be more valuable than overlaying more bus routes.

Mr. Loudon read the advantages and disadvantages of adding new Routes of Regional Significance. For the advantages, it would provide a forum for interjurisdictional discussions of the route; create an opportunity to show support for PDAs and transit stations; provide additional policy and management opportunities and influence for the RTPC; enhance the potential for funding of improvements; and create additional opportunities for development impact review. For the disadvantages, he suggested it could raise concern about "regionalization" of local roads;

maintaining MTSO standards could impose a political burden; require additional resources for monitoring, a CCTA responsibility; and require additional resources for development impact review, a developer and jurisdiction responsibility.

Ms. Dagang highlighted the MTSOs for freeways and arterial roadways, and identified the next steps in the process. She recommended consideration of changes to the Statements of Tenets and Goals; routes of regional significance; and MTSOs; recommended a review of population, employment, and travel forecasts; a review of MTSO values for 2013 and 2040; and consider changes to the actions. She recommended that the MTSOs tie back to the goals; noted there were no MTSOs in certain topic areas, and did not see that the goals needed to be limited to what TRANSPAC controlled.

Mr. Kuzbari suggested that timing was a big issue depending on the expense of the action and how it could be implemented. He stated that the Action Plan, a five-year document, was a living document and he did not want to be too optimistic in the next five years about what could be achieved and did not need to restrict its priorities to what TRANSPAC could deliver.

Mr. Loudon commented that Action Plans were a unique planning exercise, not financially constrained. He suggested there was the ability to include whatever actions the policy board would adopt and it did not have to be doable.

Ms. Neustadter agreed that the document was a policy document with no financial ramifications but suggested that expectations, particularly related to HOV lanes in this case, were created. She emphasized Central County's desire to be able to address its piece of Highway 4, but at the same time suggested it needed to reflect some level of reality as to when improvements would come on line.

Ms. Dagang stated there was nothing in the document that showed that Central County wanted the HOV lanes to be completed. She commented that the MTSOs measured the benefits of the actions and the way they want to be communicated. She urged a discussion of potential changes to the Statements of Tenets and Goals, routes of regional significance, and MTSOs at the next TRANSPAC TAC meeting or at a focused study session.

Mr. Loudon explained that if designating new Routes of Regional Significance and MTSOs or MTSOs for existing Routes of Regional Significance, data would need to be collected.

On the discussion of whether to schedule a special meeting, it was determined that the TRANSPAC TAC would meet after the next TRANSPAC meeting on April 11 for a second session on the Action Plan with a third session at the next TAC meeting on April 25.

3. Approve March 14, 2013 Minutes

**Minutes from the March 14, 2013 TRANSPAC
Meeting**

TRANSPAC Meeting Summary Minutes

MEETING DATE: March 14, 2013

ELECTED OFFICIALS PRESENT: Mark Ross, Martinez (Vice Chair); Julie Pierce, Clayton, CCTA Representative; Ron Leone, Concord; Karen Mitchoff, Contra Costa County

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; Bob Pickett, Walnut Creek; Dan Richardson, Clayton

STAFF PRESENT: Laramie Bowron, County Connection; John Cunningham, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Martin Engelmann, Contra Costa Transportation Authority (CCTA); Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Lynn Overcashier, TRANSPAC/TRANSPLAN TDM Program; Tim Tucker, Martinez; and Barbara Neustadter, TRANSPAC

GUESTS/PRESENTERS: Hamid Fathollahi, Caltrans, Project Manager; Jaswinder Mann, Caltrans, Design; Allyn Amsk, Caltrans, Public Information Officer; Teresa Gaynor, Avego

MINUTES PREPARED BY: Anita Tucci-Smith, Minute-Taker

1. Convene Meeting/Pledge of Allegiance/Self-Introductions

The meeting was convened at 9:03 A.M., the Pledge of Allegiance was observed, and self-introductions followed.

2. Public Comment

There were no comments from the public.

Given that some members had to leave early, the agenda was taken out of order at this time.

4. Presentation of the Mococo Overhead Bridge Rehabilitation Project at Marina Vista and Waterfront Road, City of Martinez, Hamid Fathollahi, Caltrans, Project Manager and Jaswinder Mann, Caltrans, Design

Hamid Fathollahi offered a PowerPoint presentation of the southbound I-680 Mococo Overhead Bridge Rehabilitation project at Marina Vista and Waterfront Road in Martinez, and identified the site and the southbound loop off-ramp, to be replaced with a seismically retrofit overhead and a one-lane emergency access route for emergency vehicles in the event of a major catastrophe.

Mr. Fathollahi identified the funding, cost, and schedule, and reported that the project had been programmed in the 2012 State Highway Operations and Protection Program (SHOPP) for delivery in Fiscal Year 2012/2013 at a cost of \$15 million, scheduled to start in spring 2014 and end in the winter of 2015. He highlighted the existing site condition, the Mococo Overhead that would be retrofit, presented a plan view of the proposed improvements, identified the existing loop off-ramp alignment, and explained that the old ramp would be demolished and a new one constructed. During a major event, the southbound traffic would have to be open one-lane for emergency vehicles traveling south on I-680, and the median of I-680 would have pavement provided for that transition to northbound I-680 and then to southbound I-680. If the overhead was rendered useless, it would be used as a bypass for emergency vehicles. He presented typical cross sections and stated the ramp would provide wider lanes and shoulders to improve safety greater than the existing alignment. The environmental permits required construction to be completed in one season which would require the closure of the loop off-ramp for four to six months, offering the least impact to adjacent residents and businesses.

Mr. Fathollahi reported that Caltrans was working with local agencies to improve Arthur Road striping to allow a smoother flow of traffic and provide a left-turn pocket and temporary signals at the on- and off-ramp to control the flow and mitigate the additional traffic on Arthur Road. He identified the staged construction of the loop off-ramp, the off-ramp to be demolished, and the new off-ramp to be constructed and emphasized the public outreach expected to residents, businesses, local agencies, and state officials to ensure that the closure had the minimum impact on the community. Meetings had already been held with Union Pacific Railroad, the City of Martinez and Contra Costa County Public Works Departments, and the Martinez City Council among others, including the TRANSPAC Technical Advisory Commission (TAC). The public would also be notified through flyers, the project website, and social media and a Caltrans' Public Information Officer would respond to community questions and concerns. He added that traffic management plans would be in place to ensure traffic flow.

Member Mitchoff suggested that a Caltrans staff member reach out to Supervisor Glover since he represents the City of Martinez but does not serve on the TRANSPAC Committee.

Lynn Overcashier added that 511 Contra Costa.com would also be a good source of information.

Vice Chair Ross was pleased to see the crucial transportation link be strengthened, particularly since it was located in a marshy area of alluvial soil and would seriously affect downtown Martinez if the ramp were to fail.

John Mercurio referred to southbound I-680 and the change from four lanes to three and then back again, which he suggested created a bottleneck. He asked why there could not be four lanes all the way through in that area as part of the current project.

Mr. Fathollahi explained that the current traffic volumes did not warrant a fourth lane, which he noted was why the HOV lane had been started at the point it had. He suggested that situation could be considered for a new project when new counts could be made to see if it was justified, adding that it could not be part of the current project because SHOPP funds were not to be used for that kind of work.

ACTION: Received Report with thanks to Caltrans staff.

CONSENT AGENDA

3. Approve February 14, 2013 Minutes

ACTION: Approved. Pierce/Mitchoff/Unanimous

END OF CONSENT AGENDA

Barbara Neustadter announced that Marilyn Carter had submitted her resignation and March 15 would be her last day. Anita Tucci-Smith would backfill in the interim.

END OF CONSENT AGENDA

5. Development of a Recommendation to TRANSPAC on the Allocation of Measure J Additional Bus Service Enhancements Funding (Line Item 19a)

Ms. Neustadter presented the recommendation from the TRANSPAC TAC to allocate Central County's Measure J line item 19a "Additional Bus Service Enhancements" funds to The County Connection to continue supporting Routes 16 and 316, noting that while there was usually a two-year allocation this year the TAC recommended a four-year allocation to cut down on paperwork. She advised that after the preparation of the current agenda an issue had arisen regarding the use of the funds and TRANSPAC staff was working with County Connection staff to exchange the Measure J funds with federal funds to accommodate Line Item 19a. As such, the item would return to TRANSPAC after a discussion of that situation by the TRANSPAC TAC.

ACTION: Approved allocation of Line Item 19a Measure J funds for Routes 16 and 316 through FY 2017, with reports required by CCTA to TRANSPAC as requested, with an exchange of funds for the Concord Monument Shuttle to be discussed by the TRANSPAC TAC and return to TRANSPAC with details. Pierce/Mitchoff/Unanimous

6. Appointment of Technical Coordinating Committee Representatives

Ms. Neustadter reported that the CCTA had advised of the need to appoint or reappoint members to the Technical Coordinating Committee since current appointments would expire on March 31, 2013. The TRANSPAC TAC had considered the item and recommended the appointment of Eric Hu, City of Pleasant Hill; Tim Tucker, City of Martinez; Jeremy Lochirco, City of Walnut Creek; and Ray Kuzbari, City of Concord as an Alternate.

ACTION: Approved the TAC recommendations on TCC appointments for Eric Hu, City of Pleasant Hill; Tim Tucker, City of Martinez; Jeremy Lochirco, City of Walnut Creek; and Alternate Ray Kuzbari, City of Concord. Pierce/Richardson/Unanimous

7. Real-Time Ridesharing Pilot Program Update-Martin Engelmann, Deputy Executive Director, Planning, CCTA

Ms. Neustadter noted that the item had been continued from the last meeting.

Martin Engelmann announced the upcoming launch of the first real-time ridesharing pilot program at Contra Costa Centre using a Metropolitan Transportation Commission (MTC) Climate Initiatives Grant of \$1.5 million to be shared with Sonoma (lead agency) and Marin counties. He explained that information on Contra Costa County's pilot program was available at Ridesharing.com, and noted that they were about to complete the focus group program which had been completely revamped by Avego, and would test the new platform with the focus group comprised of Contra Costa Centre carpoolers. Contra Costa Centre had been notified of the program and an email would go out to the Building Manager who would then forward it to the 3,000 employees of Contra Costa Centre with table events in the lobby for signups. He described a 90-day window (April, May and June) to see how the program worked, to get feedback, and then to decide to proceed or not, with possibilities to expand the program potentially to the BART System and beyond. He thanked Lynn Overcashier and Corinne Dutra-Roberts for their assistance given that the pilot program was a TDM program, and advised that he had apprised everyone who had jurisdiction over the area of the program.

At this time, he introduced Teresa Gaynor, an Avego employee from Ireland, to provide a demonstration of the program.

Mr. Engelmann noted that there would be a monetary exchange between the rider and the driver; if a driver was looking for a rider and found one the rider paid \$1 to get into the car and 20 cents a mile; the 20 cents a mile would go to the driver minus 15 percent, which would be Avego's portion; feasible because the cost would be less than the federal rate of 5 or 6 cents a mile. The exchanges would be electronic.

As part of the pilot program, Teresa Gaynor explained that participants would start off with \$20, after which PayPal accounts would automatically deduct money from the rider's account into the driver's account after the trip with electronic accounting in real time. She stated that the software had been completely revamped and there were certain elements being built in; one was the integration of the PayPal element, to come within a week's time. She provided an overview of the electronic accounting portion of the program, showed how those looking to share a ride would search for someone who wanted to share a ride in the area, identified the options available, the star rating system, and the process to request and confirm given the monetary transfer offering an example of smart phone to smart phone, laptop to smart phone, or sending a text message to a phone number which would return a pin to be able to proceed. She also offered an example of how someone would be able to use the system without having a smart phone.

Member Mitchoff noted the system offered a good reason to use real profile pictures or schedules on phones to provide a more secure process if using the Avego system.

Ms. Gaynor agreed and noted that those with profile pictures or a schedule were three times more

likely to get a ride. She explained that some features had been included to keep people from gaming the system. At this point in the program most participants had a similar mind set. When asked, she described the areas where the Avego system was being used nationally and internationally, and stated that the program was spreading.

Mr. Engelmann reported that anyone could enroll in the program at wegocontracosta.com but would not be a part of the incentive program.

Members were supportive and thanked Martin and Teresa for the presentation.

ACTION: Received report with thanks.

10a. 511 Contra Costa Program Manager Report

Lynn Overcashier presented an update on the TRANSPAC authorized allocation of Central County Measure J Safe Transportation for Children 21a funds to the Central County 511 Contra Costa Program; which had initially included \$50,000 to the Mount Diablo Unified School District (MDUSD) for a stop gap program to assist for one year for school busing. Eighty two thousand dollars had been allocated for local match funds for MTC Cycle 1 SR2S Climate Initiative Grants. 511 Contra Costa had received those federal funds and some of the local matching funds, some of which had been used for a pilot middle school program affecting four middle schools in Central County; a week-long program in each school built on stakeholder involvement. 511 Contra Costa discovered that at each of the schools, without exception, some access programs were needed to maximize the federal funding with programmatic elements, the 21a program, and infrastructure projects. She described the subsequent elementary school program (Mr. Beeps) and the successes of that program within a short period of time and explained that staff was working to develop a high school program next fall to address distracted driving in the context of bicycle and pedestrian safety, with contests in the high schools for students to produce and present videos. Staff was also working with stakeholders and bringing all the entities together and the funding together using the 21a money, and when that money was not available backfilling with older Measure J money when trip reduction could be shown. Based on the successes, she requested 21a funding to continue the programmatic and capital investment program.

Member Mitchoff asked if private schools were eligible for the programs, and Ms. Overcashier advised that eventually private schools would be included although initially only public schools were being targeted.

ACTION: Approved 21a Safe Transportation for Children funding to continue the programmatic and capital investment program as recommended by the TRANSPAC TAC. Pierce/Mitchoff/Unanimous

With respect to the Real-Time Ridesharing Pilot Program and in response to Member Ross as to whether that program would be enhanced with the Public Utilities Commission (PUC), Mr. Engelmann stated they had met with the PUC which had detracted the cease and desist order and the \$20,000 fine and had treated them as if they were different from a private sector company.

The PUC understood the public/private partnership which it supported and Mr. Engelmann was optimistic that they would approve it. As to the IRS opinion of the ridesharing program, he explained that as long as drivers were not making more than 55 cents a mile, which was the maximum allowed, that income would not be considered taxable income. He added that there would be no profit to a driver; the funds would simply be compensation for the cost.

Vice Chair Ross left the meeting at 10:03 P.M.

8. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant) and CCTA meetings (Members Pierce and Durant)

Chair Pro Tem Pierce had nothing to add to the report in the TRANSPAC packet.

Ms. Neustadter referred to the Planning Committee agenda and the list of the Call for Projects, reporting that staff was busy coming up with applications to secure funds. Mr. Engelmann advised that the form to be filled out would be posted on the website today.

9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Mr. Engelmann reported that the Draft Plan Bay Area would be released on March 29, 2013 and there would be a public workshop on April 22, 2013 at the Marriott in Walnut Creek, with comments and close of comment period on both the Draft Plan and Draft Environmental Impact Report (EIR) on May 16, 2013, one day after the May CCTA meeting. The Call for Projects for \$45 million of OneBayArea Grant (OBAG) program funds had been released, applications were due on April 19, 2013, after which a list of projects would be developed and be forwarded to MTC in June 2013. Applications for the Safe Routes to School \$3.1 million were due on June 4. In addition, the \$2.7 million in planning funds that the CCTA wanted to farm out to consultants for jurisdictions in Priority Development Areas (PDAs) would be sent to the TCC this week, with a draft document in March 2013, to the Planning Committee by April 2013, and on to the CCTA Board in May, 2013.

John Cunningham referred to AB 1179 in the State Legislature which would compel Metropolitan Planning Organizations (MPOs) to include school siting in the Sustainable Community Strategy. He explained that the County had been tracking that issue for years and while not a big issue for Central County, it would be for East County.

Member Mitchoff noted the intent to reach out to State Superintendent Torlakson to support it.

ACTION: Accepted report.

10b. TRANSPAC Staff Report

Ms. Neustadter reported that she had conducted the new member briefing for Bob Pickett and was trying to reach the other two new members of TRANSPAC to do the same for them.

11. TAC Oral Reports by Jurisdiction:

Martinez: Tim Tucker referred to the Martinez Intermodal Station – Phase 3 project north of the railroad tracks which was at the 50 percent design phase and had been reviewed by the CCTA; the parking lot would be built as the first construction phase; staff was working with the East Bay Regional Park District (EBRPD) for an access road and a bridge to connect to Berrellesa Street, which was not currently funded; and was securing environmental permits for all that work, with construction expected later this summer, to include a pedestrian crossing over the tracks to the Amtrak station.

Pleasant Hill: Eric Hu reported that the construction contract and construction management contract had been awarded for the Buskirk Avenue Widening Project, Phase 2; the project would break ground in the next two months with a two-year construction period. The Geary Road Improvements project – Phase 3 had gone out to bid; an early phased project just within the Pleasant Hill jurisdiction to address safety issues had been pursued; the first phase project was out to bid and awarding a construction contract was anticipated. The Contra Costa Boulevard improvements project was at the 90 percent design phase and staff was seeking help from Caltrans to be able to break ground in the summer.

Contra Costa County: John Cunningham reported that the County had received a Transportation for Livable Community (TLC) grant last year to study an Olympic Corridor Extension, which was in process and he would report back on the continuing status of that project.

Corinne Dutra-Roberts announced that beginning March 18, 2013, BART would be removing bike rules to allow bikes on BART for all stations for two weeks as a pilot program. An analysis would be conducted after that time.

Member Leone reported on the City of Concord's Visioning for a Downtown BART Area to consider connectivity to Todos Santos Plaza and the rest of Concord using grant money.

12. Correspondence/Copies/Newsletters/Information

There was no correspondence.

13. Agency and Committee reports:

Staff noted that SWAT and CCTA reports were in the TRANSPAC packet.

14. For the Good of the Order

There were no comments.

15. Adjournment

The meeting was adjourned at 10:15 A.M. The next meeting is scheduled for April 11, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

4. Proposed Monument Shuttle Financial Plan Revision

Charts:

Monument Shuttle Financials

Monument Shuttle Cash Flow

MONUMENT SHUTTLE FINANCIALS

Need label for line 1 and 2										Total swap dollars
FY	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	
	\$14,086,000	\$61,527,225	\$65,060,205	\$68,728,259	\$72,600,000	\$75,068,400	\$77,620,726	\$80,259,830	\$82,988,664	
Program Revenue	\$ 169,032	\$ 738,327	\$ 780,722	\$ 824,739	\$ 871,200	\$ 900,821	\$ 931,449	\$ 963,118	\$ 995,864	
CCCTA Allocation	\$ 182,250	\$ 738,327	\$ 733,182	\$ 768,000	\$ 881,552	\$ 896,419	\$ 868,208	\$ 921,103	\$ 979,157	
Annual Balance	\$ (13,218)	\$ (0)	\$ 47,540	\$ 56,739	\$ (10,352)	\$ 4,402	\$ 63,241	\$ 42,015	\$ 16,707	
Cummulative Balance	\$ (13,218)	\$ (13,218)	\$ 34,322	\$ 91,061	\$ 80,709	\$ 85,111	\$ 148,352	\$ 190,367	\$ 207,074	
Available for Monument Shuttle swap					\$ 80,709	\$ 4,402	\$ 63,241	\$ 6,703		\$ 155,055

Monument Shuttle Cash Flow

1-1

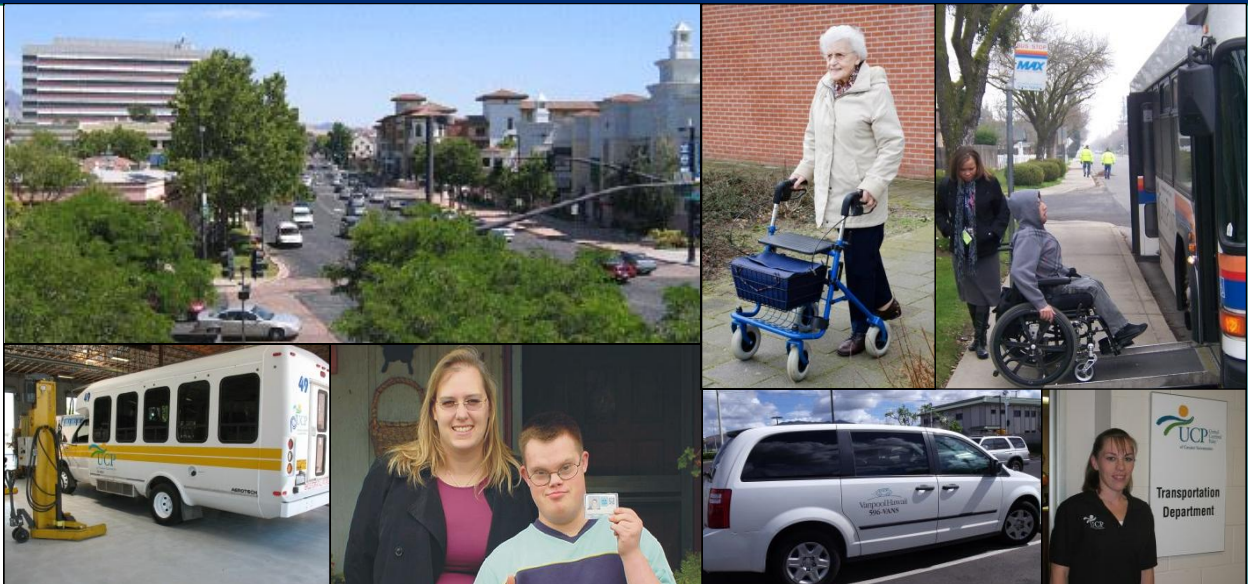
Federal Funding	Grant \$s	Local Share \$s			
		12/13	13/14	14/15	Total
Map 21 requirments do not apply to FFY 2011 and FFY 2012					
FFY 2011	\$100,902	\$105,330			\$206,232
FFY 2012	\$60,747		\$105,330		\$166,077
FFY 2013	\$150,055			\$105,330	\$255,385
					Allocation shortfall
					Proposed swap for Measure J funds
SUBTOTAL	\$311,704	\$105,330	\$105,330	\$105,330	\$627,694
		R			
TOTAL					

**5. Central Contra Costa (CCCTA) Draft Mobility
Management Plan**

**Contra Costa County Mobility Management Plan
Draft March 29, 2013**

Contra Costa County Mobility Management Plan Draft

March 29, 2013



*Central Contra Costa Transit
Authority*

Contra Costa County Mobility Management Plan

Draft

March 22, 2013

DRAFT

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EXECUTIVE SUMMARY

The Central Contra Costa Transit Authority (County Connection) County Connection has taken the lead in managing the planning process for the development of a mobility management plan for the entire County. This Plan resulting from that effort is meant to guide implementation of a broad array of services under the mobility management framework. The starting point for the planning process is the definition of the concept.

Mobility Management is the utilization of a broad mix of service delivery and support strategies that are directed primarily at the travel needs of seniors, persons with disabilities, and low income individuals. These strategies often integrate with and support other public service solutions provided to the larger public transit and paratransit rider populations. Mobility Management is not one solution but a toolkit of solutions that are tailored to the service needs of the special population groups.

This Plan recommends the formation of an organization to take the lead in implementing a broad range of mobility management strategies. Specifically, a Consolidated Transportation Services Agency (CTSA) is recommended for Contra Costa County. A CTSA in the County would provide the vehicle through which the list of desired services could be deployed. The creation of an Advisory Committee is recommended to undertake the tasks needed to establish the CTSA. Options for funding the program are identified. A draft startup budget and a draft sample initial annual operating budget are included in the Plan. An initial budget of \$325,000 is proposed for each of the first two years of full operation following the formation phase.

The Plan acknowledges the contributions and relationships of the existing human service agencies in the County. It recommends careful attention to the roles of these organizations relative to the new CTSA and that funding considerations always be based upon a thorough analysis of the impacts of coordinating efforts between these existing organizations and the new agency.

The Plan suggests a number of service strategies responding to transportation needs identified in the planning process. These gaps were vetted through outreach efforts with community stakeholders that work with seniors, persons with disabilities, and persons with low-income. The specific strategies proposed for Contra Costa County are:

- Travel training: Create a program to teach bus riding skills on all county transit systems.

- Improved ADA Eligibility Process: Institute a refined countywide ADA eligibility process, possibly an in-person assessment approach, to improve the accuracy of the eligibility determinations.
- Agency Partnerships: Work with human service agencies so they can provide transportation to their agency clients who currently use the ADA paratransit service operated by the transit agencies.
- Centralized Maintenance: Evaluate the viability of a centralized maintenance program directed at serving the unique needs of the human service community who are operating a variety of vehicles in their programs.
- Volunteer Driver Program: Expand volunteer driver programs throughout the County as an inexpensive means of serving difficult medical and other trip needs for seniors and persons with disabilities.
- Central Information Program: Expand information availability by making meaningful resource information available through a central referral mechanism.
- Advocacy Role of Mobility Management: Determine the level of advocacy appropriate for a new CTSA in Contra Costa County and include the new agency in all transportation planning processes.
- Technical Assistance Program: Include technical support as one of the services of the newly created CTSA to assist the human service community and other agencies in planning, grant management, and other technical functions.
- Driver Training Program: Establish professional and consistent driver training program for human service agencies; offer driver training services relating to special needs populations to existing paratransit providers.

Chapter 1: METHODOLOGY

Background

The Contra Costa Mobility Management Plan was commissioned by County Connection. It was derived from a Countywide outreach process, involved agencies throughout the entire County, and offers strategies applicable to the entire County. The Plan's technical basis is derived from input from transportation experts representing many agencies and the experience of the consulting team.

The Plan is intended to guide long term development of mobility management projects that fill gaps in existing transportation services and are sustainable both on the basis of organizational structure and funding. Traditional transportation services, such as public transit, are increasingly challenged to meet the needs of a diverse population. Public transit or "mass transit" is designed to carry large amounts of riders. Public transit includes fixed route bus and rail service for the general public and paratransit bus service for disabled individuals in the community as described in the Americans with Disabilities Act (ADA). Although public transit provides an appropriate means of transportation for a majority of riders, there is an increasing population that requires specialized transportation to travel. The result is increased emphasis on specialized programs that enhance transportation services and provide alternatives to fill gaps that seniors, persons with disabilities, and persons with low-income face. These are broadly defined as mobility management strategies. Effective mobility management strategies are those that coordinate with existing transportation services that include public transit, community based and human service transportation programs. These strategies fill gaps often lost through public transit and will vary based on the demographic group being served. Examples of mobility management strategies specific to Contra Costa County are detailed in Chapter 3.

The identification and even pursuit of these service delivery strategies is not enough to meet the need. Only through institutional commitment and appropriate institutional structures can these unique delivery strategies be provided. A CTSA will provide the framework for that process in Contra Costa County.

Methodology and Outreach

The process used to construct the Plan involved the following general steps:

Establish overall project direction and objectives: This initial planning stage involved discussions with the agencies managing the planning process, in particular County

Connection and the Contra Costa Transportation Authority (CCTA). The outcome was the broadening of the objective of the project to include consideration of the full range of mobility management options and structures for the County as opposed to a “one-stop” call center information referral project.

Identify appropriate mobility management functions and service delivery structures through technical analysis and community input: The analytical portion of the planning process was strongly supported by extensive community input. Activities involved meetings with community agencies to identify needs and to present technical options. The results of this process became the list of strategies included in the Plan.

Formal advisory input: The planning process was supported by two levels of advisory input. The first was the formation of an ad hoc Stakeholders Advisory Committee. This group represented varying interests throughout the County and included a cross section of agency types and geographic perspectives. The direction provided by this group was invaluable to the direction of the Plan. Among the most important outcomes of the advisory committee was recognition that an institutional frame work was necessary to deliver the creative service options. The Plan defines both the structure recommended and the functional programs that were identified by the community and Advisory Committee.

The second level of advisory input was in the form of three Summit meetings held throughout the County. These Summits were structured to solicit input and feedback on specific mobility management options. Input from the participants was extremely helpful in defining the elements of this Mobility Management Plan.

Throughout the outreach process stakeholder input was elicited to identify the challenges their target population face when traveling throughout Contra Costa County. These findings were used to design strategies to fill the gaps that are detailed in Chapter 3. Throughout the outreach process the overarching theme was the lack of coordination amongst human service agencies, transit operators, and private/public/non-profit agencies. Although there are many providers of transportation there has been no central focal point for coordination, implementation, and enhancement of transportation options for the special needs population. The recommendations in this Plan provide a comprehensive approach to address the challenges identified through outreach to the community.

Chapter 2: MOBILITY MANAGEMENT STRUCTURE OPTIONS

Mobility management is one part of a complex matrix of transportation services in any urban area. The “public transportation system” is made up of a number of elements that interact and often overlap. The major components of a public transportation system are: fixed route bus service for the general public, paratransit bus service for individuals with disabilities as described in the Americans with Disabilities Act (ADA), and mobility management/human service transportation serving the specialized transportation needs of the population. These three elements have traditionally operated independently of each other.

In a coordinated transportation system, the three elements work in a more integrated fashion to serve certain targeted populations, specifically individuals with disabilities, the elderly, and persons of low income. This can result in service and cost efficiencies that yield benefits for the individual riders, public agencies and smaller human service transportation providers. Within a coordinated transportation system public transit, community based and human services agencies work with one another to refer riders to the service that is most appropriate for their functional abilities. Presently there are agencies in Contra Costa that cross refer riders, but throughout the planning process there has been an emphasis on expanding and enhancing these efforts in a coordinated fashion. The quantitative and qualitative impacts of integrating a coordinated transportation system are captured in this Plan.

Though “mobility management” has often been defined narrowly to focus on one-stop call centers, this Plan takes a broader view. The concept goes far beyond minimal trip planning efforts for individuals to much broader strategies capable of improving service delivery to much larger numbers of individuals. No one strategy can serve all of the needs of the special needs groups targeted and for this reason the Plan consists of a variety of programs each meeting some aspect of the overall demand. This Plan includes strategies that exceed available funding and sets forth a list with recommended priorities. It also suggests approaches to funding intended to create a viable and sustainable program.

Consolidated Transportation Services Agency

Elements embodied in the concept of mobility management have been a part of the transportation service delivery framework for many years. Only recently have the elements been referred to as mobility management. The federal coordination

requirements are now placing renewed emphasis strategies to increase coordination in California such as the formation of CTSAs.

When the State passed AB 120, the Social Services Transportation Improvement Act, it allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Service Agencies (CTSAs). The goal was to promote the coordination of social service transportation for the benefit of human service clients, including the elderly, disabled individuals, and persons of low income. AB 120 specified the following advantages of service coordination through use of CTSAs:

- Combined purchasing of necessary equipment so that some cost savings through larger number of unit purchases can be realized.
- Adequate training of drivers to insure the safe operation of vehicles. Proper driver training should promote lower insurance costs and encourage use of the service.
- Centralized dispatching of vehicles so that efficient use of vehicles results.
- Centralized maintenance of vehicles so that adequate and routine vehicle maintenance scheduling is possible.
- Centralized administration of various social service transportation programs so that elimination of numerous duplicative and costly administrative organizations can occur. Centralized administration of social service transportation services permitting social service agencies to respond to specific social needs.
- Identification and consolidation of all existing sources of funding for social service transportation services can provide more effective and cost efficient use of scarce resource dollars. Consolidation of categorical program funds can foster eventual elimination of unnecessary and unwarranted program constraints.

The CTSA structure is unique to California. While other states are beginning to implement coordinated transportation projects, only California has the state legislated model of the CTSA. Thus, for three decades, initiatives to coordinate human service transportation programs in California have been largely guided by AB 120. There is a new focus on CTSAs as the appropriate entity to implement the federal programs embodied in the federal legislation that provides funding for mobility management projects - SAFETEA-LU. Other communities are seeking to create new CTSAs or designate existing organizations as CTSAs to combine the State and federal legislation into service delivery mechanisms that have resources and focus to achieve real coordination. A significant dialogue is underway throughout California regarding the role of the CTSA and its ability to meet both the federal and State coordination requirements.

One of the provisions of SAFETEA-LU is that all projects must be derived from a locally developed human service transportation plan. In January 2013, the Metropolitan Transportation Commission (MTC) circulated a Draft Coordinated Public Transit – Human Services Transportation Plan Update which recommends the designation of CTSAs to facilitate sub-regional mobility management and transportation coordination efforts

What Is A CTSA Intended To Do?

While no two CTSAs are structured the same or provide exactly the same services, there are common objectives to be found in all CTSA activities:

- Increase transportation options for seniors, the disabled, and persons of low income.
- Reduce the costs for public transportation.
- Identify and implement efficiencies in community transportation operations.

What Can A CTSA Look Like and Accomplish?

CTSAs in California have taken on a variety of forms and within those various forms they provide a range of services. The most successful CTSAs have embraced the concept of human service coordination and mobilized efforts to creatively use resources to accomplish great things in their local communities. While all forms of CTSA have the potential to achieve the objectives of the concept, evidence provided through a review of available CTSA documentation and case studies indicates that certain structures may be more conducive to successful project implementation than others.

AB 120, the California legislation creating CTSAs along with the subsequent federal guidance on human service transportation coordination offers a general concept of a coordination or mobility management agency. Within that guidance is great latitude to mold the concept to the unique circumstances of a local community. The most successful CTSAs have built a creative array of programs serving a broad population of persons in need. The typical target populations include the disabled, elderly, and low-income individuals. Many studies including planning efforts in Contra Costa County have documented the substantial unmet needs of these groups and the need for additional specialized transportation capacity programs capable of targeting these potential riders. As the definition of need is broadened to include young children and possibly other groups, the volume of need becomes even more extensive.

Well refined CTSAs have addressed the broad variety of needs in creative ways. They have typically used limited funds in creative ways to achieve substantial results. For example, efforts in other counties have included joint funding of service provided by

human service agencies for their own client populations. Some communities combine funding for transportation programs with other sources. Examples of non-transportation funding that are sometimes used to support transportation services include Regional Centers, Temporary Assistance for Needy Families (TANF), and Area Agency on Aging.

A very effective CTSA is an organization that serves as a broad facilitator – or champion - of transportation coordination. The role typically means that the agency is well connected in the transportation and human service community and is a leader in creating solutions to travel needs. This is often accomplished through negotiating cooperative agreements between agencies to coordinate their use of funds, acquisition of capital assets (e.g. vehicles, computer equipment, etc.), buying power for goods or services (e.g. joint fuel purchase), physical facilities such as garages and parking, or other functional elements. Service delivery can be as low profile as coordinating a volunteer driver program to managing a travel training program for fixed route service to facilitation of direct service delivery through contracts with social service agencies. An important consideration is that most functions that a CTSA can perform can be offered through any of a variety of structural models.

Consolidated Transportation Service Agency Models

AB 120 requires that a CTSA be designated by a transportation planning agency. In Contra Costa County, this entity is the Metropolitan Transportation Commission (MTC). According to statute each CTSA designated must be an agency other than the planning agency. The range of options for CTSA designation as defined in law are:

- a) A public agency, including a city, county, operator [transit operator], any state department or agency, public corporation, or public district, or a joint powers entity created pursuant to the California Government Code Section 15951.
- b) A common carrier of persons as defined in Section 211 of the Public Utilities Code, engaged in the transportation of persons, as defined in Section 208.
- c) A private entity operating under a franchise or license.
- d) A nonprofit corporation organized pursuant to Division 2 (commencing with Section 9000) of Title 1, Corporations Code.

Within these broad legal definitions, a number of alternative CTSA structure models have emerged. These or possible variations are open for consideration for application in Contra Costa County. The following are the principal structural options for CTSA organizations in the County.

1. Single Purpose Nonprofit Agency: In California there are limited examples of nonprofit agencies that have been designated a CTSA that provide a wide range of transportation programs and services. Noteworthy examples of existing nonprofit CTSA's are Outreach in Santa Clara County, Valley Transportation Services in San Bernardino County, and Paratransit, Inc. in Sacramento County.

Outreach and Escort of Santa Clara County served as the CTSA in the County for several years before its designation was rescinded by MTC. It was recently re-designated by MTC and is currently the only CTSA in the nine county Bay Area. Access Services in Los Angeles was created largely to manage the ADA paratransit program in LA County but was also designated the CTSA. It was created through action by public agencies to address ADA and coordination issues.

2. Multi-Purpose Nonprofit Agency: There are examples in California where a multi-purpose nonprofit agency has been designated the CTSA. This is typically a situation where a strong nonprofit organization with an effective infrastructure wishes to champion transportation issues and adds those functions to a broader list of agency activities. Ride-On of San Luis Obispo is an example of this form of organization. Ride-On was originally the United Cerebral Palsy (UCP) affiliate in San Luis Obispo and still serves in that capacity in addition to its transportation responsibilities. There are many examples of nonprofit organizations that have created major transportation programs under an umbrella that includes nutrition services, housing programs, food banks, and other common human service functions.
3. County Government: In many rural California counties, transportation services are provided by the County. Often this includes providing public transit services. This is a common structure in smaller or rural counties. Several counties have been designated CTSA's. Often though not always, transportation services are provided through the public works department. Counties such as Glenn and Colusa are examples of this form of CTSA.
4. Public Transit Agency: In some California counties the local public transit agency has been designated the CTSA. This applies to both legislated transit districts and to Joint Powers Authority (JPA) agencies. It is typically in smaller counties that the transit agency has been designated. Examples of transit agencies that are CTSA's are El Dorado Transit, Eastern Sierra Transit Authority (Bishop), and the Mendocino Transit Authority. All of these are JPAs.

Of the models presented above the non-profit agency model has historically been the most notable in terms of implementing programs with long-term sustainability. Non-profit agencies such as Outreach and Escort, Ride-On, and Paratransit, Inc. have delivered successful coordinated transportation programs throughout California for many years. Each of these organizations has continued to evolve to meet the needs of the community they serve. Nonprofit organizations have typically been the most successful CTSA model for a number of specific reasons. These include:

- **Specific Mission:** Nonprofit CTSA's have typically been established with a human services perspective focused on special needs populations and programs dedicated to fulfilling these unique needs. This differs from public transit agencies whose primary mission is to serve large groups of travelers ("mass" transportation). Human service transportation often plays a very small part in an organization with the mass transit mission.
- **Entrepreneurial style:** Nonprofit CTSA's have often been created by transportation professionals seeking to apply creative approaches to the hard to serve needs of special population groups.
- **Flexibility:** Nonprofit CTSA's typically have more flexibility to create and operate new programs than governmental agencies.
- **Applicable laws:** Nonprofit corporations are subject to different laws such as labor laws than public agencies. This fact can provide more latitude to structure services with unique operating characteristics than most public agencies.

Legal Setting

The legal basis for establishing and managing CTSA's is contained in the California enacted Transportation Development Act (TDA). This broad set of California laws and regulations concerning transportation funding and management contains the various provisions governing CTSA's. The CTSA portion of the TDA is a relatively small part of a much larger law concerning funding for all modes of transportation and certain specific funding sources available to all counties for transportation purposes.

The two funding sources included in TDA are:

- **Local Transportation Fund (LTF):** derived from a ¼ cent of the general sales tax collected within the county
- **State Transit Assistance Fund (STA):** derived from the statewide sale tax on gasoline and diesel fuel.

The portion of the TDA creating CTSA provides that such agencies are eligible to claim up to 5% of the LTF for community transportation purposes.

The Act also specifies the process through which a CTSA may be designated. The designating agency may promulgate regulations specific to the CTSA as well as the duration of the designation. The length of CTSA designation varies throughout California. For a number of CTSAs, the term of designation has evolved over time. For example, Paratransit, Inc. in Sacramento was designated the CTSA in 1981 for a one year period. This designation was reviewed and extended later in multi-year increments. In 1988, the designation was extended “without a time limitation.” This designation has continued to this day.

The oversight of claimants for TDA funds including CTSA are subject to two audits. First is an annual fiscal audit that must be submitted within 180 days of the close of each fiscal year. The second is a triennial performance audit. This periodic audit conducted according to specific guidelines, evaluates the performance of a TDA claimant and could serve as the basis for determining the future of a CTSA.

Governing Structure

An area of CTSA oversight that is not contained in the TDA law and regulations is the local governing structure of the designated agency. If a CTSA is a public agency, the governing board of that agency would traditionally oversee receipt and expenditure of public funds. Since a CTSA can be a County, a transit agency, or other government agency, it would be subject to the scrutiny of a board that is otherwise responsible for fiduciary oversight. A CTSA may also be a nonprofit corporation. The governing structure may vary substantially among nonprofit corporations. Many traditional charitable nonprofit corporations have self-appointing boards. This typically means that interested members of the community may be appointed to the board by the sitting board members. Ride-On in San Luis Obispo is an example of this type of governing structure.

There is precedent in California for a nonprofit corporation to have a board of directors whose make-up is governed by political agreement associated with its structure. Paratransit, Inc. began as a traditional nonprofit corporation with a self-appointing board. Later in its evolution, local public agencies formed an agreement associated with Paratransit’s designation as a CTSA that included specific appointing authority to local governmental jurisdictions. This revised structure provided the desired level of oversight and representation.

An effective and functional Board of Directors for a new nonprofit CTSA should be made up of approximately seven to nine members. Because of the management of large amounts of government funds, it is appropriate that public agencies appoint members to the new Board. A typical structure might include appointments by CCTA, Contra Costa County, each transit agency, and some human service agency representatives. Appointing agencies can usually appoint from their own membership or from the community. In some cases, governance structure formats are established to require representatives of the service population (e.g. disabled representatives or seniors). These decisions would be debated by the Steering Committee recommended as a key implementation step.

Sample Consolidated Transportation Service Agency Operating Budget

Once the functions to be performed by a new CTSA are determined, then a budget for the early operation of the organization can be developed. The budget will be defined by whether a new agency is created or the CTSA designation is added to an existing organization. This will determine whether the entire infrastructure of an organization is necessary or if staff and other support services are added onto an existing agency. Administrative overhead will be an important element to identify. The staff capacity of the CTSA will have an impact on the organization's ability to build programs and to manage the range of functions that a CTSA is capable of performing.

In the growth stage of a CTSA, considerable time and effort (staff resources) will be necessary to forge partnerships with other organizations, prepare grant applications, implement service functions, etc. For discussion purposes, two CTSA budgets for Contra Costa County are presented below. The first is a startup budget intended to capture the cost of organization formation, creation of basic organization infrastructure such as accounting and business management functions, and early staffing functions eventually leading to dedicated management. The second budget is a pro forma first year operating budget. It presents a basic structural budget for the first year of operation. It does not present operating costs for the various programs that might be operated. The initial organization budget is to support the pursuit of operating programs with their necessary funding and interagency coordination.

It presents general cost estimates for overhead but does not include costs for individual program elements. Significant refinement would be necessary with actual implementation. However, the sample budget serves as a presentation of basic cost items to guide decision making relative to structure options. This draft budget is based on the premise that a new stand-alone agency would be created to operate the CTSA. The budget therefore includes the financing necessary to lease office space, equip and staff the office, and initiate selected startup service delivery projects.

DRAFT

Contra Costa Mobility Management Plan

CTSA Formation Budget		
[Estimated formation expense; approximately 6 months]		
COST CATEGORY	Cost Estimate	Notes
Professional Services		
Management Consulting	\$75,000	Temporary management
Legal Services	\$40,000	Legal: document prep, filing
Accounting Services	\$40,000	Tax filings; accounting setup
Temporary Operating Expenses		
Office space	\$0	Donated by agency?
Misc. office expense	\$10,000	Materials; travel; Bd expense
Filing fees; etc	\$2,000	Incorporation, etc.
TOTAL OPERATING EXPENSES	\$167,000	
FUNDING SOURCES (potential)		
Measure J	\$120,000	
MTC Grant	\$47,000	
TOTAL FUNDING SOURCES	\$167,000	

CTSA Nonprofit Corporation Operating Budget

[Estimated first full year operation]

COST CATEGORY	Cost Estimate	Notes
Staff		
Executive Director	\$140,000	Salary, taxes, benefits
Administrative Assistant	\$49,000	Salary, taxes, benefits
Direct Expenses		
		2000 square feet @ \$3/square foot
Office Space	\$72,000	
Utilities	\$5,400	\$450 / month
Professional Services	\$35,000	legal; accounting
Phone	\$3,600	\$300 / month
Supplies	\$3,600	\$300 / month
Insurance	\$3,000	\$3,000/ year
Travel	\$1,000	\$1,000 / year
Misc. Expense	\$12,000	
Functional Programs		
Travel Training		Cost to be determined
ADA Eligibility Process		Cost to be determined
Agency Partnerships		Cost to be determined
Coordinated Vehicle		
Maintenance		Cost to be determined
Volunteer Driver Programs		Cost to be determined
Central Information Program		Cost to be determined
Advocacy Role		Cost to be determined
Technical Support		Cost to be determined
Reserve		
TOTAL OPERATING EXPENSES	\$324,600	
FUNDING SOURCES (potential)		
New Freedom Grant	\$120,000	
MTC Grant	\$205,000	
TOTAL FUNDING SOURCES	\$325,000	

Chapter 3: FUNCTIONS

The actual functions or services provided by CTSA's and the methods through which they are delivered can vary widely. One major influence on the overall effectiveness of a CTSA is the amount of available funding that the organization has to manage or direct. Some funds do not have to actually flow through the agency. Other funds are directly managed by the agency and can be used to provide direct services or to "seed" projects through other agencies using various grant management strategies.

The service functions that were supported by the stakeholders and the public in Contra Costa County are defined below. Some of these have been under consideration by the community for several years. Others emerged as priorities through the planning process. A subsequent implementation step would be to set priorities among the listed strategies and prepare precise implementation plans and budgets.

Travel Training

Existing Travel Training Programs In Contra Costa County

Some travel training programs currently operate in Contra Costa County. These programs have limited scope both geographically and relative to the clientele that are included in the programs.

- County Connection has a travel ambassador program but staff time to manage it has been cut.
- Contra Costa ARC and Futures Explored provide travel training for their consumers and receives a stipend from the Regional Center of the East Bay (RCEB) to provide this service.
- Independent Living Resources (ILR) of Solano and Contra Costa Counties has an informal travel training program for clients of their agency. ILR staff will provide training to clients on an as needed basis.

Proposed Countywide Travel Training Program

There are several potential elements in a full scale travel training program. Each is defined below.

- Travel Training or Mobility Training – The most intensive level of travel training is based upon one-on-one instruction for difficult cases. Often the trainees are developmentally disabled and require extensive and repetitive instruction in order to achieve transit independence. The trainer will work with a client usually for

several days to instruct them on how to use the transit system to get to their destination.

- **Bus Familiarization** – This type of training is less intensive and generally can be done in several hours. Typical bus familiarization training would be for a person or group to learn how to read transit schedules and/or take a single trip to a major destination such as a mall. This is also common for physically disabled individuals who need instruction on the use of the special equipment on standard transit buses such as wheelchair lifts, kneeling features, audio stop announcements both internal and external, farebox usage, etc. Bus familiarization is sometimes done in the field in active transit service. In other cases, this training is conducted at the transit facility using out-of-service transit coaches.
- **Transit Ambassador/Bus Buddy Program** – Transit ambassador or bus buddy programs can take several forms. The program usually matches a trainee with a trainer. Typically the trainee and trainer will have something in common - perhaps both are seniors going to a congregate meal site. Transit ambassador and Bus Buddy programs typically use volunteers to teach transit riding skills.

Financial Implications

Moving riders from the ADA service to fixed-route transit can produce dramatic savings to transit operations. For example, a rider traveling to and from a day-program Monday-Friday using a paratransit service costing \$31.00 per one-way trip that is trained to use fixed route transit costing \$8.00 for the same trip can produce dramatic savings for the transit operator.

In addition to the financial implications a rider that transitions from an ADA service to fixed route transit has increased mobility and independence. This transition allows a rider to travel without the need to schedule a ride as required when using paratransit services. Travel training is an example of a mobility management strategy that enhances existing public transit by moving riders from paratransit service to the less expensive option of fixed route.

ADA Eligibility Process

Eligibility Assessment Options

The FTA does not prescribe a particular eligibility process and a number of models are in use across the US. Whatever process is selected by a local transit operator must simply meet the established FTA criteria outlined above. In addition to the paper application process currently in use by Contra Costa County transit operators, three

other types of eligibility procedures are in use by transit operators in other communities. The three principal alternative approaches are: telephone interviews/assessments; web-based assessments; in-person eligibility assessments.

ADA eligibility experts debate the accuracy of the various assessment models. While telephone and web-based options are less expensive than an in-person process, the lack of personal contact and observation and the lack of functional testing make refined eligibility determinations, or conditional eligibility, difficult to assign. Yet some communities strongly endorse the telephone and web-based options. The paratransit broker in Santa Clara County, California (where San Jose is located) relies primarily on telephone interviews for eligibility determinations. These are usually conducted by high level professionals such as occupational therapists who conduct a comprehensive conversation on the phone with the applicant, and in a very few cases where a determination cannot be made, the applicant will be referred for an in-person assessment. Eligibility outcomes are relatively similar to those of in-person assessments, though the ability to apply eligibility conditions is arguably more challenging.

Web-based assessments have been pioneered by a Southern California firm. This model has been applied in nine paratransit programs, ranging from those in smaller communities such as Victor Valley and Butte County, CA (population in the 200,000 range) to larger systems such as Richmond, Virginia and North San Diego County (population in the 600,000 to 800,000 range). The web-based model is based on the premise that, since most applicants are found fully eligible, and since most systems that use in-person assessments have yet to apply their eligibility conditions, transit agencies that are fiscally constrained should not be spending significant sums on transporting applicants to in-person assessments and burdening applicants with travel to an assessment location.

Under this model, applicants need to create an on-line account, complete the application and then mail or e-mail a healthcare form completed by a professional who is familiar with their abilities. This information is then reviewed by the professional on the evaluation team who has specific expertise in the disability that is the basis for the person's application. Team members include medical doctors, physical and occupational therapists, registered nurses, social workers etc. Eligibility outcomes are relatively similar to those from in-person assessments in terms of the breakdown of eligibility categories, but not in terms of level of detail. On average, about 56% of the 36,000 applications that have been reviewed so far have been determined fully eligible, 38% conditional (includes 11% temporary), and 6% ineligible. In a small number of cases, if determinations cannot be made remotely, the firm sets up in-person functional

assessments locally. Appeals have remained below 1% of the total number of certifications.

Assessment costs range from \$45 to \$70 per application. While the relatively lower costs of these assessments have been appealing to a number of agencies, some of the shortcomings that have been cited by paratransit eligibility experts have been as follows:

- The model relies too heavily on applicants' ability to use technology (although these are often completed by caseworkers and other professionals, and exceptions are available for those who cannot use the web)
- There is limited ability to have a discussion with the applicant about the full range of mobility options afforded by in-person assessments.
- The inability to observe applicants ambulate in-person places a significant limit on the evaluator's ability to establish reliable and informative eligibility conditions.

An in-person assessment process results in the greatest accuracy. The ability to personally observe applicants, discuss their functional limitations, and perform structured functional evaluations results in a much greater level of accuracy. Though typically more expensive to perform than assessment models, many operators have determined that the refined ability to introduce conditions for ADA paratransit use make the additional expense of the assessment cost effective. Most of the major transit operators in the US have already introduced in-person assessments. Of the top 10 transit agencies, Boston was the last to introduce an in-person process in December, 2012. As interest in applying conditional eligibility as a cost control tool increases, more agencies are implementing in-person eligibility as the means to achieve that objective.

Overview of In-Person Eligibility

An in-person ADA eligibility process typically consists of a number of steps in order to more precisely evaluate an applicant's bus riding ability, mobility to access a bus stop, and to come to a definitive decision as to functional capability. The shift from a paper process to an in-person approach is based upon the Federal Transit Administration (FTA) focus on a functional model of eligibility versus a medical model. With a paper process, the emphasis is typically on the *function* of the applicant's disability.

Steps common to an in-person eligibility process include:

1. In-person interview of the applicant during which details of condition can be established by a trained interviewer
2. Various transit skill functional tests that help the interviewer verify certain abilities relating specifically to transit riding, and

3. Selected use of professional verification if the interviewer needs further information to establish details of conditions that are not readily apparent to the interviewer.

An in-person process usually takes between 30 and 90 minutes to complete depending upon the nature of the individual's disability and the resulting need for various functional tests. In order to render consistent and accurate determinations, the interview and any skills tests are conducted in a very uniform and "scientific" manner. Interviewers are typically trained to a high level of proficiency in evaluating information provided by the applicant and in interpreting information gathered during functional tests or from medical professionals. Thorough documentation of each assessment is then compiled. This becomes the basis for reviewing any case that is appealed by the applicant.

Financial Implications

Financial implications for an ADA eligibility process vary amongst the models. There is typically a continuum of costs associated with the various processes with the in-person assessment being the most expensive. However, transit agencies that transition from a paper ADA eligibility application process to in-person assessment process typically realize an approximate 15% drop in applications. The drop in the application rate is one key method for controlling ADA paratransit costs. Another is the application of trip by trip eligibility using the conditional determinations made during an in-person process. With specific conditional information, operators are beginning to direct some ADA trips to fixed route if the individual has been determined to be capable of taking that trip on regular transit. While often starting incrementally, cost control through accurate mode assignment can also become a significant cost control tool.

As important as any cost control factor relating to the introduction of a refined eligibility process is the consistent application of determinations. At the present time, each operator in Contra Costa County makes its own eligibility determinations. Yet once made, the determinations apply to all operators in the Bay Area through the Regional Eligibility Database (RED) system. The application of determination criteria varies across operators. A countywide system would begin to standardize the application of eligibility criteria to result in more consistent eligibility determinations among County operators and perhaps lead to a more consistent regionwide process.

Agency Partnerships

One of the most effective tools for implementation by a CTSA is partnering with community agencies to deliver trips more efficiently and at lower cost than those through traditional ADA paratransit service. An underlying concept in partnership agreements are shared cost contracting. This concept has proven effective in many

communities and is now being replicated in others both within and outside California. This approach to service delivery builds on the resources of community agencies and offers partial support of their transportation through subsidized maintenance, insurance, or other technical contributions. Another form of community partnership involves the payment to an agency for the provision of its own transportation service through some combination of funding sources. The resulting service is far less expensive than traditional door-to-door service commonly provided today under ADA guidelines. Since virtually all clients of these agencies are ADA eligible, they could simply be added to the growing numbers of ADA riders. Instead, agency clients are carried on agency vehicles more efficiently and at lower cost. Higher quality service for the client also results from the dedication of the agency to its clients, the stability of routine pick up and drop off schedules, and the often shorter trip length due to the proximity of individuals to programs.

There are two advantages to transit operators of this type of CTSA coordination program.

- By moving agency trips off ADA service, the 50% subscription cap in any given time period on ADA demand response service, which causes service denials under ADA, can be avoided.
- Reporting of CTSA agency trips can bring more federal funding into a region through formula programs. Some CTSA's report trips directly into the National Transit Database (NTD). Counting these trips increases the formula funding available to a region through 5307. Agency trips typically qualify as part of the ADA trip total.

Financial Implications

In locations where successful agency trip models have been deployed cost saving for moving trips off ADA service is dramatic. Honolulu, Hawaii has such a model where trips performed by the local ADA service provider at a cost of \$38.63 for a one-way trip are now being completed by a human service agency for \$4.85 a one-way trip, with over 55,000 trips performed in the first year of operation. **A savings of \$1,857,900.**

A dramatic result of agency trips programs is the quality of service that riders experience. Using an agency trip model, the riders are generally transported by day program staff. Staff members are generally familiar with the individual's disabilities and special needs which general public ADA paratransit drivers are often not prepared to manage. Agency trips also typically exhibit shorter trip length, and routine pick-up and drop-off schedules. The combination of these factors results in service that is much higher in productivity than public paratransit services.

Coordinated Vehicle Maintenance

A major program function that can be performed by a CTSA is coordinated vehicle maintenance. In such a program, a central maintenance provider operates a garage servicing a broad range of vehicles. Participation in the maintenance program is voluntary but brings with it such benefits that it is appealing to community agencies from a business perspective. Typically, there are many advantages to the social service community in participating in a program designed to meet its unique maintenance needs. A primary benefit is the overall safety of the CTSA fleet. With services being provided according to rigorously structured maintenance standards, overall fleet safety is ensured. The central provider works with agency customers to ensure compliance with such requirements as CHP inspections and all OSHA regulations.

There are beneficial features common to a coordinated-maintenance program which is listed below:

Specialized Expertise

A centralized maintenance program that services paratransit type vehicles (typically cutaway buses) develops specialized expertise that is not routinely available in commercial repair shops. This includes familiarity with wheelchair lifts, cutaway chassis, brake interlock systems, fareboxes, mobility securement systems, and other unique features.

Central Record Keeping

A centralized maintenance program normally provides record keeping systems that help to ensure compliance with local laws and regulations as well as agency specific reporting on costs, maintenance intervals, life cycle costs, vehicle replacement schedules, etc.

Loaner Vehicles

A feature of a centralized maintenance program that is often cited as a “life saver” by participating agencies is the use of a loaner vehicle that is similar in size and configuration to the basic vehicles of the participants. This can be very beneficial to small agencies that do not have many or, in some cases, any backup vehicles.

Specialized Schedules

A common feature of a centralized maintenance program is business hours that best serve the client agencies. This can mean operating during evening hours or on weekends when commercial shops are often closed. Carefully crafted work schedules

can greatly assist agencies by obtaining inspections and repairs when convenient to the customer.

Fueling

Centralized fueling can also be a great benefit to agencies. It allows for careful monitoring of the fueling process and fuel usage. It also provides the opportunity for lower prices due to bulk purchasing, and guaranteed availability in times of shortage.

Volunteer Driver Programs

Volunteer driver programs are an efficient method of providing transportation options in a community. These programs can take various forms including curb-to-curb shared-ride transportation to common destinations and highly specialized door-through-door service to riders with very specific needs. Whatever model is used these programs are an important element in a community's transportation framework. Volunteer driver programs models can vary significantly depending on the focus of the service. Volunteer programs typically involve some expense with the level of expense varying depending upon the service model employed. Two common approaches of volunteer driver programs include:

- **Shuttles Model:** In a volunteer shuttle operation, the driver is a volunteer but does not provide transportation with their personal vehicle. Rather, the volunteer typically drives an agency vehicle with the agency incurring expenses for all operating costs except the driver. The key cost saving element of this model is the wages saved through the use of volunteers. The volunteer driver shuttles are often a curb-to-curb, shared-ride service that transport riders to common locations. Many shuttle programs require advance reservations, include an eligibility criteria (such as age), and charge a nominal fee to ride.

Volunteer driver shuttles enhance transportation options for their passengers and assist with moving trips to the service that otherwise may be taken on ADA paratransit.

- Door-through-door Model: This volunteer model typically involves a volunteer driving their own vehicle. The driver is not compensated for his time but may be reimbursed at a mileage rate to cover operating expenses such as use of personal gas. The door-through-door model is typically used to provide specialized transportation service for riders that need a high-level of assistance. In the door-through-door model the driver may escort the passenger from the

point of origin to the destination and wait for the passenger at the destination, such as medical appointments.

The service delivery approach for a door-through-door program varies:

- Matching riders with volunteer drivers- Using this approach the agency recruits volunteers and matches the volunteer with a rider. Some programs schedule the rides with the driver and rider, and some “assign” a driver with a rider who coordinate trips without involving the agency.
- Rider finds their own driver – Using this model the rider finds their own driver and schedules trips with the driver as necessary.
- Mileage reimbursement- Some door-through-door volunteer driver programs offer mileage reimbursement for eligible trips. Reimbursement rates vary.

No matter the service delivery approach door-through-door models provide a highly specialized means of transportation for an often vulnerable population. These programs fulfill a growing need in communities presently only being transported by fee for service providers.

Contra Costa County has a robust volunteer driver network. The County has multiple examples of both shuttle and door-through-door programs. These programs are tailored to the niche that they serve and provide an efficient method of transporting riders. These agencies also work collaboratively with one another to ensure that riders are provided the service that best suits their functional abilities.

Financial Implications

Contra Costa County volunteer driver programs enhance the transportation matrix providing transportation options for residents, moving trips off ADA paratransit, and offering a highly specialized means of travel for riders that cannot use other transportation options. These programs in effect provide a resource to residents that would otherwise use ADA paratransit providing both quantitative and qualitative benefits to the community..

Central Information Program

A central information program is often considered the heart of a mobility management program. While this Plan includes an information program as an important element, it is only in combination with one of many forming a complete mobility management

program. There are two primary call center functions; a simple information referral services, and a more sophisticated trip planning function.

The simplest call center is a referral service. In this case a caller will be asked question(s) by the call taker and referred to the appropriate agency. Due to the broad nature of the information that is being provided these services generally require a second call to answer the caller's questions.

Examples of Call Centers in Contra Costa County:

- Contra Costa Crisis Center 211: Connects callers with community services, such as food, shelter, counseling, employment assistance, and child care. Callers are asked a series of questions to determine which services they are eligible for and then referred to the appropriate agency..Contra Costa 511: 511 is a comprehensive Transportation Demand Management (TDM) program that promotes alternatives to single occupant vehicles including carpooling, vanpooling, telecommuting, biking, public transit, and walking.
- Area Agency on Aging (AAA) Information and Assistance (I & A): AAA provides I & A services for senior and their families with information on community services and programs that solve the problems faced by Contra Costa seniors.

The central information program for Contra Costa County is meant to enhance the existing call centers and be a resource for persons needing to find information on public, private, and human service transportation in the County. This could include detailed transit route and schedule information, eligibility information, fares, as well as information on private and non-profit transportation providers. The central information program for Contra Costa County will serve as a point of contact for residents to call to receive both transportation referral services and trip planning assistance. The call center was brought up as a helpful mobility management element during discussions with stakeholder groups.

Advocacy Role of Mobility Management

A mobility management CTSA can play an important role in advocating for the needs of the population groups that it represents. Because the CTSA works closely with agencies and individuals in the human services sector, it is often in a strategic position to advocate for the special needs population

There are several alternatives approaches or levels of advocacy that the mobility management program can take. The advocacy role for a mobility manager can vary

widely depending on the existing conditions in the area that is being served. Possible levels of advocacy are listed below.

- Information source: Mobility Manager serves as source of “expert” information resource to other agencies in the community on issues relating to special needs population.
- Special needs representative: Mobility Manager represents special needs populations in transportation decision making venues including funding advisory groups, Agencies on Aging, Regional Center vendor groups, etc.
- Active lobbying for special needs populations: Proactive advocacy for special needs groups including initiating proposals for funding and service improvements.

The new CTSA in Contra Costa County will have some level of advocacy involvement simply by the nature of its position in the transportation mix. Such a role is typically defined by the Board of Directors who represent diverse interests in the County. A balanced advocacy role typically contributes to the overall effectiveness of the agency in the institutional mix in the service area.

Technical Support

Mobility management agencies can provide a variety of support services that benefit local human service transportation providers. Whether due to lack of staff, or technical experience or funds, many organizations are not able to fully utilize the resources available to them. A CTSA has the ability to assist agencies by supplying technical assistance that can allow for increased funding, expansion of existing programs, implementation of new projects, or development of a more highly trained staff.

Grant Writing

CTSAs have the potential to significantly impact available transportation services within their geographical area by supporting local agencies in their efforts to secure grant funding. Completing grant applications can be confusing and overwhelming. While larger agencies often have staff dedicated to the preparation of grant applications, smaller public and non-profit human service agencies usually assign this responsibility to a program manager or other administrative team member. A human service agency may not have the time or the expertise to seek out grant opportunities and submit applications.

Many human service agencies are intimidated by Federal or State grant application requirements and. Although some agencies have projects that could qualify for grant

funds, choose not to apply. Though grant programs are changing as a result of the passage of MAP-21, the newly enacted federal transit funding program, grants still contain rigorous requirements for management and reporting. Programs such as 5310 are available to agencies and now can be used in part for operations. Yet such grants carry complex requirements that a CTSA can help agencies fulfill.

A CTSA can provide the expertise and the technical support necessary to complete grant applications for local agencies. CTSA staff time can be dedicated to staying current on specific grant requirements and application instructions. This type of time commitment is often difficult or impossible for human service agencies to achieve. CTSA staff can provide assistance through local grant writing workshops, by mentoring local agencies or by actually preparing grant applications.

Grant Management

Grant management is a complex process that often prevents agencies from applying for funding. The data collection and reporting requirements can be daunting. Often agencies look at the amount of the grant award and determine that the staff time necessary to oversee the grant is not worthwhile.

A CTSA can assist human services agencies in its region by providing grant management services or by offering training in grant management. In either case, the CTSA staff takes on the role of expert advisor based on its in-depth understanding of the rules and regulations required by each grantor. It can then provide advice and assistance in matters such as:

- Overall compliance with grant reporting requirements
- Development of recordkeeping systems
- Data collection techniques
- Understanding of sub-recipient agreements in FTA grants
- Compliance with DBE and Title VI requirements

The CTSA can go so far as to prepare and issue reports on behalf of the grant recipient or sub-recipient, if necessary.

Driver Training and Professional Development

California state law is very specific about the requirements for driver training programs, including the qualifications for instructors. For a variety of reasons, agencies may have difficulties operating their own training programs. The driver corps may be small, the need for training classes may be infrequent or the agency may not have the resources

to employ a certified driver instructor. A CTSA can help meet the demand for qualified instruction in a variety of ways.

- A CTSA can employ a fully certified instructor to teach driver training classes, to which agencies can send new drivers
- A CTSA can coordinate between those agencies that have their own programs and those that do not in order to fill available training “slots”
- A CTSA can make available materials and speakers that can be used as part of ongoing required safety training

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Chapter 4: IMPLEMENTATION STEPS

Successful implementation of the Mobility Management Plan for Contra Costa County will require a series of actions crafted to maintain the consensus that has emerged round the overall concepts contained in the Plan. Success will be evident in the level of community and agency support for the approach, the ability to obtain the necessary funds to achieve implementation, and efficiency of the resulting structure. This Plan proposes the formation of a CTSA in the County. This has been well documented throughout the planning process. The basis for this recommendation is the long-running dialog in the County regarding mobility management activities with little actual implementation resulting. This planning process identified that major impediment to action being the lack of a structural platform to serve as the vehicle through which action is accomplished. That vehicle has now been identified as a CTSA. Further, careful consideration has been given to alternative legal structures for a CTSA. The result of that dialog has been the agreement to pursue a nonprofit corporation model. The principal basis for recommending this structural model is the level of success in other communities that have adopted this structure.

The steps or phases necessary to achieve successful implementation are defined here. They are presented in a level of detail consistent with the discussions throughout the planning process. It is clear that moving forward will require expertise in governance, finance, mobility management functional tools, and other very specific experience. Such resources have also been discussed throughout the planning process.

Phase I: Adoption of the Plan

The first step toward implementation of the Plan is its adoption by the Board of Directors of the Contra Costa County Transit Authority (CCCTA). As the sponsor of the planning process, CCCTA is the first level of approval of the Plan and its recommendations. The CCCTA Board should consider the implications of the Plan and adopt it both as the sponsoring agency and also one of the key implementing agencies in the County. In adopting the Plan, CCCTA should also officially forward the Plan on to the Contra Costa Transportation Authority (CCTA) as the countywide agency best suited to managing Phase II of the implementation process.

Phase II: Formation of a Steering Committee

A steering committee of critical agency representatives is the appropriate mechanism for Phase II of the process. This committee should be formed to guide discussion of the

critical details of the CTSA formation process including makeup of the governing board, roles and responsibilities of the agency, identification and commitment of seed funds to create the organization and other legal and procedural details. As a tool for use in guiding the efforts of the Steering Committee, it is recommended that a set of Guiding Principles be adopted to ensure that the interests and objectives of the affected agencies are represented and officially noted. Such a tool can help to keep the efforts of the participants focused and inclusive. A preliminary set of Guiding Principles is proposed below:

Guiding Principles

- Recognize Existing Agencies' Roles: Many agencies in Contra Costa County currently provide services under the broad definition of mobility management. The role and interests of these agencies should be recognized and included in the formation of a CTSA and in the future allocation of resources to our through that organization.
- Minimize administration: The CTSA will require a management structure in order to accomplish its mission. In creating such a structure, care should be taken to minimize administration in order to maximize the allocation of scarce resources to functional programs.
- Broadly Analyze Resource Allocation Decisions: One of the roles of a new CTSA will be to pursue resources for the implementation or continuation of functional programs. In so doing, the CTSA should as a matter of policy prepare an analysis of the impacts of alternative resource allocation strategies that can be considered by all affected agencies in the CTSA service area.

Steering Committee Structure and Functions

- Form a Steering Committee to guide the formation of a CTSA
- Steering committee comprised of elected officials, transit agency executives, Community transportation agencies, and human service executives.
- Steering committee defines CTSA by-laws, board structure, and performance standards
- Steering committee serves as advisory body after CTSA has been established

Phase III: Form a CTSA as the Mobility Management Agency

- Form a CTSA for Contra Costa County
- Establish a nonprofit corporation to serve as the mobility management agency for the County.
- MTC designate the nonprofit corporation as the CTSA for Contra Costa County
- Fund setup and initial operation of the CTSA through a combination of funding provided by the Contra Costa Transportation Authority (CCTA) and MTC for a minimum period of two years.
- Establish a governance structure for the nonprofit corporation through appointment of Directors to the governing Board by public agencies in Contra Costa County.
- Allocate funds for an interim budget to cover agency formation expenses and initial management activities.
- Allocate a combination of funds totaling \$300,000 to \$400,000 per year for initial CTSA operation.

Funding

- CTSA pursues available grant opportunities
- CTSA works with transit operators to allocate funds to mobility management programs which move riders from ADA service
- CTSA works with MTC to identify discretionary funds
- CTSA participates in new funding opportunities to include funding specifically for seniors, persons with disabilities, persons with low-income, and the CTSA.
- CTSA pursues TDA allocation of Article 4.5 as defined in statute.

Phase IV: Functional Programs

- Direct the CTSA to establish priorities among the identified functional programs for Contra Costa County.

Develop grant applications through community partnerships for implementation of functional programs.

Implementation Timeline

CTSA Implementation Time Line

(approximate)

Date or Time Period	Activity
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Contra Costa Mobility Management Plan

Form Steering Committee	May 1, 2013
Draft Incorporating Documents	May - August, 2013
Establish Initial Funding	July - August, 2013
File for Incorporation	September, 2013
Seek CTSA Designation	September - November, 2013
Establish Operation	December - January, 2013
Create and Provide Operations	January - December, 2014

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6. TRANSPAC CCTA Representative Reports:

Memo dated March 26, 2013 from Randell H.Iwasaki regarding items approved by the Authority on March 20, 2013

Article in the Concord Transcript on April 2, 2013 by Julie Pierce; see link [My article/column in Transcript today.eml](#) - *Planning for the whole Bay Area: nothing sinister about it*



CONTRA COSTA
transportation
authority

COMMISSIONERS

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Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPAN
Jerry Bradshaw, WCCTAC
Shawna Brekke-Read, LPMC

From: *RB for:* Randell H. Iwasaki, Executive Director

Date: March 26, 2013

Re: Items approved by the Authority on March 20, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its March 20, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. Regional Express Lane Network

Metropolitan Transportation Commission (MTC) Status Update. In October 2011, MTC secured authorization from the California Transportation Commission (CTC) to develop and operate a 270 mile Regional Express Lane Network. *MTC staff provided an update on progress and planned activities related to governance structure, implementation strategies and the Phase 1 conversion project.*

Interstate 680 – North Segment (I-680N) Express Lane Conversion - Request for Proposals (RFP). *Staff was authorized to issue a RFP to scope, environmentally clear and design the I-680N Express Lane. The I-680N Express Lane project proposes to convert High Occupancy Vehicle (HOV) lanes to express lanes on southbound I-680 from near the Benicia-Martinez Bridge to near Livorna Road in Alamo, and northbound I-680 from the I-680/SR242 interchange to near the Benicia-Martinez Bridge.*

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www.ccta.net

I-680 North Segment (I-680N) Express Lane Conversion - Authorization to Request RM2 Allocation from MTC for Environmental Clearance and Plans, Specifications and Estimate (PS&E). *Staff was authorization to submit an allocation request to MTC in the amount of \$9.2 million for environmental clearance and PS&E.*

- 2. Unified Call for Projects for Cycle 2 Federal Funding.** MTC's Resolution No. 4035, initially adopted in May 12, 2012, and finalized in November 2012, established the program architecture for the allocation of \$795 million in federal funds for FY 2012-13 to FY 2015-16. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for allocating a total of \$51.238 million in Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funding for Planning, Local Streets and Road Preservation, Transportation For Livable Communities, and Safe Routes to School. *The Cycle 2 federal funding unified Call for Projects was issued on March 8, 2013. Staff notified all Contra Costa City Managers, Public Works Directors, Planning Directors, and RTPC managers of the schedule and process for applying for OBAG funding. Complete information may be found on the Authority's website at www.ccta.net under "Current Activities."*

2.1 - Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation. In November 2012, MTC established a \$20 million planning program that would flow to the nine Bay Area Counties to support local planning activities related to Priority Development Areas (PDAs). Based upon a modified "OBAG" formula, Contra Costa would receive \$2.745 million. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority has the option to administer the funds. Expenditure of the funds must be in accordance with the *PDA Investment & Growth Strategy* currently under development by the Authority and scheduled for review in April 2013. *The Authority selected funding Option 2, whereby the CMA will provide individual grants to local jurisdictions through a single program administered by the CMA. Staff was authorized to notify MTC of the Authority's decision.*

2.2 - Call for Projects for the OneBayArea Grant (OBAG) Program. MTC Resolution No. 4035 created the OneBayArea Grant (OBAG) program. The purpose of the OBAG program is to fund transportation investments that reward jurisdictions that produce housing and focus transportation investments in Priority Development Areas (PDAs) while providing more funding and flexibility to counties. Approximately \$45.2 million is available through OBAG, of which \$16.6 million is dedicated to Local Streets and Roads

Preservation. An additional \$4.3 million will be used for the CMA Planning function over the next four years. Approximately \$24.3 million is available for Transportation for Livable Communities Funds, and Bicycle and Pedestrian Improvement projects, all of which must “serve” a Priority Development Area (PDA).

2.3 - Release Safe Routes to School (SR2S) “Call for Projects” to the Regional Transportation Planning Committees (RTPCs) and Program Managers.

Approximately \$3.3 million in federal funding is available through MTC for SR2S programs. As with the OBAG program, the CMAs have accepted delegation of the program selection process. Working with a committee comprised of transportation managers and SR2S program managers from around Contra Costa, Authority staff has developed a policy framework for allocating the funds to the RTPCs based upon K-12 student enrollment. During April and May, the SR2S Program Managers will assemble a list of high priority SR2S programs that they will forward to the RTPCs for adoption. The Authority is responsible for submitting a list of proposed projects to MTC by July 31, 2013.

3. SB 375/SCS Implementation Update. (See Attachment)

Planning Committee STAFF REPORT**Meeting Date:** March 6, 2013

SB 375/SCS Implementation Update

MTC Scheduled to Release Draft Plan Bay Area in March 2013: MTC staff has indicated that the Draft 2013 Regional Transportation Plan (RTP) will be released on March 22, 2013, and the Draft EIR on March 29th, with adoption of the final RTP on June 20. MTC staff will present the Draft 2013 RTP to the Authority at its meeting on April 17, 2013. A Public Workshop will be held on Monday, April 22 at the Marriott Hotel in Walnut Creek at 6:30 p.m. The close of comment period on both the Draft Plan and the Draft EIR is May 16, one day following the Authority's May 15 meeting. Details of the RTP public outreach process are shown in the attached letter from MTC dated March 1. Further information will be posted shortly at www.mtc.ca.gov.

OneBayArea Grant (OBAG) Program: The PDA/OBAG Working Group established in November 2012 had its second and third meetings on February 11th and 26th, respectively. The Working Group has so far discussed the OBAG project screening and evaluation criteria. At its fourth meeting on March 11th, the group discussed the PDA Investment and Growth Strategy.

The draft OBAG "Call for Projects" was reviewed by the TCC on February 21, and again on the 27th, and was forwarded to the Planning Committee, which approved the draft "Call" on March 6th. The Final Call for Projects was subsequently issued on March 8th.

The Authority is scheduled to approve the PDA Investment and Growth Strategy at its April meeting (concurrent with MTC's presentation on the 2013 RTP). The Authority would approve the OBAG funding recommendations at its June meeting. More details are available on the CCTA website under "Current Activities."

Planning Directors Meetings: The Planning Directors of Contra Costa are scheduled to meet on April 12, 2013 to discuss the One Bay Area Grant (OBAG) funding program, and development the PDA Investment & Growth Strategy.

BayArea Plan

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 1, 2013

FR: Executive Director, MTC
Executive Director, ABAG

W.I.

RE: Plan Bay Area Public Meetings

Thanks for your patience as our staffs worked together to schedule the many meetings that come with release of the Draft Plan and companion Environmental Impact Report. This memo reviews past direction we have received from you and lists key milestones and dates.

Dates	Milestone
March 22	Release of Draft Plan Bay Area (begin 55-day comment period)
March 29	Release of Draft Plan Bay Area Environmental Impact Report (begin 45-day comment period)
April-May	Various comment opportunities, presentations, public hearings, etc.
May 16	Close of Comment Period (Draft Plan, DEIR)
Late May	Present summary of comments to ABAG and Commission
June 20	Joint ABAG-MTC Adoption of Final EIR, Final Plan Bay Area, and conformity analysis

In December, the joint MTC Planning and ABAG Administrative committees approved the following approach to public engagement for release of the Draft Plan. Our goal is to provide the public with numerous opportunities and methods to comment.

- Combination Open House/Public Hearings:** SB 375 requires at least three public hearings in the Bay Area, as well as an additional round of workshops in counties with populations of over 500,000. MTC and ABAG will host one hearing per county in combination with an Open House. The Open House will start at approximately 6 p.m. and run to approximately 7:30 p.m. Members of the public can come and view displays, ask questions of staff and then move right into a public hearing that will start at approximately 7 p.m. MTC Commissioners and ABAG Executive Board members will preside over the formal public hearing portion of the meetings for the purpose of taking comments from the public. A court reporter will transcribe comments. For those who cannot stay for the public meeting or who prefer not to speak in front of a large group, we will have a “comment station” where people can submit their comments directly for inclusion into the public record. A list of tentative dates for these open house/public hearings is included in Table 1 on the following page.
- EIR Public Hearings:** We will conduct three public hearings on the EIR, one each in Oakland, San Jose and San Rafael. The Oakland meeting will be in the evening. These will be formal public hearings to comply with CEQA, with a brief staff presentation and the balance of the meeting dedicated to hearing from the public. A list of tentative dates for these public hearings is included in Table 2 on the following page.

Table 1: Plan Bay Area Open House/Public Workshops


(Note: In general, Open Houses will run from 6 p.m. to 7:30 p.m.; Public Hearings from 7 p.m. to 9 p.m.)

Date	Location
Monday, April 8	Napa County: Elks Lodge, Napa
Monday, April 8	Sonoma County: Friedman Center, Santa Rosa
Thursday, April 11	San Francisco: Hotel Whitcomb, Civic Center
Monday, April 22	Solano County: Fairgrounds, Vallejo
Monday, April 22	Contra Costa County: Marriott, Walnut Creek
Monday, April 29	Marin County: Marin Center, San Rafael
Monday, April 29	San Mateo County: Holiday Inn Crowne Plaza, Foster City
Wednesday, May 1	Alameda County: Mirage Ballroom, Fremont
Wednesday, May 1	Santa Clara County: Downtown Hilton, San Jose

Table 2: Plan Bay Area Draft Environmental Impact Report Public Hearings

Date	Location
Tuesday, April 16, 10 a.m.	San Rafael, Embassy Suites
Tuesday, April 16, 7 p.m.	Oakland (Joseph P. Bort MetroCenter)
Wednesday, April 17, 1 p.m.	San Jose (Martin Luther King, Jr. Library, San Jose State)

We will be publicizing the meetings via email newsletters and a mailing, and welcome your assistance in helping us get the word out to your respective constituents.


Steve Heminger


Ezra Rapport

7. SB 375/SCS Report by Martin Engelmann, CCTA

Planning Committee STAFF REPORT
Meeting Date: April 3, 2013

Planning Committee **STAFF REPORT**

Meeting Date: April 3, 2013

SB 375/SCS Implementation Update

MTC Releases Draft *Plan BayArea* on March 22, 2013: MTC posted the Draft 2013 Regional Transportation Plan (RTP) on its website on Friday, March 22nd. The Draft EIR will be released on March 29th, with adoption of the final RTP on June 20th. MTC staff will present the Draft 2013 RTP to the Authority at its meeting on April 17, 2013. A Public Workshop will be held on Monday, April 22nd at the Marriott Hotel in Walnut Creek at 6:30 p.m. The close of the comment period on both the Draft Plan and the Draft EIR is May 16th one day following the Authority's May 15th meeting. Further information is available at www.mtc.ca.gov.

OneBayArea Grant (OBAG) Program: The Draft *PDA Investment and Growth Strategy* was completed in March and is being forwarded to the Authority for adoption. The Authority will be asked to forward the PDA Strategy to MTC and ABAG for review and comment. The PDA Strategy must be updated annually, so in anticipation of next year's revision, staff also wishes to circulate the PDA Strategy to local jurisdictions and RTPCs, with comments due on July 31st.

The draft OBAG "Call for Projects" was issued on March 8th. Project applications are due by April 19th. All instructions and forms are available on the Authority's website (www.ccta.net) under "Current Activities."

The Authority is scheduled to approve the OBAG funding recommendations for projects and programs at its meeting in June. Following that action, each local jurisdiction will be responsible for obtaining federal funding approvals and implementing the project in accordance with all applicable federal guidelines.

Planning Directors Meetings: The Planning Directors of Contra Costa are scheduled to meet on April 12th to discuss the OneBay Area Grant (OBAG) funding program, and the *PDA Investment & Growth Strategy*.

11. Agency and Committee Reports:

WCCTAC Status Letter from March 22, 2013 Meeting

Jerry Bradshaw, Interim Executive Director

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 27, 2013

Hercules

Mr. Randell Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek CA 94597

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board at its March 22nd meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved FY 11-12 Administrative Expenditures for Measure J Program 21 Student Bus Pass Program (SBPP) in the amount of \$43,383.
- 2) Approved a three year time extension for BART to complete the Richmond BART Station Improvements Project.
- 3) Approved the BART request to allow the Measure J Project No. 10002-0, "Transit Oriented Development (TOD) and Access Improvements at El Cerrito Plaza and Del Norte Stations" to allow planning, design and implementation work to occur within a half-mile radius around the stations and to name the City of El Cerrito as co-sponsor.
- 4) Received a presentation on the TDM efforts planned for FY 14 in West County.
- 5) Received updates from WCCTAC's CCTA representatives.

Contra Costa
County

Sincerely,



AC Transit

Jerry Bradshaw
Interim Executive Director

BART

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; Jamar Stamps, TRANSPLAN; Andy Dillard, SWAT

WestCAT

11. Agency and Committee Reports:

SWAT Status Letter from March 24, 2013 Meeting

Andy Dillard, SWAT Staff



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

March 5, 2013

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for March 2013

Dear Mr. Iwasaki:

At the **March 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Appointed SWAT Technical Advisory Committee (TCC) Members for the 2013-15 Term. The Committee appointed the following staff members to the Authority's TCC for the 2013-15 term:

	Primary Representative	Alternate Representative
Planning:	Janice Carey, Orinda	Lisa Bobadilla, San Ramon
Engineering:	Leah Greenblat, Lafayette	Tony Coe, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

Reviewed draft SWAT comments on CCTA's Discussion Papers on the Launch of the 2014 Countywide Comprehensive Transportation Plan (CTP) and Incorporation of Sustainability. Final comments will be considered for approval at the April SWAT meeting.

Received Status Update on development efforts of OneBayArea Grant Program criteria for Contra Costa County.

Received Status Update on the I-680 Auxiliary Lanes, Segment 2 Project.

The next SWAT meeting is scheduled for Monday, April 1st, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,



Andy Dillard
Town of Danville
SWAT Administrative Staff

cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Marilyn Carter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Ellen Wilson, CCTA

11. Agency and Committee Reports:

TRANSPAC Status Letter from March 14, 2013 Meeting

Barbara Neustadter, TRANSPAC Manager

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

March 20, 2013

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – March 14, 2013

Dear Mr. Iwasaki:

At its meeting on March 14, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received presentation from Hamid Fathollahi, Caltrans, Project Manager of the Mococo Overhead Bridge Rehabilitation Project at Marina Vista and Waterfront Road in Martinez, where the southbound loop off-ramp will be replaced with a seismically retrofit overhead and one-lane emergency access route for emergency vehicles in the event of a major catastrophe.
2. Approved allocation of Line Item 19a Measure J funds for Routes 16 and 316 through FY 2017, with reports required by CCCTA to TRANSPAC as requested, with an exchange of funds for the Concord Monument Shuttle to be discussed by the TRANSPAC TAC and return to TRANSPAC with details.
3. Appointed Eric Hu, City of Pleasant Hill; Tim Tucker, City of Martinez; Jeremy Lochirco, City of Walnut Creek; and Alternate Ray Kuzbari, City of Concord to the Technical Coordinating Committee.
4. Received update and demonstration of Real-Time Ridesharing Pilot Program from Martin Engelmann, CCTA Deputy Director, Planning, and Teresa Gaynor, Avego (software creator) for a focus group comprised of Contra Costa Centre carpoolers.
5. Received report from Lynn Overcashier, 511 Contra Costa Program Manager, and TRANSPAC approval, for 21a Safe Transportation for Children ongoing funding to continue the programmatic and capital investment program.

6. Received report on SB 375/SCS from Martin Engelmann, CCTA Deputy Director, Planning.
7. Received reports on CCTA activities from TRANSPAC CCTA representative Pierce.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in black ink, reading "Barbara Neustadter" with a stylized flourish at the end.

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair – SWAT
Kevin Romick – TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw – WCCTAC
Janet Abelson – WCCTAC Chair
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

11. Agency and Committee Reports:

CCTA Project Status Report may be downloaded at:
**[http://transpac.us/wp-content/uploads/2008/08/
CCTA-Project-Status-Report.pdf](http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf)**

Administration and Projects Committee *STAFF REPORT***Meeting Date:** April 4, 2013

Subject	Monthly Project Status Report
Summary of Issues	This report outlines the status of current Measure projects. It also lists all completed projects.
Recommendations	None – for information only.
Financial Implications	None
Options	
Attachments	A. Monthly Project Status Report
Changes from Committee	

Background

The Project Managers for all Measure C and Measure J projects update the status of those projects for the Board's information on a monthly basis.

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1. Active Projects

SOUTHWEST COUNTY

a. Caldecott Fourth Bore Project (1001/1698)

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Construction of a fourth bore between Contra Costa and Alameda Counties.
Current Project Phases	Construction.

Project Status

Tunnel sidewalks have been completed. Utility installation is continuing. The fire water line is being pressure tested. The permanent tunnel lighting has been installed and has been partially turned on. Electrical-mechanical systems are now being installed. Work on the Operations and Maintenance Center (OMC) building continues. The block masonry walls at the west electrical substation and the fire annex room, and at the east substation, have been completed and roofing is currently being installed. At both substations, electrical equipment is currently being installed and tested. In the Fourth Bore, the lean concrete base as well as the aggregate subbase is being placed in preparation for roadway paving.

Issues/Areas of Concern

Several outstanding concerns could affect the completion date and final cost of the project.

- Caltrans is continuing to work with the State Fire Marshal's (SFM) office to address any concerns it may have with the emergency response measures and the life-safety systems of the new tunnel
- The mining of additional tunnel invert support, changes introduced by SFM and other design changes will result in additional costs. Progress is being made by Caltrans and the contractor to finalize the additional costs incurred during the mining operations.

b. I-680 Auxiliary Lanes, Segment 2 (1106S2)

CCTA Fund Source	Measure C, STIP
Lead Agency	CCTA
Project Description	Construction of northbound and southbound auxiliary lanes on I-680 between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville.
Current Project Phase	Construction.

Project Status

The first working day of the auxiliary lane construction contract was March 21, 2013. Temporary restriping and placement of some temporary concrete barriers along I-680 has occurred. Work anticipated during the month of April will consist of clearing and grubbing of the low ground vegetation and starting construction of Sound Wall No. 1 located along the east side of I-680 north of Fostoria Way.

A public outreach effort is proceeding to inform the public of the project and to respond to inquiries. The project hotline number is 925-262-1158.

The project area will be landscaped after the construction of the auxiliary lanes is complete. The landscape design is underway and is expected to be complete in 2014.

Issues/Areas of Concern None.

c. Santa Maria Intersection Improvements (1623/1623 W)

CCTA Fund Source	Measure C
Lead Agency	City of Orinda
Project Description	The project will improve traffic lane signing and striping, improve traffic signal hardware and improve overhead signage.
Current Project Phases	Design and Environmental Clearance.

Project Status

The Authority appropriated \$75,000 for design and environmental clearance in November 2010. A presentation of the latest version of the signal, signage, and striping plans (with sharrows) was made to the Orinda City Council on August 21, 2012, with no significant changes. The City staff and design consultant, Kimley-Horn and Associates, Inc., then attended a City/County Engineering Advisory Committee (CCEAC) Phase II peer review of the 90% design on September 5, 2012. The plans were recommended for approval with minor modifications. The City received comments from Caltrans on the encroachment permit submittal, and is currently reviewing these comments. The City's intent is to have the project ready to bid and construct in spring 2013.

Issues/Areas of Concern None.

d. I-680 HOV Direct Access Ramps Project (8003)

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Provide direct HOV connector ramps from/to I-680 at or near Norris Canyon Road.
Current Project Phase	Project Approval/Environmental Document (PA/ED).

Project Status

The project team is developing preliminary geometrics for an additional alternative to be studied that would include a direct ramp access alternative at Executive Parkway. Caltrans and the project team determined that an Environmental Impact Report (EIR)/Environmental Assessment (EA) was the appropriate level of document for this project. Because of the addition of the new alternative and the time required to develop the appropriate studies for the new alternative, the environmental clearance phase is expected to extend until mid-2014. A public scoping meeting that will include the new alternative was held San Ramon on March 13, 2013 at the San Ramon Community Center, Terrace Room, 12501 Alcosta Boulevard, San Ramon, from 7:00 pm to 8:30 pm. The public was invited to attend. 136 members of the public attended and were able to comment for the first time on the Executive Parkway Alternative. Comments continue to be received by the project team and assembled for review at the next team meeting. The FAQ will be updated as necessary in the next month.

Issues/Areas of Concern

High community interest was expressed with a number of local residents voicing strong concerns about the proposed project. The public outreach efforts were increased to provide multiple opportunities for community involvement. The project scope will include addressing local traffic circulation concerns and community impacts. In addition to direct ramps at Norris Canyon, another ramp alternative was developed at Executive Parkway. The development of the EIR/EA will be coordinated with the Metropolitan Transportation Commission (MTC) environmental document for Express Lanes.

CENTRAL COUNTY

e. Commerce Avenue Extension (1214)

CCTA Fund Source Measure C

Lead Agency City of Concord

Project Description The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section on Commerce Avenue between Concord Avenue and the end of Commerce Avenue near the cul-de-sac.

Current Project Phase Design & Right-of-Way (ROW).

Project Status

The project's environmental clearance was obtained on November 10, 2009. The ROW phase is well underway. The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Acquisition contracts have recently been approved by the City's legal department and the City is having the contracts executed by property owners. The City Council approved ROW contracts for three property owners in December 2011. An offer has been made, accepted and signed by the fourth owner as of December 2012. The City Council approved the right-of-way contract with the fourth property owner at their February 26, 2013 meeting.

Because of the economic climate, property assumed to be dedicated to the City must now be purchased. This unforeseen condition has resulted in increased right-of-way acquisition expenditures. The City is planning to request an additional appropriation for ROW funds. Although the plans are 90% complete, construction is rescheduled to summer 2013.

and may be delayed again, depending on the length of the ROW process with the last property owner.

Issues/Areas of Concern

The City is experiencing challenges related to Right-of-Way Acquisition that have delayed the project and may increase overall costs.

f. Pacheco Boulevard Widening (1216/24003) - No changes from last month

CCTA Fund Source Measure C/Measure J

Lead Agency Contra Costa County

Project Description This project consists of widening of Pacheco Boulevard from Blum Road to Arthur Road in the Martinez area to provide a two-way center left-turn lane and bicycle lanes.

Current Project Phase Environmental clearance (begun but currently on hold).

Project Status

Measure C funds were used to environmentally clear a portion of the project near the Railroad overcrossing and acquire part of the right-of-way. Environmental clearance is expected to start in 2013 for the segments between Blum Road and the Martinez City limit.

Issues/Areas of Concern

Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$4.9 million is programmed for the project in the 2011 Measure J Strategic Plan.

g. Martinez Intermodal Station – Phase 3 (4002/27001)

CCTA Fund Source Measure C/Measure J

Lead Agency City of Martinez

Project Description Project acquired land north of the railroad tracks to construct new road access to the north parking lot, add 425 parking spaces, build a pedestrian bridge over the tracks and construct a vehicle bridge

over Alhambra Creek to provide a second connection to the parking facility near Berrellesa Street.

Current Project Phase Design and Right-of-Way.

Project Status

Design is underway and scheduled for completion in spring 2013. Two existing warehouses will be incorporated into the design at this time. The City has acquired the necessary right-of-way parcel for the construction of the vehicle bridge over Alhambra Creek. A peer review committee completed a 65% design review of the plans and specifications on January 28, 2013. The Technical Coordinating Committee approved the peer review recommendation at their February 21, 2013 meeting. The item will be considered by the APC and Authority Board at their April meetings.

Issues/Areas of Concern None.

h. Pacheco Transit Hub (2210)

CCTA Fund Source Measure C

Lead Agency CCCTA/City of Martinez

Project Description Construction of a transit hub at Pacheco Boulevard and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and six bus bays for express and local bus service.

Current Project Phase Construction.

Project Status

The City of Martinez has agreed to advertise, award and administer construction of the project. There is \$857,878 in Measure C funds appropriated for construction and right-of-way for this project. The City and Caltrans have entered into a Cooperative Agreement for the project and Caltrans has issued an encroachment permit for the work. An existing Caltrans tenant is relocating its business to the south side of the Caltrans property to make room for the new park and ride facility. The City plans to advertise the project in May 2013, with award in June 2013. Construction is expected to be complete in winter 2013.

Issues/Areas of Concern None.

i. SR242/Clayton Road Ramps (6002/6004) – No changes from last month

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	The project will provide operational improvements near Clayton Road and SR242 to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to northbound SR242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR242 near Clayton Road.
Current Phase	Project Initiation Document (PID) – Project Study Report (PSR) Project Development Support (PDS).

Project Status

Project Development Team meetings have begun and the PSR/PDS are expected to be complete in spring 2013. The draft PSR/PDS was submitted to Caltrans for review and comments were received in late November. The comments are being evaluated and responses are being drafted.

Issues/Areas of Concern

Project has a funding shortfall.

j. I-680 Southbound HOV Gap Closure (8001)

CCTA Fund Source	Regional Measure 2, Measure J
Lead Agency	CCTA
Project Description	The project will add an HOV lane on southbound I-680 between North Main Street in Walnut Creek and Livorna Road in Alamo, a total of more than five miles. When complete, I-680 will have a continuous HOV lane in the southbound direction of I-680 from Martinez to the Alameda County line.
Current Phase	Project Approval/Environmental Document (PA/ED).

Project Status

The consultant, Parsons Transportation Group, continues the environmental study work while Caltrans completes review of the Administrative Draft Environmental Document. Once comments are received and resolved, the Draft Environmental Document will circulate for public comment in the summer. The Consultant is in the process of addressing Caltrans comments on the draft Traffic Operations Report, right-of-way data sheets, utility verification information, draft noise study and the draft visual assessment. The Value Analysis Study was conducted at the end of February and the decisions to modify the project based upon it made in March. The project cost estimate will be updated to reflect these changes in April.

Issues/Areas of Concern

The project has a funding shortfall. The revised capital cost estimate received from Caltrans in March indicates that anticipated savings have been overtaken by previously unanticipated costs. The preliminary geometric design accounts for the potential High Occupancy Toll (HOT) option that the Metropolitan Transportation Commission (MTC) is authorized to operate and has begun to implement. Adding HOT lanes to the scope would add more cost, but may also bring in revenue to address the funding shortfall. The Team is exploring options with Caltrans and MTC to deliver both the Gap Closure and the conversion of the I-680 HOV Lanes to Express Lanes with the available funds.

k. Comprehensive Wayfinding System – Central County BART Stations (10001-03) – No changes from last month

CCTA Fund Source	Measure J
Lead Agency	Bay Area Rapid Transit District (BART)
Project Description	Create and implement a cohesive, integrated wayfinding system for Central County BART stations. This project will provide overhead and wall signage, transit information displays and real-time transit information at each of the four Central County BART stations.
Current Phase	Design/Construction.

Project Status

The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. BART staff is preparing an RFP for release in spring 2013 for design, construction and installation of wayfinding signage at Walnut Creek, Concord and North

Concord stations. It is anticipated that contract award will be in early summer 2013 with work to begin in summer 2013.

Issues/Areas of Concern None.

I. Electronic Bicycle Facility at Central County BART Stations (10001-04) – No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four Central County BART stations (Concord, N. Concord, Walnut Creek and Pleasant Hill) to meet projected 2015 demand.

Current Phase Construction.

Project Status

The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley, in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for central county stations to receive the following locker allocations: Concord - 44; North Concord - 16; Walnut Creek - 50; and Pleasant Hill - 80. New bicycle lockers were delivered, set in place and made operational at Pleasant Hill - 68 spaces and Concord - 16 spaces.

Issues/Areas of Concern None.

m. Marsh Creek Road Upgrade (24001) – No changes from last month

CCTA Fund Source	Measure J
Lead Agency	City of Clayton
Project Description	Widen existing two-lane roadway between Regency Drive and Clayton city limits to provide two (2) full-width travel lanes, bike lanes, shoulders and pedestrian paths.
Current Project Phase	Design and Environmental Clearance.

Project Status

The Authority appropriated \$100,000 for design and environmental clearance activities that include preliminary engineering, engineering design and environmental studies on September 21, 2011. Aerial topography mapping is complete. Staff is presently putting together and evaluating typical cross-sections. Ten or more years ago, the City approved a Specific Plan for the entire area along Marsh Creek Road and staff is attempting to implement the plan.

Issues/Areas of Concern None.

n. Court Street Overcrossing – Phase 1 (24005) – No changes from last month

CCTA Fund Source	Measure J
Lead Agency	City of Martinez
Project Description	<p>The project will construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street (within the Martinez Waterfront Park) with Court Street at Escobar Street. The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront.</p> <p>This project is considered the first phase of a two-phase project. The second phase includes a parallel 28-foot wide two-lane</p>

overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad and Joe DiMaggio Drive.

Current Phase Conceptual Engineering.

Project Status

The Authority appropriated \$200,000 for Preliminary Studies in October 2010. The City selected a consultant through an RFQ process to complete a scoping document for this project. Work on the scoping document began in fall 2011 and is expected to be complete by early 2013.

Issues/Areas of Concern None.

o. Buskirk Avenue Widening – Phase 2 (24006)

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description This is the final phase of a two-phase corridor improvement project to increase capacity and improve operations, circulation and pedestrian/bike access by constructing additional travel lanes, improving signalization, alignment and pedestrian facilities. The project limits are from 500' south of Lamkin Drive to Hookston Road.

Current Phase Construction.

Project Status

The City received and opened nine (9) construction bids for the project at 2:00 P.M. on January 31, 2013. The top three bidders were Ghilotti Brothers, Inc. at \$6,278,704.40 (lowest apparent bidder), followed by DeSilva Gates Construction at \$6,666,655.00 and Bay Cities Paving and Grading, Inc. at \$6,827,141.15. Additional bid result information is available on the City's website. On March 4, 2013, the City Council awarded the construction contract to Ghilotti Brothers, Inc.

The Authority appropriated \$7,532,950 of Measure J funds for construction at their November 2012 Board meeting.

Issues/Areas of Concern None.

p. Contra Costa Blvd Improvements (24006)

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description Contra Costa Blvd Improvements project consists of intersection geometry modifications, traffic signal upgrades, sidewalk repair or installation, ADA curb ramp installation, pavement rehabilitation, bike lane striping, median island modification, street light replacement and landscaping modification along Contra Costa Boulevard between Chilpancingo Parkway and Viking Drive.

Current Phase Environmental Clearance and Design.

Project Status

Environmental work is complete and final design is complete and has utilized Measure J funds programmed for the project. The Authority approved the City's Measure J construction appropriation request at their meeting on February 20, 2013, to support start of construction in spring 2013. Construction completion is scheduled for end of 2013.

Issues/Areas of Concern None.

q. Geary Road Improvements – Phase 3 (24007) – No changes from last month

CCTA Fund Source Measure J

Lead Agency City of Pleasant Hill

Project Description The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-phase improvement project is to increase operations and pedestrian/bicycle safety through the construction of continuous dual left-turn lanes, exclusive bike lanes and pedestrian sidewalks. Other necessary improvements, including drainage and street lighting will also be included. This is a cooperative project between the cities of Pleasant Hill and Walnut

Creek because the city limit line runs down the middle of Geary Road.

Current Phase Environmental Clearance and Design.

Project Status

Environmental work is 70% complete and is scheduled to be complete by spring 2013, concurrent with completion of final design. Construction is currently scheduled to begin in fall 2013. A public meeting was held on October 25, 2012 in Pleasant Hill to provide interested parties with an overview of the project and solicit their input on the project's proposed improvements.

Issues/Areas of Concern None.

r. Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Improvements (24028) – No changes from last month

CCTA Fund Source Measure J

Lead Agency City of Concord

Project Description The Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements will upgrade traffic signal phasing at the intersection and widen the eastbound Treat Boulevard approach to include two exclusive left-turn lanes, two through-lanes and one right-turn lane. The proposed project will improve the system-wide signal coordination along Clayton Road during peak periods.

Current Phase Design and Right-of-Way.

Project Status

The Authority approved a request for appropriation at their July 18, 2012 meeting in the amount of \$432,600 to cover Environmental Clearance, Design Services, Right-of-Way Services and proportional Administrative costs for the project. Utility locating, drilling, and surveying are complete. City staff completed review of the 65% Improvement Plans, Traffic Signal Plans, and estimate. The design consultant is addressing the comments and will submit the 95% plans by the middle of March.

The City's environmental consultant worked with the City's Planning Division to complete the documents required for a Mitigated Negative Declaration. The documents were filed with Contra Costa County on February 8, 2013. The 30-day notice of intent to adopt a Mitigated Negative Declaration was posted at the site on February 8, 2013. Construction is scheduled to begin in late summer 2013.

Issues/Areas of Concern None.

WEST COUNTY

s. Richmond Transit Village BART Parking Structures (2302)

CCTA Fund Source Measure C

Lead Agency Richmond Community Redevelopment Agency

Project Description The project will construct a 769-space, six-level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. One hundred ninety-three parking spaces will be added at the station when this project is complete.

Current Project Phase Construction.

Project Status

The project site work is substantially complete and the contractor is working on the punch list items, including those related to the fire sprinkler installation. A ribbon cutting ceremony is now planned for May 2013.

Issues/Areas of Concern None.

t. Hercules Rail Station (4001)

CCTA Fund Source Measure J

Lead Agency City of Hercules

Project Description Construct the Hercules passenger rail station (including interim parking, station platform, signage, plazas, etc.), along with track related improvements, including retaining walls and signal equipment relocation. The City of Hercules now commonly refers to this project as the "Hercules Intermodal Transit Center Project" to scope the project for both rail and ferry transit service. This multi-modal center would bring together Amtrak intercity rail (Capitol Corridor), WestCAT local and regional busses and the Water Emergency Transportation Authority (WETA) transbay ferry service with additional access for cars, pedestrians and bicyclists.

Current Project Phase Construction.

Project Status

The project will be implemented in sequential phases. The fully funded initial phase of the project will include the Path to Transit (John Muir Parkway / Bayfront Boulevard / Bayfront Bridge / Refugio Creek Greenway and Creekside Trail / North Channel), the San Francisco Bay Trail, and Site / Track Preparation (Grading / Utility Relocations / Retaining Walls). Phase 1C includes the rail station anticipated to begin construction in 2016.

The Authority appropriated \$4,518,000 in programmed Measure J funds: (1) \$2,162,000 of the funding was used for the capital cost of right-of-way acquisition and was completed on July 27, 2012; and (2) \$2,356,000 is to be used for the capital costs of the critical roadway access as the initial element of the "Path to Transit." The complete scope of the Path to Transit is now fully funded because the project will receive funding from the Measure J programs for Transportation for Livable Communities (TLC), and for Pedestrian, Bicycle and Trail Facilities (PBTF) and include the appropriation of the balance of the Measure J funds.

The City and East Bay Regional Park District worked with FHWA and Caltrans to obligate the TIGER 2 and STIP-TE funds for the San Francisco Bay Trail Gap Closure Project as an element of the Hercules ITC Project on September 19, 2012.

Site preparation work including grading and sewer relocations will advertise in March 2013.

Issues/Areas of Concern

The Federal Transit Administration (FTA) is the lead agency for the ITC Project, while the Federal Highway Administration (FHWA) is the lead for the SF Bay Trail Project. During discussions with FHWA and Caltrans, it was determined that the City should split the bid packages into separate bid packages. Constructing this as separate bid packages has added some complexity to the design delivery. The City is also finalizing easements necessary for the contemplated work to occur. Additionally, the design package for John Muir Parkway / Bayfront Boulevard Bridge / Refugio Creek work will be finalized with resolution of the agency permits.

u. I-80/San Pablo Dam Road Interchange (7002)

CCTA Fund Source	Measure J
Lead Agency	CCTA/City of San Pablo
Project Description	Reconstruct existing interchange to provide improved pedestrian and bicycle access.
Current Project Phase	Design and right-of-way.

Project Status

Design is well underway as 65% plans are complete. On September 12, 2012 and September 25, 2012, two informational public meetings were held at Riverside Elementary School in San Pablo. Staff also presented the project to the San Pablo City Council and Richmond City Council on October 2, 2012 and January 29, 2013, respectively. Presentations were also made to the Richmond Heights Neighborhood Council, North East Neighborhood Council, and El Sobrante Municipal Advisory Committee on September 17, October 24 and December 12, 2012, respectively. Presentations to the West Contra Costa Unified School District are planned in March 2013.

Issues/Areas of Concern

A significant funding shortfall exists to complete the entire project; however, \$15 million was programmed in the 2012 STIP for the first phase of the project. The Authority is also working with Metropolitan Transportation Commission (MTC) to secure \$8 million in RM2 savings for the project. Amended Freeway Agreements between Caltrans and the cities of Richmond and San Pablo are necessary prior to the start of right-of-way acquisition. Caltrans has agreed to maintain a new connector road between San Pablo Dam Road and McBryde Avenue that will be constructed on the west side of I-80. Staff is also coordinating with the City of San Pablo to determine liability for the relocation cost of an EBMUD water main along El Portal Drive.

v. I-80/Central Avenue Interchange (7003) - No Changes from Last Month

CCTA Fund Source Measure J

Lead Agency CCTA

Project Description Improve overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.

Current Project Phase Environmental Document for the Operational Improvement Project.

Project Status

Two projects were identified from a feasibility study complete in July 2009. The first project is operational improvements to close the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp during weekend peak hours and reroute traffic to the adjacent I-580 eastbound on-ramp. The project obtained CEQA and NEPA clearance in July 2012. Staff presented this project to the Richmond City Council in April 2012. The Richmond City Council requested staff to do more outreach work with the project's adjacent neighborhood councils. Staff met with neighborhoods and businesses in May, June and July to get project support and to answer any questions about the project. Staff continues to address comments and questions from Richmond Annex neighborhood groups working closely with staff from Caltrans, City of Richmond and City of El Cerrito. Staff intends to get back to the City Council once all of the outreach efforts are complete to update the Council on those efforts and to request the Council's agreement to proceed with the project. Design is scheduled to follow in spring 2013 and construction will be scheduled for summer 2013.

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic

enhancements, including adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

Issues/Areas of Concern

Some concerns have been raised about environmental and traffic issues for both projects. These issues have been addressed in the environmental document studies for the Operational Improvement project and will be considered in the environmental document for the second project.

w. Interstate 80 Integrated Corridor Mobility (7005) - No Changes from Last Month

CCTA Fund Source	Measure J
Lead Agency	Alameda County Transportation Commission (Alameda CTC)/CCTA/Caltrans
Project Description	Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and crossing arterials in Alameda and Contra Costa counties between the Carquinez Bridge and the Bay Bridge. The project funding plan includes Proposition 1B Corridor Mobility improvement Account (CMIA) funds and Traffic Light Synchronization Program (TLSP) funds.
Current Project Phase	Construction and Final Design.

Project Status

The project consists of six construction and procurement contracts:

- Sub-project #1 - Software & Systems: Integration (SI); work began in January 2013 and will continue through summer 2015.
- Sub-project #2 - Specialty Materials Procurement; work began in December 2012 and will continue through spring 2014.
- Sub-project #3 - Traffic Operations Systems (TOS); construction began in June 2011 and was complete in August 2012.

- Sub-project #4 - Adaptive Ramp Metering (ARM); construction began in December 2012 and will be complete in summer 2014.
- Sub-project #5 - Active Traffic Management (ATM); construction began in January 2013 and will continue through fall 2014.
- Sub-project #6 - San Pablo Corridor and Arterial Improvements; construction began in September 2011 and will be complete in mid 2013.

All jurisdictions along the corridor have approved the project Operation and Maintenance MOU. On May 23, 2012, the CTC approved allocation of remaining CMIA funds for project.

Project partners are currently working on project documents that will govern the implementation of the project, including an operations and maintenance plan, incident response plan, system integration plan, configuration management plan, outreach plans and a signal timing flush plan.

Issues/Areas of Concern None.

x. Marina Bay Parkway Grade Separation (9003)

CCTA Fund Source	Measure J
Lead Agency	City of Richmond
Project Description	The project will construct a roadway undercrossing at the intersection of Marina Bay Parkway and BNSF/UP railroad tracks between Regatta Boulevard and Meeker Avenue in the City of Richmond. The undercrossing will replace an existing at-grade crossing.
Current Project Phase	Construction.

Project Status

The City advertised the project on February 6, 2013, and the Bid-Opening originally scheduled for March 8, 2013, was extended to March 25, 2013 to minimize conflicts with other projects out to bid. Last spring, the City previously bid the project, and received one bid for \$30,248,888. The bid amount was substantially higher than the engineer's estimate; subsequently, the City Council rejected the sole bid. The California Transportation Commission (CTC) amended the project's Proposition 1B Trade Corridors Improvement Funds (TCIF) Baseline Agreement at their October meeting to account for recently allocated Highway Railroad Crossing Safety Account (HRCSA) funds and revised schedule. A HRCSA Baseline Agreement was approved at the December CTC meeting, and the CTC allocated \$4,230,000 at its March meeting. Construction is planned to start in summer 2013.

Issues/Areas of Concern None.

y. Electric Bicycle Facility at West County BART Stations (10002-03) - No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the three West County BART stations (El Cerrito Plaza, El Cerrito del Norte and Richmond) to meet projected 2015 demand.

Current Project Phase Construction.

Project Status

The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for west county stations to receive the following locker allocations: El Cerrito Del Norte - 24; El Cerrito Plaza – 24 and Richmond - 16. Twenty-four new bicycle lockers were delivered, set in place and made operational at the El Cerrito Plaza station.

Issues/Areas of Concern None.

z. Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05) - No changes from last month

CCTA Fund Source Measure J

Lead Agency Bay Area Rapid Transit District (BART)

Project Description Create and implement a cohesive, integrated wayfinding system for West County BART stations. This project will provide overhead and wall signage, transit information displays and real time transit information at each of the three West County BART stations.

Current Project Phase Design.

Project Status

The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. BART staff is preparing an RFP for release in spring 2013 for design, construction and installation of wayfinding signage at Richmond, El Cerrito del Norte and El Cerrito Plaza stations. It is anticipated that contract award will be in early summer 2013 with work to begin in summer 2013.

Issues/Areas of Concern None.

EAST COUNTY

aa. SR4 Widening Railroad Avenue to Loveridge Road (1405) - No changes from last month

CCTA Fund Source Measure C

Lead Agency CCTA

Project Description State Route 4 was widened to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately $\frac{3}{4}$ mile west of Loveridge Road. The project also provided a median for future mass transit.

Current Project Phase Highway Landscaping – Plant Establishment Period.

Project Status

Landscaping of the freeway mainline began in December 2009 and was complete in June 2010. A three-year plant establishment and maintenance period is currently in progress, as required by the Cooperative Agreement with Caltrans.

Issues/Areas of Concern None.

bb. SR4 Widening: Loveridge Road to Somersville Road (1406/3003)

CCTA Fund Source Measure C/Measure J

Lead Agency CCTA

Project Description SR4 will be widened from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR160.

Current Project Phase SR4 mainline construction.

Project Status

Construction of the SR4 mainline and Loveridge Road widening began in June 2010. The anticipated completion date is early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The concrete pour of the new roadway deck occurred in March. The eastern half of the new Loveridge Road Bridge should be complete in May. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road Bridge. Construction of the new freeway median and eBART bridges over Century Boulevard is anticipated to be completed in May.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 65% complete.

Issues/Areas of Concern None.

cc. SR4 Widening: Somersville Road to SR 160 (1407/3001)

CCTA Fund Source Measure C/Measure J

Lead Agency CCTA

Project Description State Route 4 will be widened from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and six lanes to SR 160, including a wide median for transit. The project includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and Hillcrest Avenue Interchange.

Current Project Phase Construction

Project Status

The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing; and 3B) Hillcrest Avenue to SR 160.

Segment 1

Construction of the Segment 1 widening began on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in February included final mainline paving east and west of Somersville Road. Construction also continued on the two bridges, mainline eastbound and eBART. Work along Somersville Road continued with joint trench utilities improvements, various drainage and sewer systems and miscellaneous electrical systems.

Segment 1 construction is approximately 81% complete.

Segment 2

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

The G Street on and off ramps have been permanently closed since March 2012. With the closure of these ramps, construction at the G Street area has been the main focus of recent project work. Construction of the western half of the new G Street Bridge has been completed. Construction of the eastern half of the new G Street Bridge over SR4 is well underway. Retaining wall and sound wall work, north and south of the freeway, east and west of G Street has continued. Freeway widening and eastbound off-ramp and westbound onramp construction near Contra Loma continued in March. Construction improvements around Fitzuren/G Street area and along Contra Loma Boulevard and L Street also continued during March.

Segment 2 construction is approximately 28% complete.

Segment 3A

Construction of Segment 3A began on August 28, 2012 and has an anticipated completion date of summer 2015.

During the month of March, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls, the Drake Street re-alignment and the Cavallo Road undercrossing. Eastbound and westbound mainline widening has continued.

Segment 3A construction is approximately 18% complete.

Segment 3B

The notice to proceed (NTP) has been issued with March 14, 2013 as the first working day. Trees that were in direct contract with the work have been removed. The baseline CPM schedule has been approved.

Issues/Areas of Concern

Caltrans and the Segment 1 contractor are currently engaged in discussions to resolve claims by the contractor. Caltrans and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

dd. East County Rail Extension (eBART) (2104/2001)

CCTA Fund Source	Measure C/Measure J
Lead Agency	BART/CCTA
Project Description	Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch near Hillcrest in the east.

Current Project Phase

Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has begun.

Project Status

Work continues on the transfer platform in the median focusing on placing ballast and the train control system. The fieldwork is anticipated to be complete by late spring, then testing on the extended BART tracks will begin.

Most of the earthwork is complete for the parking lot area for CT 120. Current work consists of excavation for the foundation footings for the maintenance building and work on CCWD lines.

Coordination between BART and CCTA is ongoing because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 construction contracts.

Issues/Areas of Concern

Coordination of SR4 highway construction contracts and eBART contracts continues. BART, MTC and CCTA have developed a strategy to fund the design of the Pittsburg Railroad eBART station for possible inclusion in the Contract 130.

ee. SR4/SR160 Connector Ramps (5001)

Project Fund Source	Bridge Toll Funds
Lead Agency	CCTA
Project Description	Complete the two missing movements between State Route 4 and State Route 160, specifically the westbound SR4 to northbound SR160 ramp and the southbound SR160 to eastbound SR4 ramp.
Current Phase	Final Design.

Project Status

Project design has begun and is scheduled to be complete in July 2013. The 65% design and the revised structural type selection were submitted to Caltrans for review in early January 2013. The plans were also sent to Union Pacific Railroad to initiate the railroad review. The 95% design is scheduled to be submitted for review in April 2013.

Issues/Areas of Concern None.

ff. SR4 Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002) - No changes from last month

CCTA Fund Source	Measure J
Lead Agency	CCTA
Project Description	Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.
Current Phase	Design.

Project Status

The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, the Authority, City of Brentwood and BART.

Authority staff and the design engineer have met with the adjoining landowner and the City of Brentwood to look at bridge design layouts. Design will begin after the desired layout is selected.

Issues/Areas of Concern

Construction funding for the project has not yet been identified.

gg. SR4 Widen to 4 Lanes – Laurel Road to Sand Creek Road & Sand Creek Road Interchange – Phase 1 (5002 & 5003)

CCTA Fund Source	Measure J and East Contra Costa Regional Fee and Finance Authority (ECCRFFA)
Lead Agency	CCTA
Project Description	Widen State Route 4 from 2 to 4 lanes (2 lanes in each direction) from Laurel Road to Sand Creek Road and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.
Current Phase	Construction.

Project Status

The Lone Tree Way Undercrossing has been completed (with exception of approach slabs and barrier railing). The contractor is currently reconfiguring Lone Tree Way to the original traffic pattern configuration. All of the concrete for the Sand Creek Bridge, the Sand Creek Road Undercrossing and the San Jose Avenue Undercrossing has been poured. Future roadway and bridge approaches are being graded. Electrical system installation and drainage system installation also continues.

Issues/Areas of Concern None.

hh. SR4 Balfour Road Interchange – Phase 1 (5005)

CCTA Fund Source	East Contra Costa Regional Fee and Finance Authority (ECCRFFA)
Lead Agency	CCTA
Project Description	The Phase 1 project will include a new SR4 bridge crossing over Balfour Road providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.
Current Phase	Design.

Project Status

Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. The Authority approved a \$75,000 engineering review agreement with Kinder Morgan L.P. at the January 2013 meeting for an evaluation of the interchange design plans as they relate to the possible relocation of an existing petroleum booster pump station in the area. The Contra Costa Water District (CCWD) is in the process of designing an alignment to relocate a large water line from within the project limits. A Longitudinal Utility Exception Request from Caltrans for CCWD to leave the 90" water line in place. The designer is currently working on the mapping and geometric approval drawings.

Design is anticipated to be complete in late 2014.

Issues/Areas of Concern

Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

2. Completed Projects

SOUTHWEST COUNTY

Measure C

- 1104** I-680/Stone Valley Road I/C, 1998
- 1105** I-680/El Cerro Blvd. I/C Ramp Signalization, 1994
- 1106** I-680 Auxiliary Lanes Segments 1 & 3, 2007
- 1107** I-680/Fostoria Way Overcrossing, 1994
- 1600** Moraga Rd. Safety Improvements, 2005
- 1602** Camino Pablo Carpool Lots, 1996
- 1607** Moraga Way at Glorietta Blvd. & Camino Encinas, 2001
- 1608** Moraga Way Safety Improvements, 2002
- 1609** Moraga Way /Ivy Dr. Roadway Improvements, 2004
- 1611** Mt. Diablo Corridor Improvements, 2001
- 1612** Moraga Rd. Corridor Improvements, 2005
- 1621** St. Mary's Rd. – Phase 2, 1999
- 1622** Moraga Rd. Structural & Safety Imp., 2005
- 1624** Bryant Way/Moraga Way Improvements, 2005
- 1625/1625SW** Moraga Way Rehabilitation & Improvements, 2011
- 1711** St. Mary's Rd. Improvements, 1995
- 1715** San Ramon Valley Blvd. Imp. – Phase 1, 1996
- 1716** Stone Valley Rd. Circulation Improvements, 2003
- 1717** Camino Tassajara Circulation Improvements, 2004
- 1718** Crow Canyon Rd. Improvements, 2001
- 1719** Sycamore Valley Rd. Improvements, 2008
- 1720** San Ramon Valley Blvd. Widening – Phase 1, 1997
- 1801** Camino Pablo (San Pablo Dam Corridor), 1996
- 2206** I-680/Sycamore Valley Road Park & Ride, 1998
- 2209** San Ramon Intermodal Transit Facility, 1996

- 3101** Iron Horse Trail – Monument to Alameda County Line, 1994
- 3103** Reliez Valley Road Trail – Phase 2, 2003
- 3106** St. Stephens/Bryant Way Trail, 1998

CENTRAL COUNTY

Measure C

- 1101** I-680/Burnett Ave. Ramps, 1995
- 1103** I-680/North Main Street Bypass, 1996
- 1108** Route 242/Concord Ave. Interchange, 1997
- 1113** Route 242 Widening, 2001
- 1116** I-680 HOV Lanes, 2005
- 1117** I-680/SR4 Interchange, 2009
- 1203** Alhambra Avenue Widening, 2011
- 1205** Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000
- 1209** South Broadway Extension, 1996
- 1210** Monument Blvd./Contra Costa Blvd./ Buskirk Ave. Imp., 1996
- 1215** Geary Rd. Improvements, 2002
- 1217** Bancroft/Hookston Intersection, 2004
- 1218** Buskirk Ave. Improvements, 2005
- 1219** Iron Horse Trail Crossing at Treat Boulevard, 2010
- 1220** Ygnacio Valley Rd. Slide Repair, 2008
- 1221** Contra Costa Blvd Signal Coordination 2009
- 2208** Martinez Intermodal Facility – Phase 1, 2001
- 2208** Martinez Intermodal Facility - Phase 2, 2006
- 2296** Martinez Bay Trail, 2007
- 3102** Walnut Creek Channel to CC Shoreline Trail, 2001

Measure J

- 8002** I-680 Southbound Carpool Lane Extension (restripe), Nov 2011
- 24027** Ygnacio Valley Road Permanent Restoration – Phase 2
- 24029** Old Marsh Creek Road Overlay, 2010

WEST COUNTY

Measure C

- 1300** Richmond Parkway, 1996
- 1501** SR4 (W) Gap Closure – Phase 1, 2002
- 1503** SR4 (W) Willow Ave. Overcrossing, 1996
- 2303** Hercules Transit Center, 2009

Measure J

- 9001** Richmond Parkway Upgrade Study, 2008

EAST COUNTY

Measure C

- 1401** SR4 (E) Willow Pass Grade Lowering, 1995
- 1402** SR4 (E) Bailey Rd. Interchange, 1996
- 1403** SR4 (E) Bailey Rd. to Railroad Ave., 2001
- 2101** BART Extension to Pittsburg/Bay Point, 1996
- 3110** Marsh Creek Trail Overcrossing at SR4, 1997
- 3112** Big Break Regional Trail, 2010

Measure J

- 5006** Vasco Road Safety Improvements Project – Phase 1, 2011
- 5010** SR4 Bypass: Segments 1 and 3, 2008