

TRANSPLAN Technical Advisory Committee

651 Pine Street, 4th Floor, North Wing, Martinez, CA 94553-0095

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority

**Antioch City Hall, 3rd Floor Conference Room
Tuesday, August 16, 2011 from 1:30 to 4:00 p.m.**

AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

Action/Discussion Items (see attachments where noted [♦])

1:30 Item 1: Receive Update on East Contra Costa Ramp Metering Study and Take Action As Appropriate ♦ Page 3

Jack Hall from the Contra Costa Transportation Authority (CCTA) will discuss scope, steps and schedule for studying ramp metering on State Route 4. The TAC should discuss the study and discuss what input, if any, to provide to CCTA and TRANSPLAN.

2:00 Item 2: Discuss the San Joaquin Corridor (Rail) Environmental Impact Study and Take Action as Appropriate ♦ Page 16

Caltrans and/or their consultant will be giving a presentation at September TRANSPLAN meeting regarding proposed changes to the Amtrak San Joaquin Valley Rail corridor intercity passenger rail service. The TAC should review the attachment and discuss what input, if any, to provide to TRANSPLAN.

2:30 Item 3: Receive Update on State Route 239 Planning Project and Take Action As Appropriate: ♦ Page 57

Contra Costa County and the CCTA have begun the very early phases studying a possible roadway connection between the Brentwood and Tracy areas. Pre-Project Briefing meetings have been scheduled. One of those briefings will be at the September TRANSPLAN Meeting. The TAC should discuss the matter and discuss what input, if any, to provide to TRANSPLAN.

2:45 Item 4: East Brentwood MTC Community of Concern Study: ♦ Page 59

MTC has approved funding in the amount of \$60,000 for the development of a plan for East Brentwood which encompasses a portion of Brentwood, Unincorporated county and is within the Tri Delta Transit service area. CCTA staff requested that the TRANSPLAN TAC discuss the issue.

3:00 Item 5: Review the DRAFT Measure J Pedestrian, Bicycle and Trail Facilities

Program Call for Projects and Take Action as Appropriate: ♦ Page 66

The attached Call for Projects will be reviewed at the August Technical Coordinating Committee meeting and then at the September Planning Committee meeting. The TAC should discuss the draft and decide what, if any, comments should be provided to our TCC and CCTA representatives.

3:15 Item 6: Comments on Proposed OneBayArea Grant: ♦ Page 96

MTC has released a proposal for allocating Cycle 2 federal funds called the OneBayArea Grant. CCTA staff has prepared a draft comment letter outlining issues with the proposal as well as some recommended changes. CCTA staff is distributing the draft letter and grant proposal for RTPC review and comment. The TCC will review the material in August and the Planning Committee and CCTA Board will review in September. The TAC should discuss the draft and decide what, if any, comments should be provided to our TCC and CCTA representatives.

3:30 Item 7: Review Draft 2011 Congestion Management Program: ♦ Page 124

CCTA has released the public review draft of the 2011 Congestion Management Program (CMP). CCTA is Congestion Management Agency for Contra Costa County and is required to update the CMP every other year.

4:00 Item 8: Adjourn to Tuesday, September 20, 2011 at 1:30 p.m.

The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact John Cunningham, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Cunningham can be reached at (925) 335-1243 or at john.cunningham@dcd.cccounty.us.

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State Route 4 and State Route 242 Ramp Metering Studies
Description of Work

Corridor Study Limits:

The SR 4 freeway in Contra Costa County between Alhambra Avenue and SR 160/SR 4 Bypass Interchange (Post mile: CC 8.00 to 31.5 - approximately 23.5 miles) and the SR-242 freeway from I-680 to SR-4 interchanges (approximately 3.4 miles), inclusive..

Task Order Purpose:

To work with MTC, Caltrans, Contra Costa Transportation Authority (CCTA) and the TRANSPLAN TAC:

1. To study the feasibility and potential traffic diversion effects of ramp metering SR 4 and SR 242,
2. To develop a staging plan for implementation of ramp metering on SR 4 and SR 242,
3. To develop recommended ramp metering rates for the initial implementation segment (to be determined in the staging plan), and
4. To assist Caltrans in monitoring ramp meter activation and conducting a “Before and After” study of the effects for the initial implementation segment.

The study will be conducted in two phases: Phase 1 includes Tasks 1, 2 and 3 described in the scope. Phase 2 includes Tasks 4 and 5, which is not included in this task order.

Project Responsibilities:

The study will be led by Caltrans and MTC and conducted in partnership with CCTA and the TRANSPLAN TAC.

. Atkins and Dowling Associates (CONSULTANT) will provide engineering support as described in this scope of work. Atkins will have primary responsibilities for facilitating meetings, preparing the presentation, presenting the results of the study, and reviewing the technical analysis and findings. Dowling Associates will have primary responsibilities for performing the technical analysis and providing results to Atkins for review prior to presentation to Caltrans, MTC, Local agencies, and stakeholders.

Atkins will have lead CONSULTANT responsibilities for communications (in coordination with Dowling) with one stakeholder’s ramp metering technical advisory committee (assuming one committee for this study). Dowling Associates will have lead CONSULTANT technical responsibilities and provide technical support to Atkins.

Caltrans will be responsible for:

- 1) Providing MTC or CONSULTANT with any readily available count and tachometer runs (tach run) vehicle data, and
- 2) Reviewing CONSULTANT technical recommendations and results.

MTC will be responsible for:

- 1) Providing CONSULTANT with the necessary data including counts (mainline and ramps) and tach runs from Caltrans or other sources,
- 2) Providing CONSULTANT with data from CCTA,
- 3) Cooperatively organizing stakeholder meetings with CCTA, and
- 4) Organizing reviews of CONSULTANT technical recommendations and results.

The project stakeholders will be represented by a CCTA selected Ramp Metering Technical Advisory Committee (Meter-TAC) to be formed for this study and consisting of technical

representatives to be selected from the TRANSPLAN (Eastern Contra Costa) Technical Advisory Committee (TRANSPLAN-TAC). . Project stakeholders will be requested to provide to MTC timely reviews of draft technical documents produced under this task order.

Atkins and Dowling Associates shall submit separate invoices to MTC and shall perform project management duties needed to closely monitor their individual schedules and budget for their individual work scope, as described below.

Tasks:

1. Project Administration and Coordination

CONSULTANT will work in partnership to prepare a detailed study workplan using Microsoft Project tools as a part of this task. The workplan will identify key milestones, deliverables, agency/stakeholder review periods and periods of stakeholder outreach. The workplan will be periodically updated as needed.

A kick off meeting will follow shortly after the notice-to-proceed. The objective of this meeting is to introduce CONSULTANT key members that will be working on the study to the MTC, Caltrans, and CCTA staff overseeing this effort; review the scope; work in partnership to exchange information, and to obtain input that will guide the study. At this meeting the objectives relating to scope, schedule, budget and responsibilities will be discussed and the project management team formalized. The day to day management of the study will include documenting all coordination meetings.

Deliverables: Dowling and Atkins will deliver to MTC the following:

1. Refined Scopes of Work and Budgets by Dowling and Atkins for Respective Efforts
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2. Local Agency Input and Coordination Meetings

Prior to holding the stakeholder’s meeting, MTC, Caltrans, CCTA and CONSULTANT will work in collaboration to exchange information, refine the scope of the study, and discuss how information will be presented at the Ramp Metering Technical Advisory Committee (Meter-TAC) meeting.

This task includes plans for one stakeholder meeting to collect input from local jurisdictions and refine the scope of the ramp metering feasibility study and staging plan. These meetings or phone communications will be initiated by Atkins with support by Dowling Associates. Before each stakeholder meeting there will be a pre-meeting conference call with MTC, Caltrans and CCTA to review agenda, presentations, handouts (jointly attended by Atkins and Dowling Associates). CONSULTANT shall utilize emails and phone conference calls to minimize the number of in-person meetings.

CONSULTANT shall reserve budget, in this task, for one (1) additional stakeholder meeting for the purpose of reviewing the Existing Conditions and Trends (ECT) memo. Depending on the extent of stakeholder comments related to the ECT memo, this additional meeting may or may not be utilized. MTC, Caltrans, CCTA, and CONSULTANT will determine the need for this meeting.

Deliverables: For each meeting, Atkins (with input from Dowling) will deliver to MTC the following:

2. Draft and Final Meeting Agenda, Slide Show, and Handouts (jointly developed by Atkins and Dowling) for up to two meetings, Draft and Final Stakeholder Meeting Minutes

3. Ramp Metering Feasibility Study and Staging Plan

This task consists of: refinement of scope, development of the existing conditions memo, and preparation of the SR 4 and SR 242 Ramp Metering Feasibility and Staging Plan.

3.1 Refinement of Scope

Dowling and Atkins will refine and finalize the scope of work and analysis plan based on input from the stakeholder meetings, identified under Task 2. It is assumed that one coordination meeting will be held with the Meter-TAC to present the final study scope. This scope will identify study limits and the surface street segments, including (up to) 20 key intersections, to be evaluated for diversion impacts along. The scope will identify the measures of effectiveness that will be used for evaluation of effects of ramp metering on SR 4, SR 242, other freeway operations and surface streets.

Deliverable: Dowling and Atkins will deliver the following

3.1 Respective Final Scopes of Work for Dowling and Atkins for the SR 4 and SR 242 Ramp Metering Feasibility and Staging Plan

3.2 Existing Conditions and Trends (ECT) Memo - Freeway

Atkins and Dowling will work to identify appropriate 4-hour peak periods (possibly 6-10 AM, 3-7 PM), travel direction, study segments (between and including Alhambra Avenue and SR-4 bypass interchanges with SR-4 and between I-680 and SR-4 interchanges on SR-242), study intersections, performance measures, and methodologies for evaluating the effects of SR 4 and SR 242 ramp metering on other critical freeways, routes of regional significance, and key intersections in Contra Costa County.

SR 4 Freeway Analysis: Much of the data on existing conditions will be extracted from the SR 4 Corridor System Management Plan, the SR 4 Freeway Performance Initiative, and the ongoing CCTA SR4 Integrated Corridor Analysis Study. Assuming this data is current and with input from the stakeholders, Atkins will prepare the portion of the Existing Conditions and Trends (ECT) Memo related to the SR 4 freeway describing typical AM and PM weekday peak periods:

- Existing and future SR 4 freeway bottlenecks
- Existing and future performance (VMT, VHT, Delay, speed) of SR 4 freeway without ramp metering, and
- Existing and future queues and delays at SR 4 on-ramps

SR 242 Freeway Analysis: Existing data for SR-242 will be obtained from the PeMS database, Caltrans census counts, any available MTC and/or CCTA databases. Dowling will summarize freeway operations for SR-242 describing typical AM and PM weekday peak periods. The discussion of operations on SR-242 will include:

- Existing and future SR 242 freeway bottlenecks
- Existing and future performance (VMT, VHT, Delay, speed) of SR 242 freeway without ramp metering, and
- Existing and future queues and delays at SR 242 on-ramps

Other Freeway and Surface Street Analysis: Based on data contained in the prior and on-going SR 4 studies (CSMP, FPI, and Corridor Management Plan - CMP), data provided by stakeholders and data contained in the CCTA model, Dowling will prepare the portion of the ECT memo relevant to existing and baseline (2015 AM and PM) trends for peak hour operating conditions on the freeways and surface streets that the stakeholders have identified to be of concern. The scope estimates that this analysis would address the following freeway and arterial segments:

- Freeways
 - I-680 (SR 242 to Pacheco Blvd.)
 - SR 160 (SR 4 to Wilbur Ave)
 - State Route 4 Bypass (Rte 160) from SR 4 to Laurel Road
- Routes of Regional Significance
 - Bailey Road
 - Balfour Road
 - Buchanan Road
 - Byron Highway
 - Deer Valley Road.
 - East 10th Street/ Harbor Street.
 - East 18th Street.
 - Hillcrest Avenue.
 - James Donlon Boulevard
 - Kirker Pass Road/Railroad Avenue
 - Leland Road/Delta Fair Boulevard
 - Ninth Street/Tenth Street
 - Pittsburg-Antioch Highway
 - Somersville Road
 - Standard Oil Avenue
 - Willow Pass Road

The segment analyses of other freeways and surface streets will be AM and PM peak hour volumes, v/c, and mean speed by segment.

Up to 20 key intersections, selected in consultation with the stakeholders, will be evaluated for level of service. The level of service method is to be determined in consultation with the stakeholders.

No new intersection traffic counts will be gathered under this task order. It is understood that CCTA or local agencies will provide intersection counts and signal timing sheets (if needed by the selected LOS method) from their files for any intersections they wish to include in the analysis of the effects of ramp metering that are not already covered in prior SR 4 CSMP, FPI, or CMP work.

Dowling will combine the SR 4 and SR-242 freeways, other freeway, surface streets and intersection analyses into an Existing Conditions and Trends (ECT) memorandum. The memorandum will include the identification of bottleneck locations, queue lengths, and congestion duration, with specific explanations of the causes of congestion problems.

The draft ECT memorandum will be submitted to MTC and Caltrans for a preliminary review, followed by CCTA review and comments. The draft ECT memo will then be revised by the CONSULTANT based on those comments. The revised memo will be circulated among the stakeholders for review. Comments received from the stakeholders will be reviewed by MTC, Caltrans, and CCTA; and the CONSULTANT will prepare the final ECT. If a meeting is needed to reconcile responses to comments, MTC will plan, organize, and schedule the meeting, and CONSULTANTS will attend, document the meeting, and finalize the ECT after the meeting.

Deliverables: Dowling will prepare (with input from Atkins) the following:

Deliverable 3.2A: Draft and Final Existing Conditions and Trends (ECT) Memo Deliverable 3.2B: SR 4 and SR 242 FREQ and Intersection LOS input files
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3.3 Ramp Metering Feasibility Study and Staging Plan

The purpose of this task is to develop a feasibility and implementation staging plan for SR 4 and SR 242, and to provide information to stakeholders on the projected effect of ramp metering on freeway and arterial operations.

Dowling (with advice and input from Atkins) will identify the appropriate freeway segments along with timelines for implementation/activation of ramp metering on SR 4 and SR-24. The analysis will include an evaluation of potential metering of freeway-to-freeway connectors, including I-680 and SR 242.

Staging plan will take into account ramp metering equipment status provided by Caltrans (those meters already installed, those installed and in need repairs, those currently being constructed, and those currently being designed).

Dowling will use the existing conditions FREQ files (one-hour time slice) to identify metering rates that will maximize the computed Vehicle-Miles Traveled (VMT) subject to ramp storage constraints.

Ramp storage constraints will be computed assuming 30 feet per vehicle, measuring the distance from the ramp meter stop bar back to the foot of the ramp. If the surface street has an exclusive turn lane feeding into the on-ramp that can store freeway-bound vehicles without hindering surface street through movements, that distance will be added to the available storage length for the ramp.

Dowling will develop tentative metering rates and the recommended hours of ramp metering for the purposes of the feasibility analysis.

Dowling will use a combination of FREQ and the CCTA model to estimate potential diversion of traffic, if any, to the arterial street system. FREQ's arterial diversion option will be employed for this task. The FREQ predicted diversion volumes and those predicted by the CCTA model will be input to the CONSULTANT's estimate of the predicted volume changes for impacted intersections.

Dowling (with input and advice from Atkins) will prepare a draft Ramp Metering Feasibility and Staging Plan to document the forecasted effects of the recommended ramp metering plan on freeway and arterial street operations. The analyzed arterial intersections (up to 20 locations, if impacted) would include traditional Highway Capacity Manual intersection capacity analysis. The results of that analysis would include delays and queue estimates, as well as any recommended changes to signal timings or phasing to mitigate the effects.

The ramps recommended for metering will be grouped into a logical staging plan for implementation. Upon review by MTC, Caltrans, CCTA, and Ramp Metering Technical Advisory Committee (Meter-TAC), CONSULTANT will finalize the Ramp Metering Feasibility and Staging Plan Report.

Deliverables: Dowling will prepare (with input from Atkins) the following:

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|--|
| Deliverable 3.3A: Draft and Final Ramp Metering Feasibility and Staging Plan Report
(Electronic files only) |
| Deliverable 3.3B: Supporting FREQ and Intersection LOS input files |

Phase 2 Services (Task 4 and 5)

4. Metering Rate Plan for Initial Implementation Section

Once the metering implementation staging plan is finalized, CONSULTANT will prepare a recommended metering rate plan for the initial implementation section or sections.

This will involve updating the FREQ volume inputs for the initial implementation section to forecasted summer 2012 volumes and re-running FREQ to obtain the updated optimal metering rates. CONSULTANT will gather new AM and PM peak period ramp counts for the initial implementation section. Mainline volumes will be updated based on data from PeMS.

The draft FREQ files will be submitted to MTC, Caltrans, and CCTA for review.

The FREQ recommended metering rates will be translated into Caltrans TOS Time of Day Table Memory Map, and Metering Plan Memory Map inputs. The FREQ metering rates will be limited to the range 240 vph to 900 vph (with 1000 vph possible if two cars per green implemented) and rounded to the available metering rates within the TOS system. The metering rates will be converted to the equivalent percent occupancy thresholds using mainline volume/occupancy data provided to CONSULTANT by Caltrans, one set for each metered ramp. CONSULTANT will fit parabolic curve (as appropriate) to Caltrans data and determine appropriate percent occupancy thresholds for stepping down metering rates as mainline occupancy increases. CONSULTANT will prepare draft TOS metering plan and revise it to final form based on Caltrans comments.

The Draft TOS Metering Plan will be submitted to MTC, Caltrans and CCTA for review.

Deliverables: CONSULTANT will prepare the following:

Deliverable 4.1: Draft and Final FREQ Input/Output Files with Optimized Metering Rates
Deliverable 4.2: Draft and Final TOS Metering Plan

5. Initial Implementation Section Monitoring and “Before/After” Study

To the extent that Caltrans would like assistance in monitoring the metering on activation day and in conducting the before and after study, CONSULTANT is prepared to do the following.

5.1 Before Metering Data Collection

Caltrans shall conduct freeway mainline traffic counts and ramp traffic counts for the same three days as the other data that shall be collected on the freeway. CONSULTANT shall perform the sub-tasks described below. The data shall be collected on the same three mid-week days unless stated otherwise.

5.1.1 Arterial Machine Counts

Traffic data shall be collected in 15-minute increments for three consecutive 24-hour days on up to 10 arterial roadway locations to be determined based on consultations with stakeholders.

Deliverable 5.1.1: Tables and Figures Showing Daily and Peak Hour Arterial Traffic Volumes Before Metering

5.1.2 Arterial Turning Movement Counts

Traffic data shall be collected at intersections during a morning three-hour peak period from 6:00 a.m. to 9:00 a.m. and 3 PM to 6 PM for a single typical weekday at up to 20 locations to be determined based on consultations with stakeholders.

Deliverable 5.1.2: Tables and Figures Showing Morning Peak Hour Turning Movement Counts Before Metering

5.1.3 Arterial Travel Time, Speed, and Delay Runs (Floating Cars)

Floating car runs shall be performed along up to 10 arterial routes to be determined in consultation with the stakeholders.

Travel time, speed, and delay shall be obtained using GPS unit equipped floating cars. Vehicles shall depart every 30 minutes along each route from 6:00 a.m. to 9:00 a.m. and from 3 to 6 PM to yield 6 runs along each route.

The longitude and latitude of each car shall be recorded to the nearest 1/100,000th of a degree for each second of travel time for each travel time run (in effect, to the nearest 4 feet latitude, and nearest 3 feet longitude for the 37 degree latitude of the study corridor).

The GPS data shall be reported and delivered in Excel spreadsheet format as shown in the example below:

Run	Node	Time	Speed	Delay#	Latitude	Longitude	HDOP	Quality	Sat Used
1	0	7:27:23	14.8	0	37.94428	121.72431	4.1	2	12
1	0	7:27:24	17.6	0	37.94427	121.72434	4.1	2	12

- Run = run number
- Node = mid-run check point.
- Time = time stamp
- Speed = vehicle speed at time stamp
- Delay # = 1 if incident observed, zero otherwise.
- Latitude (to nearest 100,000th of a degree, about 4 feet at 37 degrees latitude)
- Longitude (to nearest 100,000th of a degree, about 3 feet at 37 degrees latitude)
- HDOP = horizontal dilution of position (5 or lower desired)
- Quality = quality of signal
- Sat Used = Number of satellites in view (the more the better)

The drivers shall aim for the median speed, passing as many vehicles as pass them. The GPS data shall be reported and delivered in Excel spreadsheet format. The location of the back of any observed recurring queues shall be recorded and documented.

Deliverable 5.1.3 Tables and Figures Showing Peak Period Arterial Travel Time, Speed, and Delay Before Metering

5.1.4 Visual Observations

CONSULTANT shall perform visual observations of arterial traffic operations as part of Tasks 5.1.2 and 5.1.3. Locations of congestion, excessive queuing or other notable conditions shall be recorded.

Deliverable 5.1.4: Memorandum Describing Conditions Observed On the Arterial Streets and Figure Showing Locations of Notable Conditions Before Metering

5.1.5 Compile Technical Data

CONSULTANT shall compile the data collected by Caltrans and CONSULTANT for before metering conditions. Freeway floating car data described below shall also be included in the technical memorandum.

Deliverable 5.1.5: Draft and Final Before Ramp Metering Technical Memorandum

5.2 Local Media Press Release

Caltrans with approval of MTC and CCTA shall provide the local media press release.

5.3 Metering Plan Activation

Caltrans shall activate the metering plan, perform visual observations of freeway mainline and ramp traffic operations, and fine-tune ramp metering equipment. CONSULTANT shall assist Caltrans with Task 5.3.1 (visual observations of selected freeway ramps) and shall perform Task 5.3.2.

5.3.1 Visual Observation of Ramps

CONSULTANT shall assist Caltrans with observation of metered ramps during the morning period from 6:00 a.m. to 10:00 a.m. and evening period from 3 PM to 6 PM for four days as directed by Caltrans. CONSULTANT shall observe traffic operations at up to 4 of the 8 metered on-ramps to be determined in consultation with Caltrans. Each ramp in each group will be monitored first to determine if they are performing properly and if the meter is operating at an appropriate cycle length consistent with the ramp metering plans. After initial confirmation that all ramps are functioning properly, the CONSULTANT shall monitor each ramp beginning with the most westerly ramps and proceeding to the east ramps to observe the end of the vehicle queues on the ramps at 5-minute intervals. The goal will be to observe as many 5-minute intervals as possible at each ramp so that data may be collected at each ramp at least every hour. At each observation (at least every hour), the ramp meter cycle length will be observed to determine if the meter is operating consistent with the ramp metering plans with observation of the freeway mainline to estimate the level of congestion (detector occupancy).

If at any time CONSULTANT notices that a vehicle queue exceeds or is likely to exceed the storage capacity of a ramp or if a meter does not appear to be operating according to plan, CONSULTANT shall immediately notify the designated Caltrans staff person of the nature of the problem.

CONSULTANT staff shall meet with Caltrans staff at the end of each day of observation to review results.

Deliverable 5.3.1 Draft and Final Memorandum Describing Metering Rates Implemented and Excessive Queues Observed and Corrective Action Taken to Implement Plan as Intended

5.3.2. Visual Observation of Arterials

CONSULTANT shall perform visual observations of arterial traffic operations generally at the locations identified for study in Task 5.1. Study arterials shall be observed during the morning period from 6:00 a.m. to 10:00 a.m. and the evening period from 3 PM to 6 PM for four days, and locations of congestion, excessive queuing or other notable conditions shall be recorded. Abnormal congestion shall be identified and reported to the Caltrans project manager.

CONSULTANT staff shall meet with Caltrans staff at the end of each day of observation to review results and will contact local agency staff if necessary.

Deliverable 5.3.2 Draft and Final Memorandum Describing Abnormal Conditions Observed During Metering Plan Activation on the Arterial Streets and Corrective Action Taken to Return Traffic Operations to Normal

5.4 After Metering Study

Three to six months after implementation of ramp metering, Caltrans shall conduct freeway mainline traffic counts and ramp traffic counts. The data shall be collected on the same three mid-week days unless otherwise stated. CONSULTANT shall perform the tasks below.

5.4.1 Arterial Machine Counts

Traffic data shall be collected in 15-minute increments for three consecutive 24-hour days at the same locations identified for Task 5.1.

Deliverable 5.4.1: Tables and Figures Showing Daily and Peak Hour Arterial Traffic Volumes After Metering

5.4.2 Arterial Turning Movement Counts

Traffic data shall be collected at intersections during a morning three-hour peak period from 6:00 a.m. to 9:00 a.m. and the afternoon peak 3 PM to 6 PM for a single typical weekday at the same locations identified for Task 5.1.

Deliverable 5.4.2: Tables and Figures Showing Morning Peak Hour Turning Movement Counts After Metering

5.4.3 Travel Time, Speed, and Delay Runs for Freeway Lanes

Floating car runs shall be performed along the same route and using the same procedures described in Task 5.1.

Deliverable 5.4.3: Tables and Figures Showing Peak Period Freeway Mixed-Flow Travel Time, Speed, and Delay and CHP Media Traffic Incident Information

5.4.4 Arterial Travel Time, Speed, and Delay Runs (Floating Cars)

Floating car runs shall be performed along the routes identified in Task 4.1 using the same procedures. The GPS data shall be reported and delivered in Excel spreadsheet format. Locations of back of queues shall be recorded twice per hour at all metered ramps from 6:00 to 9:00 a.m. after ramp metering is implemented. These data may be recorded on different days from the collection of the other data collected for this study.

Deliverable 5.4.4: Tables and Figures Showing Peak Period Arterial Travel Time, Speed, and Delay After Metering

5.4.5 Visual Observations

CONSULTANT shall perform visual observations of arterial traffic operations. Locations of congestion, excessive queuing or other notable conditions shall be recorded.

Deliverable 5.4.5: Memorandum Describing Conditions Observed On the Arterial Streets and Figure Showing Locations of Notable Conditions After Metering

5.4.6 Compile Technical Data

CONSULTANT shall compile the data collected by Caltrans and CONSULTANT after metering is implemented.

Deliverable 5.4.6: Draft and Final After Ramp Metering Tables and Figures in the Same Format as Provided in the Before Study Technical Memorandum

5.4.7 Prepare Report

CONSULTANT shall prepare a Before/After Ramp Metering Report that describes the following:

1. Final ramp metering plan with meter on/off times and discharge rates
2. Changes in freeway, street segment, and intersection turning movement traffic volumes resulting from ramp metering
3. Changes in freeway and arterial travel times resulting from ramp metering
4. Discussion of visual observations of effects of ramp metering

Deliverable 4.4.7: Draft & Final Before/After Ramp Metering Report

5.5 Coordinate Meetings with Stakeholders

CONSULTANT shall coordinate up to three meetings with stakeholders to discuss progress of the ramp metering project, identify a date for implementation, and report findings of the before and after study. CONSULTANT shall arrange for no-cost public agency venues for the meetings, prepare agendas, organize presentations, and prepare brief minutes for the stakeholders meeting.

Deliverable 5.5A: Brief Minutes of Stakeholders Meeting No. 1

Deliverable 5.5B: Brief Minutes of Stakeholders Meeting No. 2

Deliverable 5.5C: Brief Minutes of Stakeholders Meeting No. 3

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 Amtrak California™

The San Joaquin Corridor Environmental Impact Study

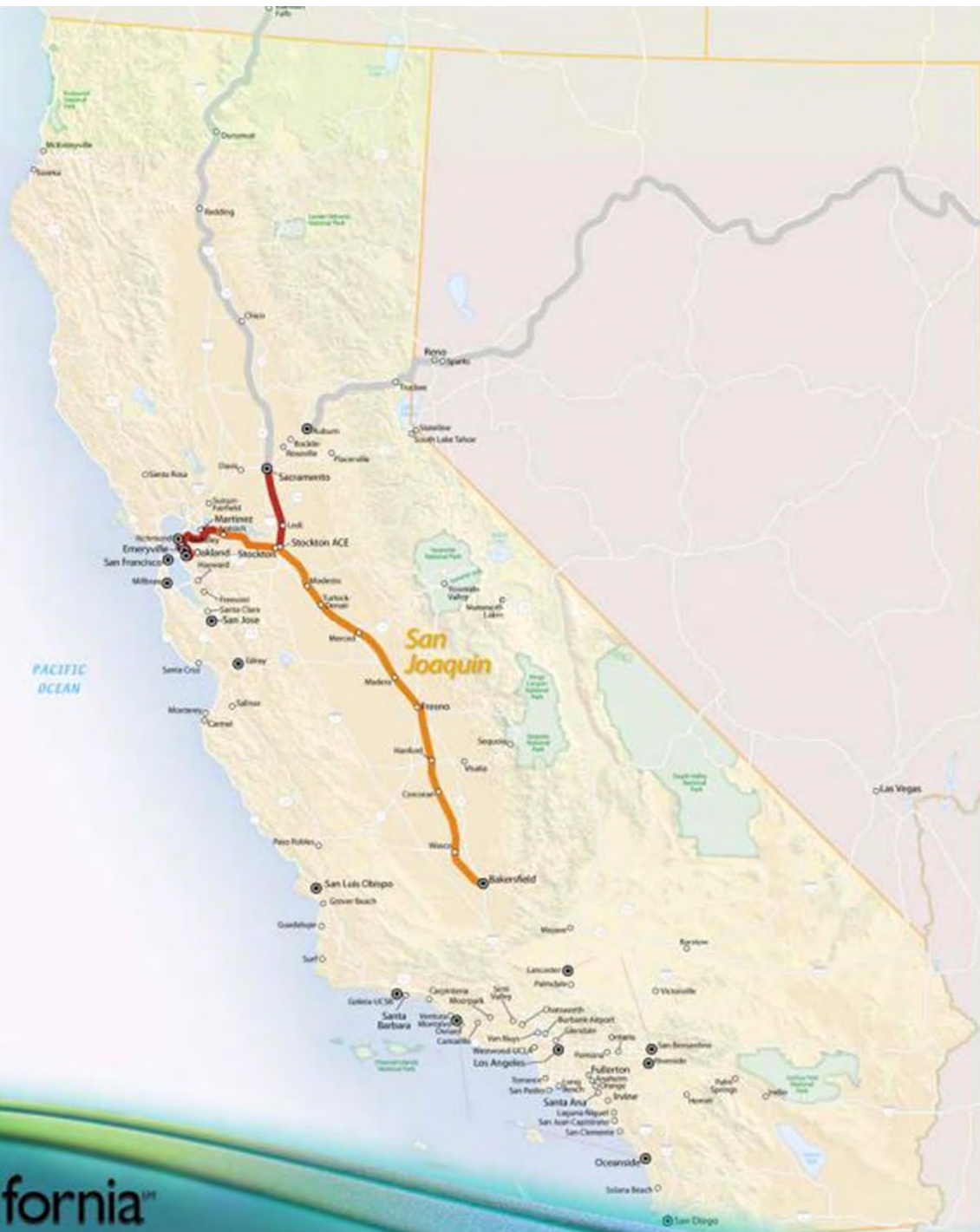
by Caltrans Division of Rail

Prepared by Tom Dodson & Associates and
J.L. Patterson & Associates, Inc.



San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- **What does the future hold for the San Joaquin Valley Rail Corridor (Corridor) Intercity Passenger Rail Operations**
- **San Joaquin Corridor Strategic Plan**
- **Environmental documentation to examine the next 25 years of Corridor Amtrak passenger rail operation scenarios**



San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- Define such scenarios at sufficient level of detail to compile a CEQA/NEPA Program EIR/EIS
- Program Objective: Identify a range of and select a preferred alternative operating scenario for implementation over the 25-year (2011 – 2035) planning period

San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- Use a Program EIR/EIS as the basis for CEQA/NEPA compliance and to lay the foundation to acquire state and federal funding for future “shovel ready” rail infrastructure improvement projects.

San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- The State of California approached BNSF and UP about potential changes to the San Joaquin passenger train services. There is no funding available at this time to add more train service, but the State wanted first to identify future capacity needs and second future infrastructure improvements in order to define the required environmental, permitting, and engineering design work to meet 2035 forecast passenger rail operations

San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- **Current San Joaquin passenger train operations:**
 - 6 trains per day each way on the Bakersfield – Stockton segment (total of 12 trains).
 - 4 trains per day each way on the Stockton – Oakland segment (total of 8 trains).
 - 2 trains per day Sacramento to Stockton (total 4 trains)

San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- What are the future alternatives for intercity passenger train operations within the corridor?
Initial Thoughts on alternatives.
 - **First Step: What rail operations can be improved?**
 - Improve current average passenger train speed
 - Increase the number of daily round trip train frequencies: Increase from the current allowed 16 up to 22 trains operations per day
 - Increase maximum passenger train speed:
 - ▶ From 79 mph
 - ▶ To 90 mph

Four Different Schedule Proposals Analyzed

- **5/10 Year 79 mph Plan**
 - 8 passenger trains per day each way on the full Bakersfield – Oakland segment (total of 16 trains) operating at a maximum speed of 79 mph.
- **25 year 79 mph Plan**
 - 11 Passenger trains per day each way on the full Bakersfield – Oakland segment (total of 22 trains) operating at a maximum speed of 79 mph.

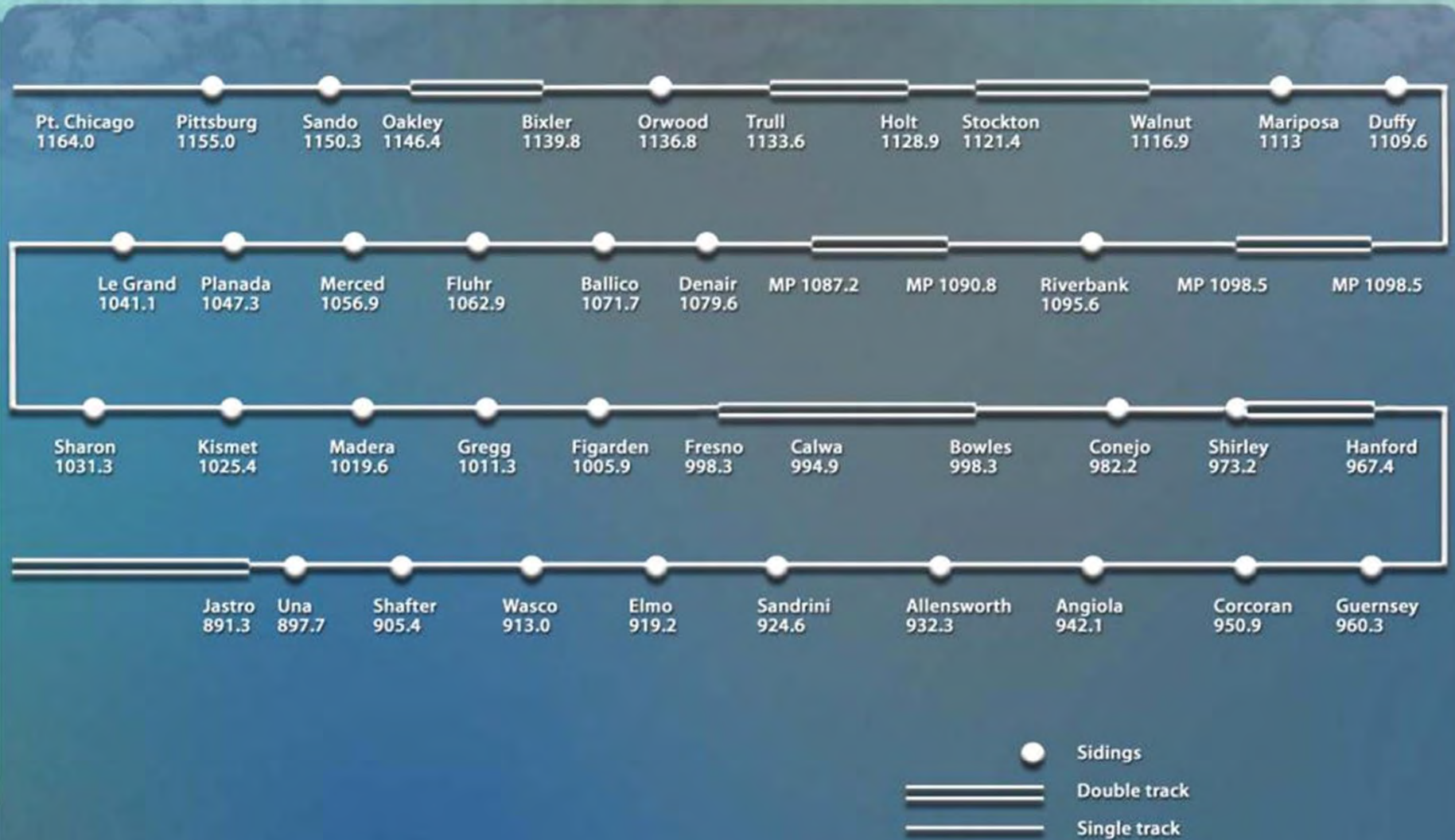
Four Different Schedule Proposals Analyzed

- **5/10 Year 90 mph Plan**
 - 8 passenger trains per day each way on the full Bakersfield – Oakland segment (total of 16 trains) operating at a maximum speed of 90 mph.
- **25 Year 90 mph Plan**
 - 10 plus round trips per day between Bakersfield and Oakland (total of 20 trains) plus two trains starting at the mid-point (Merced), one north and one south, operating at a maximum speed of 90 mph.

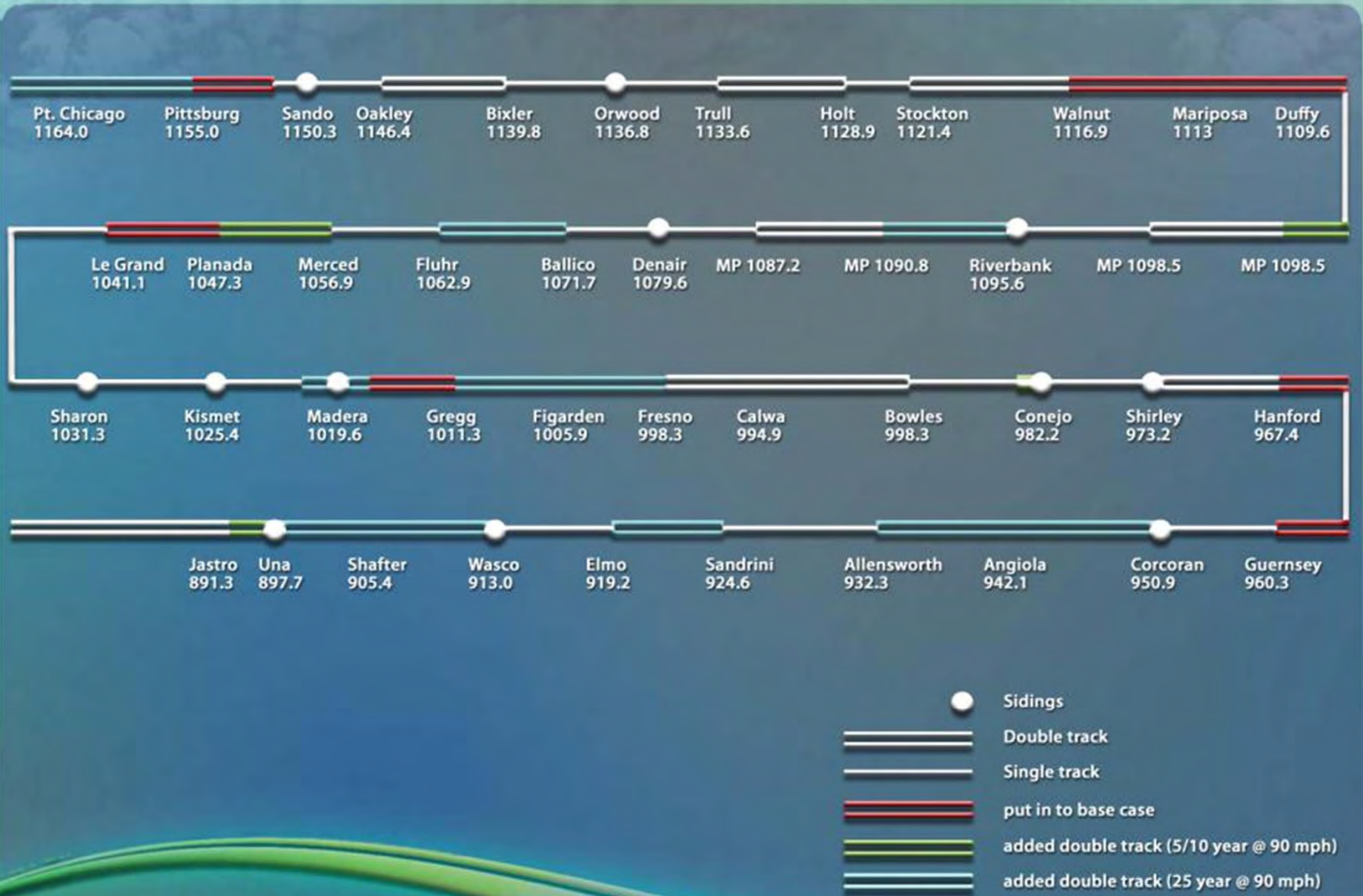
Four Different Schedule Proposals Analyzed

- **25 Year 90 mph Plan (cont.)**
 - Each of the 5/10 year operation scenarios reflects a schedule where 1 passenger train pair is an “express” schedule, with only a Fresno intermediate stop. The other 18 train operations reflect all trains stopping at all stations.
 - In the 5/10 year operational scenario the freight counts were increased by 14 trains per week (2 intermodal Z1-7, 10 intermodal Q/S and 2 unit). The freight counts were then kept at those levels for the 25 year operational scenario (in order to identify just the scope of projects needed for the changed passenger services beyond the 5/10 year plan schedule).

Current Track Structure



Potential Track Additions Support 25 year Passenger Case (90 mph trains)





Potential Track Additions Support 25 year Passenger Case (90 mph trains)

- Union Pacific track segments
- Double track from Port Chicago to Martinez
- Triple track Martinez to Oakland
- Multiple track from Stockton to Sacramento – on one of the two alignments

Sacramento Subdivision - UPRR






Potential track additions to support 25 year passenger case (90 mph trains)

-  upgraded existing siding
-  added double track (25 year @ 90 mph)

Fresno Subdivision - UPRR






Potential track additions to support 25 year passenger case (90 mph trains)

-  upgraded existing siding
-  added double track (25 year @ 90 mph)
-  existing track

Niles - Tracy Subdivisions - UPRR



Potential track additions to support 25 year passenger case (90 mph trains)

-  upgraded existing siding
-  added double track (25 year @ 90 mph)
-  existing track

Future Amtrak Intercity Passenger Rail Operations

- **Second Step: Define the rail infrastructure system improvements needed to support each future operational scenario**
 - **New Amtrak maintenance facility**
 - **New rolling stock (replacement equipment and new equipment)**
 - **New Amtrak station for Stockton**
 - **New layover facility**
 - **Bus system modifications**
 - **New equipment acquisition (engines and passenger cars)**

Future Amtrak Intercity Passenger Rail Operations

- **Third Step: Define / Clarify future role of intercity passenger rail service vis-à-vis proposed future high speed rail operations. How can they be integrated?**

Sacramento Amtrak Station – Potential Track Relocation



Potential Merced Layover Facility



Potential Fresno Layover Facility



Proposed Sacramento Maintenance Facility



Future Amtrak Intercity Passenger Rail Operations

- **Fourth Step: Select primary routes of travel**
 - **Stockton to Sacramento: Via Fresno subdivision or Sacramento subdivision**

UPRR Stockton-Sacramento (East and West) Existing Proposed Routes



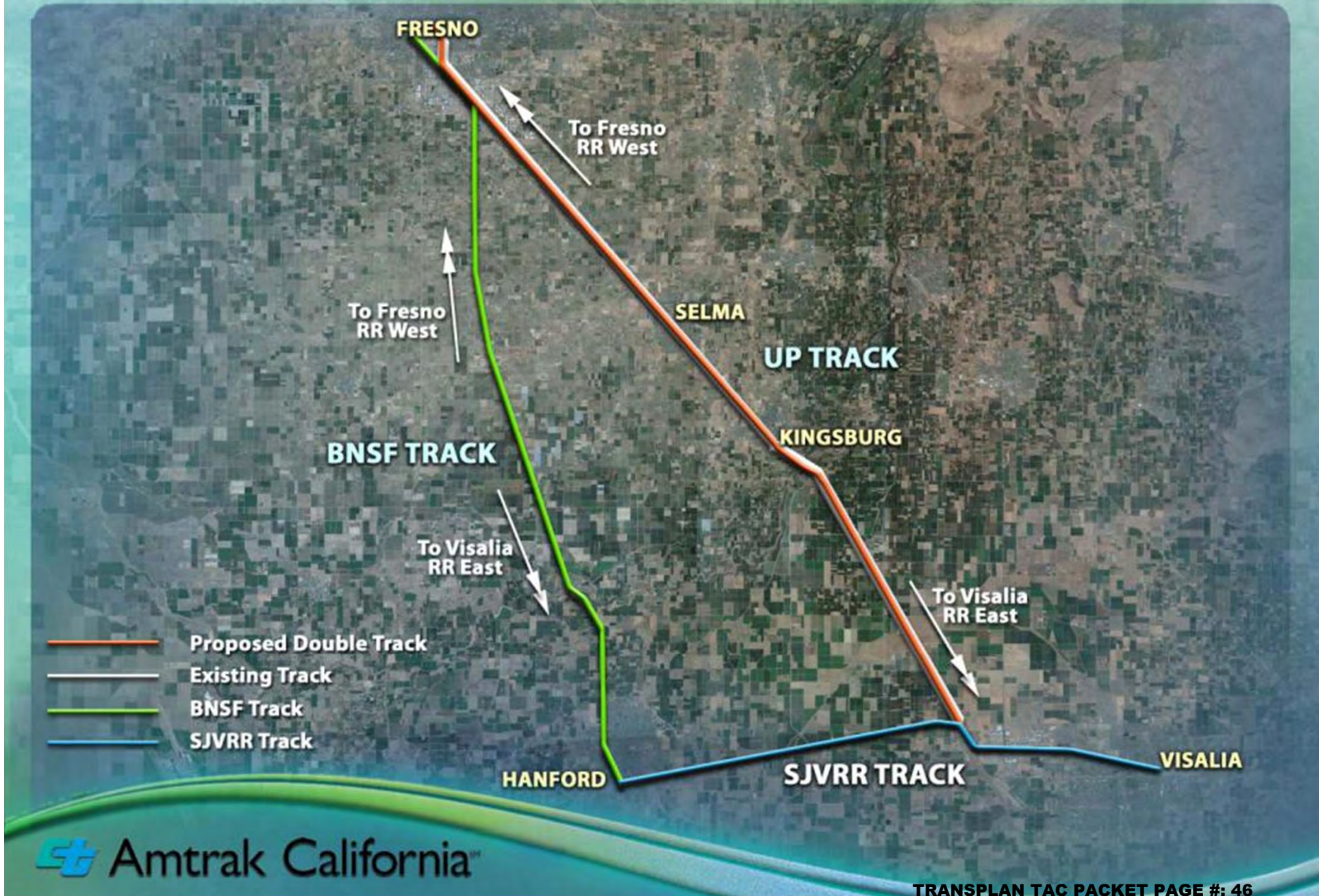
Future Amtrak Intercity Passenger Rail Operations

- **Fifth Step: Examine alternative secondary rail route**
 - Bakersfield to Los Angeles via Lancaster
 - Fresno to Visalia or Porterville
 - Port Chicago to Richmond on BNSF tracks

Alternative Project – Los Angeles to Bakersfield



Alternative Project – Fresno to Visalia



Alternative Project – Port Chicago – Oakley on BNSF



San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Anticipated Process**
 - Define alternatives in sufficient detail to permit environmental evaluation
 - Conduct scoping process with all stakeholders and interested public
 - Make presentations to community elected officials and planning
 - Professionals and interested community organizations

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- Assemble input from outreach/scoping process, select final alternatives; prepare the EIR/EIS
- Distribute EIR/EIS for public review and comment
- Collect comments on the EIR/EIS from stakeholders and public
- Finalize the EIR/EIS for certification/approval
- Use documentation to support acquisition of funding for preferred alternative corridor infrastructure improvements

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Summary**
 - **Current number of passenger trains operating on the San Joaquin Corridor is 12 trains per day**
 - **In 2035 a total of 22 operating trains are proposed to operate along the San Joaquin Corridor**
 - **Speed of trains is proposed to be raised from the current 79 mph to 90 mph**

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Proposed infrastructure enhancement required to support 2035 operations forecast**
 - **188.5 miles of double track from Bakersfield to Port Chicago and supporting systems (signals)**
 - **22.11 miles of additional track (double and triple track) from Port Chicago to Oakland**
 - **Between 35.2 and 40.6 miles of double track from Stockton to Sacramento (depends on alignment selected)**
 - **New rolling stock – replacement equipment and equipment for new trains**

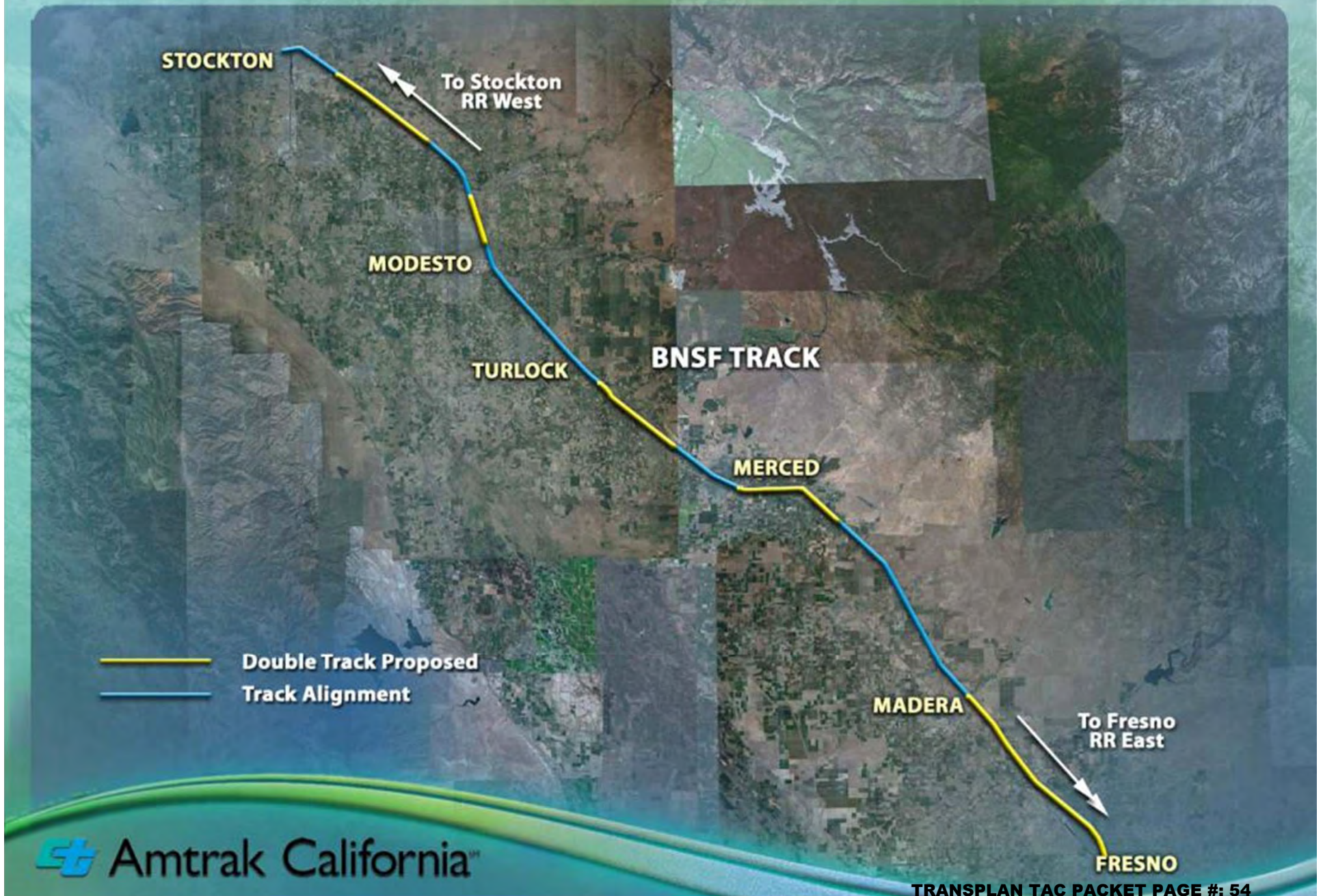
San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- New track alignment in Sacramento – Connect to existing station
- Sacramento Amtrak Maintenance Facility
- New Stockton station or remodeled existing station
- Merced layover facility
- Fresno layover facility

BNSF Alignment – Bakersfield to Fresno



BNSF Alignment – Fresno to Stockton



BNSF Alignment – Stockton to Oakland



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County Administrator

County Administration Building
651 Pine Street, 10th Floor
Martinez, California 94553-1229
(925) 335-1080
(925) 335-1098 FAX

David J. Twa
County Administrator

Contra Costa County



Board of Supervisors

John M. Gioia
1st District

Gayle B. Uilkema
2nd District

Mary N. Piepho
3rd District

Karen Mitchoff
4th District

Federal D. Glover
5th District

August 10, 2011

Re: State Route 239 Pre-Project Briefing

Dear TRANSPLAN Member:

Contra Costa County and the Contra Costa Transportation Authority have begun the very early phases studying a possible roadway connection between the Brentwood and Tracy areas. We would like to invite you to attend a Pre-Project Briefing regarding this project which has historically been referred to as State Route 239 or the Brentwood-Tracy Expressway.

Contra Costa County has received federal funding to study the route of this potential roadway between State Route 4 in the Brentwood area and I-205 in the Tracy area. Sufficient local, State, or federal funds to construct the potential roadway have not yet been identified, so before launching a full-scale planning effort, the County is undertaking an initial review of possible funding sources for the roadway.

The briefing will provide an overview of the current financial screening study, describe the full planning project expected to begin following the study, and describe how you and other key stakeholders will be asked to participate when the full planning project gets under way.

Your briefing will be held as part of TRANSPLAN's regular meeting on September 8th, 2011, starting at 6:30 p.m.

In addition to your briefing, we will hold a briefing with non-governmental organizations, as well as one for other key elected officials and staff representatives. A list of the individuals invited to each of these briefings is attached to this letter. If you believe that additional individuals should be included in the briefings, please contact John Cunningham at the Department of Conservation and Development, 925-335-1243 or john.cunningham@dcd.cccounty.us.

Sincerely,

A handwritten signature in black ink, appearing to read "David Twa".

David Twa
County Administrator

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Date: October 23, 2002
W.I.: 1311
Referred by: POC

Attachment A
MTC Resolution No. 3440
Page 1 of 5

FY 2002 Community-based Transportation Planning Program Guidelines

Background

The goal of MTC's Community-Based Planning Program is to advance the findings of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP). That report identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area, and recommended initiation of community-based transportation planning as a first step to address them. The report also requested that, as a first step, Congestion Management Agencies (CMAs) and transit agencies validate routes designated for their respective communities, and identify which gaps are most appropriately met through the provision of additional fixed route transit, or which are most appropriately provided through alternative modes of service. Likewise, the Environmental Justice Report included in the 2001 RTP also identified the need for MTC to support local planning efforts in low-income communities throughout the region.

As a result of this planning program, potential transit improvements specific to each low-income community will be identified, and cost-estimates developed to implement these improvements. This information, including prioritization of improvements considered most critical to address, will be forwarded to applicable transit agencies, CMAs and MTC for consideration in future investment proposals such as countywide expenditure plans, RTP updates, gas tax or bridge toll initiatives, etc.

Under the auspices of the CMA, a collaborative planning process will be established in each county to ensure the participation of local transit operators as well as residents and community-based organizations providing services within low-income neighborhoods. The plans are intended to result in the following:

- Confirmation of Lifeline Transit Routes and subsequent service gaps identified for these communities
- Prioritization of temporal and spatial gaps most critical for that community to address
- Identification of gaps that are best met through the provision of additional fixed route service
- Identification of other strategies and solutions to address the gaps

MTC intends to support planning efforts in each of the nine Bay Area counties, focusing on the most impoverished communities as identified through the Lifeline/Environmental Justice reports, including:

Alameda County

Hayward, San Leandro (Cherryland), East Oakland, West Oakland, Berkeley/West Berkeley

Contra Costa County

Richmond, North Richmond/San Pablo, Martinez, West Pittsburg/Pittsburg, Monument Corridor (Concord)

San Francisco

Civic Center, Mission, Bay View/Hunters Point

Marin County

Canal Area—San Rafael, Marin City

Napa

City of Napa

San Mateo County

Daly City, East Palo Alto

Santa Clara County

East San Jose, Milpitas, Gilroy

Solano County

Cordelia, Dixon, Downtown Vallejo

Sonoma County

Santa Rosa (west of Highway 101)

Program Guidelines

The following guidelines will apply to the Community-Based Transportation Planning Process:

1. MTC will initiate a pilot program to begin the planning process in a few selected locations. The results of the pilot program will be evaluated, and subsequent revisions to these guidelines considered based upon the experience of those initial planning processes.
2. Using MTC’s Lifeline Transportation Network Report and its subsequent findings as a starting point, each county will conduct a comprehensive planning effort to identify transit needs in disadvantaged communities. Each CMA will serve as lead agency for its respective county, and as such will serve as grantee and fiscal agent of the funds, and will assume overall responsibility for project oversight. Funding will be provided by MTC for planning efforts to include communities identified through the Lifeline/Environmental Justice reports as indicated above. CMAs may choose to include additional impoverished communities, but resources necessary to expand the scope will be the responsibility of the CMA. CMAs may, based on agreement with MTC and respective stakeholders, recommend modifications to the identified communities.

3. MTC will help provide financial assistance for each planning project, and incorporate a corresponding scope of work into its funding agreement with the CMA.
4. Project activities may be implemented directly by the CMA, either in-house or under contract for consultant assistance, or through MTC via consultant assistance.
5. A collaborative planning process will be established with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings with them, and to utilize their perspective in identifying potential strategies and solutions for addressing service gaps.
6. Each planning project will include a community outreach component. The CMA will collaborate with community-based organizations (CBOs) located within the study area to identify specific strategies to be undertaken in order to engage the direct participation of residents in the project area. The CBO(s) will receive funding to carry out tasks specific to the community outreach component, as agreed with the project sponsor.
7. The goal will be to complete the planning project within one year. The CMA will commit to begin the project immediately following execution of a funding agreement, and to ensure timely completion of project milestones. Counties with multiple impoverished communities may complete the project in phases.
8. Each planning project will include the following tasks:
 - Provide a demographic and geographic description and map of project area
 - Review the findings of the Lifeline Transportation Network Report that correspond to the project area (i.e. designation of Lifeline Transit Routes and identification of spatial and temporal service gaps)
 - Develop a set of Lifeline routes, consistent with the following criteria:
 - Route provides direct service to a neighborhood with high concentration of low-income households;
 - Route provides service directly to areas with high concentrations of essential destinations;
 - Route provides core trunkline service as identified by the transit operator; or
 - Route serves as a key regional link.
 - Compare the findings with Lifeline Transportation Network Report that correspond to the project area (i.e. designation of Lifeline Transit Routes and identification of spatial and temporal service gaps), note differences and/or similarities resulting from these analyses.

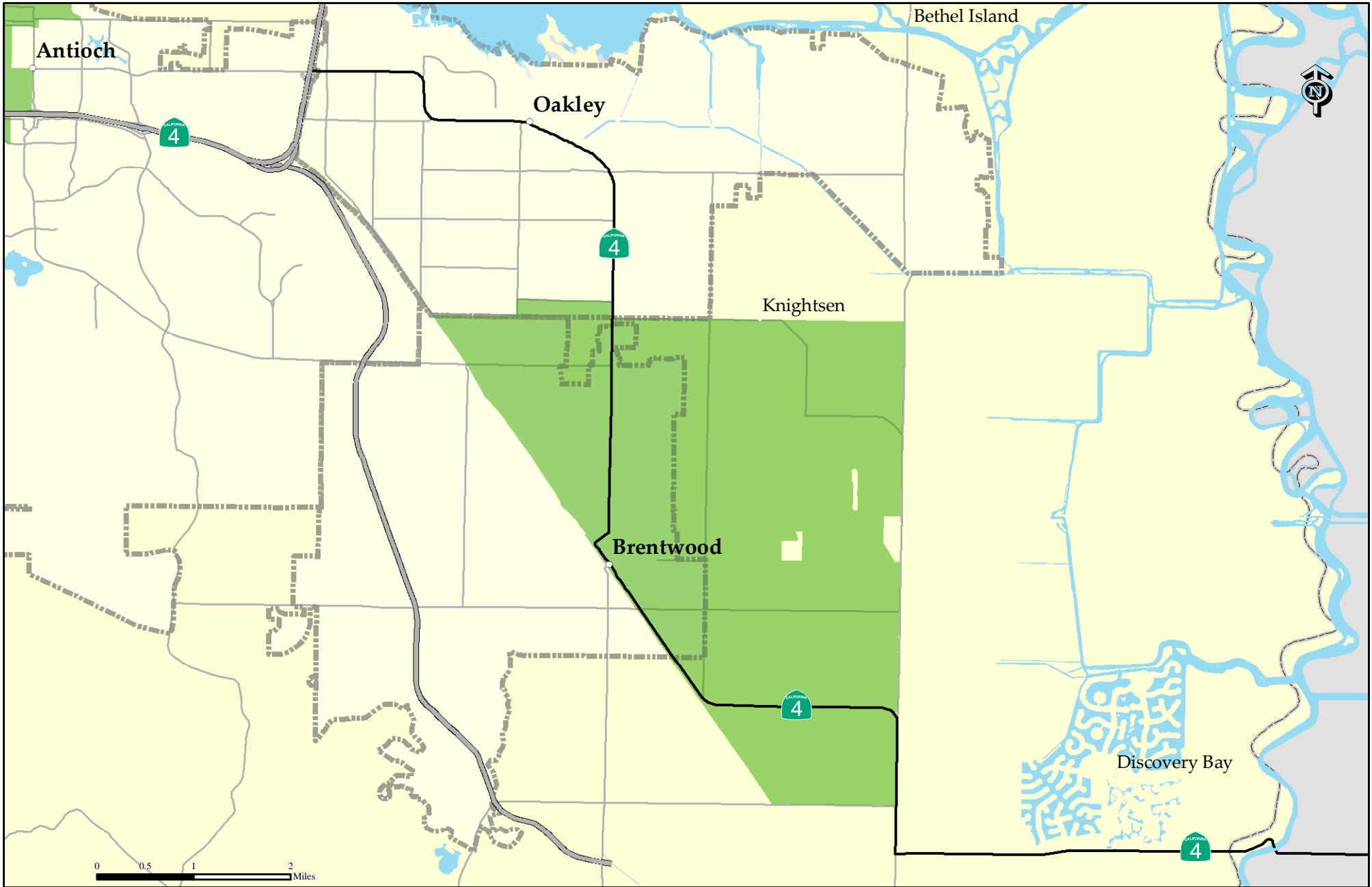
- Implement a community outreach plan to solicit input from affected residents and other stakeholders in project area. To reach a significant, diverse cross-section of the community, the following strategies¹ may be among those utilized:
 - Hosting project-specific public meetings and workshops
 - Attending regularly scheduled CBO meetings in project area to present project information and solicit feedback
 - Attending public events based in project area
 - Conducting focus groups and interviews
 - Soliciting survey responses
 - Establishing project-related telephone hotlines/websites.

Depending on strategies utilized, project sponsor will document results of outreach efforts, including meeting attendance, size of mailing lists used for meeting announcements, number of web site visits and phone calls received, number of surveys collected and interviews conducted, participation levels of traditionally under-represented groups and other measurements as applicable.

- Prioritize gaps in order of importance of unmet need based on community input.
 - Identify gaps that could most appropriately be met through the provision of additional fixed-route service, taking into consideration potential patronage, days and hours of expanded service, cost-effectiveness, operating and capital capabilities and service planning priorities for local transit operators. Provide cost estimate to fill gap with additional fixed-route service.
 - Identify strategies or solutions other than fixed-route service to address gaps and evaluate their potential effectiveness. Review and consider solutions proposed through MTC Welfare to Work Transportation Plan for each County. Provide cost estimate for filling gaps with non fixed-route transit service.
 - Prepare final community-based transportation plan for the project area. Primary elements of the plan will include:
 - A clear work product from which implementation can take place
 - Viable public and private sector funding options for implementation (e.g. MTC’s LIFT and Transportation for Livable Communities programs, Jobs Access and Reverse Commute funds, etc.)
 - Identified stakeholders committed to implementing the plan.
9. CMAs will share the community-based transportation plan final draft with participating CBOs for review and input before finalizing the plan. Once the plan is finalized, CMA staff will participate in regional forums to report on project findings, or to otherwise share information resulting from the planning process. MTC will make the results from each community-based planning effort available to all CMAs and transit agencies.
10. Upon completion of the planning project, CMA staff will report to the Commission on resulting key findings and recommendations.

¹ Materials and meetings will be translated when appropriate.

11. Project findings will be forwarded to applicable local or county-level policy boards and to MTC. Recommended service improvements will be forwarded to transit policy boards for consideration and subsequent incorporation into Short Range Transit Plans (SRTPs) and/or other future service expansion plans and to CMA policy boards for planning, funding and implementation discussions.



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COMMISSIONERS

MEMORANDUM

David Durant, Chair

Don Tatzin,
Vice Chair

Janet Abelson

Genoveva Galloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

Date September 23, 2011

To Potential Applicants

From Brad Beck

RE **Call for Projects for Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities Programs**

The Authority is pleased to announce a call for applications for funding through two Measure J programs: the Transportation for Livable Communities (CC-TLC) program and the countywide competitive component of the Pedestrian, Bicycle and Trail Facilities (PBTF) program.

Completed applications and all other required materials are due by **1:00 pm on Monday, November 14, 2011**. Deliver your completed application — by mail, delivery service or hand — to:

Contra Costa Transportation Authority
Hookston Square
2999 Oak Road, Suite 100
Pleasant Hill, CA 94597
Attn: Brad Beck, Senior Transportation Planner

Applications may also be transmitted electronically to the following address:

bbeck@ccta.net

Electronically transmitted applications must be sent by **1:00 pm on Monday, November 14, 2011**.

The forms for applying for funding through these two programs are reproduced as Exhibits A and B. Application forms for these two programs may be downloaded from Authority's website at www.ccta.net.

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

GUIDELINES

In July, 2011, the Authority adopted guidelines for both the CC-TLC and PBTF programs. They are included in this call for projects as Exhibits C and D. The guidelines outline which sponsors and projects are eligible, minimum and maximum funding requests, and the process and criteria for selecting projects. Applications must comply with these guidelines.

AVAILABLE FUNDING

Measure J establishes the shares of sales tax revenues allocated to the programs, as follows:

<i>Program</i>	<i>Share</i>
12 – Transportation for Livable Communities	5 percent
13 – Pedestrian, Bicycle and Trail Facilities	1.5 percent
25 – Additional CC-TLC *	0.4 percent
26 – Additional PBTF *	0.04 percent

* Allocated only to West County

Based on the estimates in the 2011 Measure J Strategic Plan, the two following tables outline the estimated funding available through these two programs for this funding cycle (FY 2011–2015).

ESTIMATED AVAILABLE FUNDING		
<i>Measure J Transportation for Livable Communities Program, FY 2011–2015</i>		
<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
Total Program 12 (1)	100.0%	\$14,353
less administrative takedown	98.5%	\$14,138
Additional West County (2)	100.0%	\$1,403
less administrative takedown	98.5%	\$1,382
Total Available Funding		\$15,520
West	23.8%	\$6,038
Central	29.4%	\$5,742
East (3)	27.6%	—
Southwest	19.1%	\$3,741

(1) Excludes East County funding

(2) Excludes \$210,000 previously allocated to El Cerrito

(3) East County share of CC-TLC funds have already been allocated

ESTIMATED AVAILABLE FUNDING

Measure J Pedestrian, Bicycle and Trail Facilities Program, FY 2011–2015

<i>Component</i>	<i>Share</i>	<i>Amount (in 1,000s)</i>
PBTF Funds	100.0%	\$6,050
less administrative takedown	98.5%	\$5,959
Additional West County	100.0%	\$161
less administrative takedown	98.5%	\$159
Total Available Funding		\$6,118
Countywide Competitive Share	66.7%	\$3,973
EBRPD Share	33.3%	\$1,986
Additional West County	100.0%	\$159

PROJECT SELECTION

CC-TLC Program

Under Measure J, the Regional Transportation Planning Committees (RTPCs) have the responsibility of recommending which projects should be funded using the sub-area’s share of CC-TLC funds. Measure J relies on the RTPCs to use their knowledge of local needs of and conditions to decide how best to apply the goals of Measure J and the criteria in the CC-TLC guidelines in their subregion.

Countywide Competitive Share of the PBTF Program

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. (Those criteria are included as Exhibit One of the PBTF application.) Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects.

SCHEDULE FOR PBTF AND CC-TLC PROJECT SELECTION

<i>Action</i>	<i>Date</i>
Authority staff releases Call for Projects.....	September 23, 2011
Applications due to Authority.....	November 14, 2011
Authority staff sends CC-TLC applications to RTPCs.....	November 18, 2011
CBPAC makes initial review of applications received	November 21, 2011
RTPC TACs review CC-TLC applications	December 2011– January 2012
CBPAC recommends PBTF funding allocations.....	January 23, 2012
RTPCs approve CC-TLC funding recommendations.....	February 2012
Authority staff prepares PBTF & CC-TLC Strategic Plans.....	February–March 2012
TCC reviews recommended PBTF & CC-TLC allocations.....	March 15, 2012
PC reviews recommended PBTF & CC-TLC allocations.....	April 4, 2012
Authority approves PBTF & CC-TLC allocations.....	April 18, 2012

QUESTIONS

Questions on either of these two programs and the application and selection process should be addressed to Brad Beck, either by phone (925 256-5726) or email (bbeck@ccta.net).

Program Guidelines

The Measure J Transportation for Livable Communities (CC-TLC) program will fund plans and facilities that support walkable, mixed-use, transit-supportive communities or that encourage more walking, bicycling and transit use. Measure J allocates five percent of revenues received to the program. (An additional 0.4 percent is set aside exclusively for eligible projects and sponsors in West County.)

The CC-TLC program has six goals:

1. Help create walkable, pedestrian-friendly neighborhoods and business districts;
2. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;
3. Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
4. Help create affordable housing;
5. Encourage a mixture of land uses and support a community's development or redevelopment activities; and
6. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

What Projects and Sponsors Are Eligible?

The CC-TLC program will fund plans, studies and transportation improvements that either:

1. Facilitate, support or catalyze more compact, mixed-use development that includes affordable housing, and development that is pedestrian-friendly or integrated into transit networks, or

2. Encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage.

This type of development provides residents with a broad range of housing choices, easy access to public facilities, and alternatives to the use of the automobile for commuting, shopping or recreation.

ELIGIBLE PLANS AND STUDIES

The CC-TLC program can fund local plans and studies that are intended to lead to the development of compact, mixed-use, walkable and transit-supportive areas, especially those that include affordable housing, or encourage walking, bicycling or transit use. Plans could include General Plan Amendments, Specific Plans, station area plans and master plans consistent with the goals and objectives of the CC-TLC program. Studies could include corridor plans to identify bicycle, pedestrian and transit access projects within a corridor or district and feasibility studies to determine realistic improvements.

ELIGIBLE PROJECTS

The following table lists projects that are eligible for CC-TLC funding. Additional improvements may be eligible but must help achieve the program's goals.

Bicycle improvements	<ul style="list-style-type: none">▪ Multi-purpose (Class I) trails, Class II bike lanes and Class III bike routes including bicycle boulevards▪ Class I overcrossings of roadways and waterways▪ Bicycle parking▪ Signage and wayfinding
Pedestrian improvements	<ul style="list-style-type: none">▪ New or upgraded sidewalks, crosswalks and pathways, including bulb-outs, mid-block crossings, and pedestrian refuges▪ Public plazas▪ Pedestrian-scaled wayfinding signage▪ Street furniture and landscaping that comfort and attractiveness of pedestrian facilities, including pedestrian-scale lighting, bus shelters, tree grates, bollards, benches and street trees
Transit Improvements	<ul style="list-style-type: none">▪ Bus stops and shelters▪ Improvements at transit stations that provide or improve pedestrian or bicycle access▪ Signage for wayfinding, schedules and route maps

Other Eligible Improvements	<p>Other transportation improvements that support and are necessary for the development of compact, mixed-use, walkable districts or encourage walking, bicycling and transit use, including but not limited to:</p> <ul style="list-style-type: none">▪ Roadway improvements that enhance traffic flow consistent with creating areas that encourage walking, bicycling and transit use and locally adopted plans and policies▪ Traffic calming▪ Signals that better accommodate pedestrians and bicyclists, including bike and pedestrian detection loops
------------------------------------	---

INELIGIBLE PROJECTS AND PLANS

Any project that does not help achieve the goals of the CC-TLC program would not be eligible for CC-TLC funding. Ineligible projects include:

- Roadway or other transportation improvements that do not support compact, mixed-use development and workforce housing
- Roadway or other transportation improvements that detract from the walkability of the surrounding area
- Operations, including transit operations and bike stations whether or not the facilities necessary for these operations is eligible for funding
- Incentive programs including transit subsidies

ELIGIBLE PHASES AND PROJECT COMPONENTS

The CC-TLC program may be used to fund any project phase or component allowed in Exhibit E, Eligible Cost Guidelines for Measure J Funded Projects, with the following restrictions:

Plans and Studies

CC-TLC funds may be used to fund plans and studies that would further the goals of the CC-TLC program. Specifically, the CC-TLC program may fund plans designed to create more compact, walkable and transit-supportive neighborhoods and districts and studies that would identify and define infrastructure improvements that encourage more walking, bicycling and transit use within a corridor or district. Plans could include the preparation of General Plan Amendments, Specific Plans, station area plans and other similar plans. . These plans must include policies, guidelines or standards for the creation of connected pedestrian or bicycle networks that serve adjoining land uses and transit networks. Studies could include corridor plans or feasibility studies to define needed bicycle,

pedestrian or related transit access improvements along a corridor or within a district and to identify feasible alignments and designs for those improvements.

The CC-TLC program can be used to fund environmental clearance for an eligible plan or study.

The minimum request for plans and studies is \$50,000 and the maximum is \$200,000. CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

Projects

Sponsors may request CC-TLC funds for the design, development and construction of eligible projects from preliminary engineering through construction, consistent with Authority policies. The CC-TLC program can also fund environmental clearance for eligible projects.

The minimum request for projects is \$50,000 and the maximum will equal the amount available for allocation by the RTPC. CC-TLC funds may not be used to fund staff time provided by the sponsor agency or agencies.

ELIGIBLE SPONSORS

Measure J limits CC-TLC funding to two types of recipients:

1. Local jurisdictions that are in compliance with the Measure J Growth Management Program (GMP) at the time the grant is approved by the Authority, and
2. Transit agencies

Other project sponsors would be eligible for CC-TLC funding only if they partner with a local jurisdiction or transit agency.

Selecting Projects

RTPC ROLE

Measure J gives the RTPCs the responsibility of reviewing project proposals and determining which projects applying for CC-TLC funds would best meet the goals of Measure J and the criteria in the CC-TLC guidelines. Measure J relies on the RTPCs to use their knowledge of local needs of and conditions to decide how best to apply these criteria in their subregion.

Measure J also requires the RTPCs to recommend projects “based on a three- or five-year funding cycle.” The intent of this restriction was to allow

their share of the CC-TLC funds until the next programming period so that the RTPC can fund a larger project. Building on that intent, these guidelines allow the RTPCs to allocate all of the funds available for the programming period or to reserve the funding available in the final two years of the programming period to be allocated in the next update of the CC-TLC component.

An RTPC, solely at its discretion, may set aside up to 25 percent of the total available CC-TLC funds in any one programming period allocated to its subregion exclusively for plans and studies. While an RTPC may set aside up to 25 percent of the total available, it may recommend allocating more than 25 percent of the funds available during any programming period to fund plans and studies.

CRITERIA

Four criteria will be used to evaluate requests for CC-TLC funding:

1. To what extent would the project meet the six goals of the TLC program?
2. Is the project feasible and ready to implement within the time frame proposed, that is, has the sponsor completed earlier project stages?
3. Is the project consistent with locally adopted policies?
4. Does the project leverage the requested CC-TLC funding, that is, to what extent will the sponsor commit other funds to implement the project beyond the minimum required?

Ranking

The emphasis in the review and ranking is on how well the proposed projects would help realize the six goals of the CC-TLC program. Measure J also requires RTPCs to give preference to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas. Proposed projects that are part of an adopted plan or would fill in and connect to an established pedestrian, bicycle, or transit network shall also be given greater weight in the ranking.

APPLICATION

The application form for the CC-TLC program will ask applicants to provide the following information:

1. Project information (name of project, sponsor, contact information and a summary of the requested funding, schedule, and proposed maintenance and operation)
2. Project description, including purpose, location and design features
3. Ability to meet criteria

Programming of CC-TLC Funds

The Authority will program the CC-TLC funds through the *Transportation for Livable Communities Component of the Measure J Strategic Plan*. The CC-TLC component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The CC-TLC Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from Measure J Strategic Plan that would affect the allocation of CC-TLC funds
 - b. Goals and policies that would apply specifically to the CC-TLC, including the criteria used to select projects and project development requirements
4. **Funding:** Estimated amount of CC-TLC funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
5. **Programming of Funds:** Matrix of projects recommending for funding through the CC-TLC program and funding allocated by fiscal year. The CC-TLC component will track the shares of these funds that are allocated among the four subregions, consistent with the requirements of Measure J.
6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the CC-TLC program comparable to the project fact sheets in the Measure J Strategic Plan.

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period and Update Schedule

The CC-TLC component will use the same programming period used in the most recent Measure J Strategic Plan. This period corresponds to the five-year programming period for CC-TLC set in Measure J. A RTPC may choose to withhold up to two years of its share of CC-TLC funds in reserve to be programmed in subsequent updates of the CC-TLC component. This is consistent with the Measure J provision that allows each RTPC the option of setting a three-year allocation of its share of these funds.

The Authority will update the CC-TLC component as part of or as soon as possible after the updating of the funding estimates in the Measure J Strategic Plan or every two years, whichever is greater.

Exhibit A

Application Outline

Measure J Transportation for Livable Communities (CC-TLC) Program Funds

1. PROJECT INFORMATION

- a. Project Name
- b. Project Location
- c. Sponsor
- d. Implementing agency (if different than sponsor)
- e. Partner agencies (only if they would play a substantial role in implementing the proposed project)
- f. Contact for project
- g. Funding
 - i. Total project cost
 - ii. Committed funding
 - iii. Requested CC-TLC funds
 - iv. Unfunded balance
- h. Proposed schedule: milestone dates for project development
- i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

2. PROJECT DESCRIPTION

- a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

3. ABILITY TO MEET CRITERIA

- a. **Achievement of CC-TLC Goals:** Describe how well the proposed project achieves the six goals of the CC_TLC program
 - i. Help create walkable, pedestrian-friendly neighborhoods and business districts

- ii. Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
 - iii. Help create walkable, pedestrian-friendly access linking housing and job centers to transit
 - iv. Help create affordable housing
 - v. Encourage a mixture of land uses and support a community's development or redevelopment activities
 - vi. Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life
- b. **Feasibility:** describe where the sponsor is in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and any outstanding issues
- c. **Local and policy support:** identify policies in local plans that support the projects, the integration of the project with other local efforts, and other support from the general public, the RTPCs and other relevant agencies
- d. **Matching funds:** identify funds from other sources that are or would be committed to the project

Program Guidelines

Measure J sets aside 1.54 percent of sales tax revenues to fund the Pedestrian, Bicycle and Trail Facilities (PBTF) program. The purpose of these revenues is to fund the “construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa.”

The program has three components:

1. **Countywide Share:** One percent will go to “complete projects in the Countywide Bicycle and Pedestrian Plan” (CBPP)
2. **EBRPD Share:** One-half percent will go the East Bay Regional Park District (EBRPD) for the “development and rehabilitation of paved regional trails”
3. **West County Share:** The remaining 0.04 percent will go exclusively for “additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County”

The selection of projects to be funded will differ among the three programs but the allocation of funding to those projects for all three will be outlined in the Pedestrian, Bicycle and Trail Facilities component of the Measure J Strategic Plan.

Countywide Share

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority’s policies including Resolution 08-13, *Implementation of Measure J Projects Policy* are eligible to receive funding through the Countywide Share portion of the PBTF program.

ELIGIBLE PROJECTS

The countywide share of PBTF funds may be used to fund the design and construction of *facilities* that support and encourage walking or bicycling and that identified in the *Countywide Bicycle and Pedestrian Plan*.

Funds from the countywide share can only be used to fund bicycle or pedestrian facilities. These funds may be used to fund the bicycle and pedestrian components of a roadway improvement project if that project would not substantially increase the capacity of the roadway for vehicular movement.

What Projects are in the CBPP?

To be considered “in the *Countywide Bicycle and Pedestrian Plan*”, a proposed project must be:

- Specifically listed in Appendix E, Local Bicycle and Pedestrian Projects, of the most recent CBPP as a bicycle, pedestrian or TLC project
- A bicycle project identified in Appendix D, Local Bicycle Networks, of the most recent CBPP as either an existing or proposed bicycle facility; while completion of *proposed* facilities are generally a higher priority, improvements to *existing* facilities may also be funded if they would significantly improve the usefulness of a facility
- A pedestrian project located in a priority location as described in the most recent CBPP. There are three types of “pedestrian-priority” locations:
 - Downtowns and other “pedestrian-oriented districts” (areas where walking receives relatively high priority and importance, either by practice or policy);
 - Access routes to transit stations and stops; and
 - Access routes to other activity centers such as significant employment and shopping areas, schools, community centers, public venues, parks and trails.

Eligible Project Phases

PBTF funds may be used to fund all phases of a project, including design, right-of-way and construction.

Minimum and Maximum Requests

The **minimum request** of PBTF funds is \$50,000. Setting a minimum request will help limit the cost of project oversight. This amount is consistent with the minimum amounts of bicycle and trail projects funded through Measure C.

To meet the minimum request, project sponsors may combine similar projects at different locations into a single application. The components of a project need not be contiguous

but must be related improvements — for example, improvements identified in a jurisdiction’s pedestrian plan — capable of being carried out through the same contract.

The **maximum request** is one-half of the available PBTF funds currently unprogrammed or \$2.5 million, whichever is greater, through the Strategic Plan.

INELIGIBLE PROJECTS

The PBTF program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, while projects that making walking or bicycling to connect to transit safer and more convenient are eligible, projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for PBTF funds. In addition, the Countywide Share of the PBTF program will not fund:

- Planning studies (for example, the development of pedestrian plans or alignment studies),
- Operations (for example, the operation of a bike stations) are eligible for these funds, or
- Maintenance of facilities (the EBRPD and West County shares may, however, be used for maintenance of regional trails or bicycle and pedestrian facilities).

East Bay Regional Park District Share

ELIGIBLE SPONSORS

Only the East Bay Regional Park District (EBRPD) is eligible for this portion of the PBTF funds.

ELIGIBLE PROJECTS

The funding available to the EBRPD through the half-percent portion of the PBTF program must be spent on the improvement or maintenance of paved regional trails. Eligible projects could include improving and maintaining the trails themselves, trail crossings, lighting and signage.

MAINTENANCE OF EFFORT

Measure J states that the Authority, in conjunction with EBRPD, will develop a maintenance-of-effort (MOE) requirement for funds under the PBTF category. The following MOE requirement, which is based upon the MOE requirement for Measure C/J

Local Street Maintenance and Improvement funds, shall apply to the EBRPD portion of PBTF funds:

EBRPD shall not redirect monies currently being used for the development and maintenance of regional trail facilities to other uses, and then replace the redirected funds with PBTF dollars from Measure J. To demonstrate compliance with this requirement, EBRPD shall document for the Authority that, for each fiscal year during which PBTF funds were expended, that it has continued to fund the budgets of the Contra Costa County and East Contra Costa County operational units from its general fund and property tax revenues at a level equal to or greater than the budget for those units during fiscal year 2010 . EBRPD may petition the Authority for a lower base for the MOE requirement where general fund and property tax revenues fall substantially. EBRPD must supply evidence for the need for any lower base amount. Formula for Distributing EBRPD Funds among Subregions.

Measure J requires that the half-percent EBRPD share of PBTF funds be spent “equally in each subregion”. The EBRPD shall use the formula used in Measure J to allocate funding to the four subregions — each subregion’s share of county population in the year 2020 — to determine subregional allocations. The EBRPD may adjust any of the subregional allocations by no more than five percent, subject to RTPC approval, to better match funding to the improvement or maintenance projects proposed. Any adjustments shall be considered in determining subregional allocations in each following update to the PBTF component of the Measure J Strategic Plan.

The subregional allocations shall be for the whole programming period, not for each programming year.

RTPC REVIEW AND APPROVAL

As part of the development and updating of the PBTF component to the Measure J Strategic Plan, the EBRPD shall develop a program of projects to develop or rehabilitate regional trails grouped by subregion. The EBRPD shall present this program of projects to each RTPC for its review. To be incorporated into the PBTF component, the projects proposed for a subregion must be approved by that subregion’s RTPC.

West County Share

The West Contra Costa Transportation Advisory Committee (WCCTAC) will recommend how the PBTF funds available through Program 26b, Additional Bicycle, Pedestrian and Trail Facilities. Recommendations will be based on the criteria established in the most recent CBPP.

ELIGIBLE SPONSORS

Public agencies that are able to carry out eligible projects including their design, the purchase of right-of-way, requesting bids and constructing the project consistent with the Authority's policies including Resolution 08-13, *Implementation of Measure J Projects Policy* are eligible to receive funding through the West County Share portion of the PBTF program.

ELIGIBLE PROJECTS

The 0.04 percent of Measure J funds available to West County may be allocated both to construct and maintain bicycle or pedestrian facilities.

INELIGIBLE PROJECTS

The Additional Bicycle, Pedestrian and Trail Facilities program can fund only those projects that directly serve pedestrians and bicyclists; no other types of projects may be funded through this program. For example, while projects that make pedestrian or bicycle connections to transit safer and more convenient are eligible, projects that improve transit operations are not. Similarly, if the purpose of the project is primarily to improve vehicular movement, the project would not be eligible for these Additional Bicycle, Pedestrian and Trail Facilities funds.

Project Selection

COUNTYWIDE SHARE

Sponsors of projects asking for PBTF program funds must complete an application that provides detailed information on the project, including contacts, project description, cost estimates and funding plan, and an assessment of how well that project meets the criteria for selection. The outline for the PBTF funding application is included as Exhibit A.

The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) will review and rank project applications using the criteria established in the most recently adopted CBPP. The CBPAC and Authority may refine and clarify the criteria, including adjusting the weight of each criterion in the review process, as part of the preparation of each call for projects for the PBTF program funds. Site visits may be conducted as necessary to resolve questions that may arise about applications or to help decide between closely ranked projects. The criteria are included in Exhibit B, attached.

EAST BAY REGIONAL PARK DISTRICT SHARE

As part of the update of the PBTF component of the Measure J Strategic Plan, Authority staff will estimate the amount of funding available to the EBRPD over the programming period for the update. This estimate will allocate the funding among the four subregions.

The EBRPD will then prepare a program of projects that it proposes to be funded with these funds. The proposed list of projects will be organized by subregion and identify the estimated cost and proposed programming year for the construction and maintenance activities.

Each RTPC will review and approve the construction and maintenance activities identified for their subregion and forward its recommendation to the Authority for incorporation into the update of the PBTF component of the Measure J Strategic Plan.

WEST COUNTY ADDITIONAL PEDESTRIAN, BICYCLE AND TRAIL FACILITIES SHARE

The Authority will ask WCCTAC, as part of the update of the PBTF component of the Measure J Strategic Plan, to prepare a list of additional trail, pedestrian, or bicycle capital improvements or facility maintenance projects in West County.

Programming of PBTF Funds

The Authority will program the PBTF funds through the *Pedestrian, Bicycle and Trail Facilities Component of the Measure J Strategic Plan*. The PBTF component will build on the revenue estimates and implementation policies included in the Measure J Strategic Plan as well as the policies in the most recent CBPP. It will contain:

1. **Introduction:** The purpose and contents of the plan
2. **The PBTF Program:** What Measure J says and providing an overview of how the program is defined in Measure J and the kinds of projects that it would fund
3. **Goals and Policies:**
 - a. Goals and policies from Measure J Strategic Plan that would affect the allocation of PBTF funds
 - b. Goals and policies that would apply specifically to the PBTF, including the criteria used to select projects and project development requirements
4. **Funding:** Estimated amount of PBTF funding available during the allocation period based on adopted estimates from the Measure J Strategic Plan.
5. **Programming of Funds:** Matrix of projects recommending for funding through the PBTF program and funding allocated by fiscal year. The PBTF component will track the EBRPD share to ensure that these funds are allocated equally among the four subregions, consistent with the requirements of Measure J.

6. **Project Fact Sheets:** Descriptions of each plan or project to be funded through the PBTF program comparable to the project fact sheets in the Measure J Strategic Plan

PROGRAMMING PERIOD AND UPDATE SCHEDULE

Programming Period

The PBTF funds will use the same programming period used in the most recent Measure J Strategic Plan.

Update Schedule

The Authority will update the PBTF component as part of or following the updating of the funding estimates in the Measure J Strategic Plan or at least every two years, whichever is greater. It is also the Authority's intent to release the PBTF call for projects as part of or immediately following an update of the projects or policies of the CBPP.

Project Development

Project sponsors must comply with all Authority requirements for implementation of projects funded through Measure J, including the requirements of Resolution 08-13-P, Implementation of Measure J Projects Policy.

Exhibit A

Application Outline

Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program Funds

1. PROJECT INFORMATION

- a. Project Name
- b. Project Location
- c. Sponsor
- d. Implementing agency (if different than sponsor)
- e. Partner agencies (only if they would play a substantial role in implementing the proposed project)
- f. Contact for project
- g. Funding
 - i. Total project cost
 - ii. Committed funding
 - iii. Requested PBTF funds
 - iv. Unfunded balance
- h. Proposed schedule: milestone dates for project development
- i. Potential phasing (the applicant will be asked to identify project components that could be eliminated if insufficient funding is available to fund the full project)

2. PROJECT DESCRIPTION

- a. Description, including, at a minimum, a location map and planned maintenance and operation; photos and designs may be included as well

3. ABILITY TO MEET CRITERIA

Criteria used will be those outlined in the most recent CBPP.

Exhibit B

Criteria for Project Selection from 2009 Countywide Bicycle and Pedestrian Plan

10 February 2011

<i>Criteria</i>	<i>To what extent would the project...</i>
Safety	Address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles
Range and number of users	Serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area
Countywide or regional significance	Implement a project in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC
Destinations served	Be located near a larger number of destinations within normal walking and bicycling distance (one-half to three miles, respectively) of the project
Latent demand	Be more likely to generate walking and bicycling trips given other characteristics of the project area — e.g., greater population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking
Improved connectivity	Eliminate gaps in existing pedestrian or bicycle facilities that the project, remove barriers to access that the project, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit
Feasibility	Be able to complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues
Local and policy support	Implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies
Matching funds	Leverage funds from other sources that are or would be committed to the project



Application Form

Measure J Transportation for Livable Communities (CC-TLC) Program Funds

1. PROJECT INFORMATION

Project Name.....

Project Location

Sponsor.....

Implementing agency {if different than sponsor}

Partner agencies {list only those agencies whose role is essential in implementing the proposed project}

Contact for project..... {Name, position, phone, email, address}

2. FUNDING

In thousands of dollars, please provide the estimated cost of the proposed project, the amount of CC-TLC funds requested, and any other funds that have been committed to the project.

<i>Source</i>	<i>Amount</i>
Total project cost	\$000
Requested CC-TLC funds	\$000
Committed funding 1	\$000
Committed funding 2	\$000
Committed funding 3	\$000
Unfunded balance	\$000

3. POTENTIAL PHASING

{Identify project components that could be eliminated if insufficient funding is available to fully fund the project as proposed and the estimated reduction in project cost and requested Measure J funds}

4. PROJECT DESCRIPTION

{In a single paragraph, provide a short description of the project and its purpose, location and key components}

{Describe the proposed project more fully including the project purpose, its features, its location and the how the sponsoring or implementing agency intends to operate and maintain the project. At a minimum, attach a location map. Photos and designs may be included as well.}

5. PROPOSED SCHEDULE

In the following table, enter the expected beginning and ending *month and year* for each of the phases listed. If the phase has been finished, enter "Completed" in the "To" column.

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		
Design		
Environmental Clearance		
Right-of-Way		
Construction		

6. ABILITY TO MEET CRITERIA

Describe how the proposed project would meet the following four criteria:

Achievement of CC-TLC Goals:

Describe how the proposed project would help achieve the six goals of the CC-TLC program (see Exhibit One for these six goals)

Feasibility: Describe why the project is feasible and any outstanding issues in the project development process — design, environmental clearance, right-of-way purchase, and PS&E — or funding of the project

Local and policy support: Identify local policies that support the project and the integration of the project with other local efforts, as well as other support from the general public, the RTPCs and other relevant agencies

Matching funds: Identify the percentage of non-Measure J funds committed to the project

Exhibit One

Goals of the Measure J CC-TLC Program

Measure J establishes six goals for the Measure J Transportation for Livable Communities program.

- Help create walkable, pedestrian-friendly neighborhoods and business districts
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system
- Help create walkable, pedestrian-friendly access linking housing and job centers to transit
- Help create affordable housing
- Encourage a mixture of land uses and support a community's development or redevelopment activities
- Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life



Application Form

Measure J Pedestrian, Bicycle and Trail Facilities (PBTF) Program Funds

1. PROJECT INFORMATION

Project Name.....

Project Location

Sponsor.....

Implementing agency {if different than sponsor}

Partner agencies {list only those agencies whose role is essential in implementing the proposed project}

Contact for project..... {Name, position, phone, email, address}

2. FUNDING

In thousands of dollars, please provide the estimated cost of the proposed project, the amount of PBTF funds requested, and any other funds that have been committed to the project.

<i>Source</i>	<i>Amount</i>
Total project cost	\$000
Requested PBTF funds	\$000
Committed funding 1	\$000
Committed funding 2	\$000
Committed funding 3	\$000
Unfunded balance	\$000

3. POTENTIAL PHASING

{Identify project components that could be eliminated if insufficient funding is available to fully fund the project as proposed and the estimated reduction in project cost and requested Measure J funds}

4. PROJECT DESCRIPTION

{In a single paragraph, provide a short description of the project and its purpose, location and key components}

{Describe the proposed project more fully including the project purpose, its features, its location and the how the sponsoring or implementing agency intends to operate and maintain the project. At a minimum, attach a location map. Photos and designs may be included as well.}

5. PROPOSED SCHEDULE

In the following table, enter the expected beginning and ending *month and year* for each of the phases listed. If the phase has been finished, enter “Completed” in the “To” column.

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		
Design		
Environmental Clearance		
Right-of-Way		
Construction		

6. ABILITY TO MEET CRITERIA

Describe how the proposed project would:

Safety: Address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles

Range and number of users: Serve a wide range of users — children, transit riders, bicycle commuters, shoppers — and increase the number of pedestrians and bicyclists within the project area

Countywide or regional significance: Implement a project in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC

Destinations served: Be located near a larger number of destinations within normal walking and bicycling distance (one-half to three miles, respectively) of the project

Latent demand: Be more likely to generate walking and bicycling trips given other characteristics of the project area — e.g., greater population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking

Improved connectivity: Eliminate gaps in existing pedestrian or bicycle facilities that the project, remove barriers to access that the project, and increase the directness or capacity of the bicycle/pedestrian network (including alternatives to trails that are closed overnight), especially where they facilitate connections to work, school or transit

Feasibility: Be able to complete the project development process — design, environmental clearance, right-of-way purchase, and PS&E — and resolve any outstanding issues

Local and policy support: Implement policies in local plans, integrate with other local efforts, and have support from the general public, the RTPCs and other relevant agencies

Matching funds: Leverage funds from other sources that are or would be committed to the project

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COMMISSIONERS

September 21, 2011

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Don Tatzin,
Vice Chair

Janet Abelson

Genoveva Galloway

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Executive Director

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: *Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program*

Dear Mr. Kimsey:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Authority finds several aspects of the proposed approach to be quite positive, especially the flexibility allowed by eliminating program categories. This level of flexibility could allow each CMA to tailor how it allocates the available funds to the needs within county, thus making the program more truly a block grant.

Some parts of the proposal, however, raise significant concerns about the approach's feasibility and impact. The following comments are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can refine the approach that better reflects the varying contexts of the different parts of the Bay Area and their roles in meeting local and regional goals.

In Cycle 1, counties allocated Congestion Management Agency (CMA) Block Grant funds through three programs — Transportation for Livable Communities (TLC), the Regional Bicycle Program (RBP), and Local Streets and Roads Shortfall (LSRS) — as well as through a fourth program, the Safe Routes to School (SR2S) component of the Climate Initiatives program. The Cycle 2 proposal would take funds from those four programs plus the Transit-Oriented Development (TOD) fund and a share of regional planning funds and put them into a single grant to each county. The only eligibility requirements would be those of the two federal funding sources, STP and CMAQ.

ISSUES

The proposed OneBayArea grant raises three concerns about both the proposal's feasibility and effectiveness.

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

Requires that 70 Percent of Funding to be Used in Priority Development Areas

Of the three issues, the most problematic is the requirement that “at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas).”

1. **Transportation needs not limited to Priority Development Areas (PDAs):** Improvements needed in the region, even those whose need is generated by the development of PDAs, wouldn't necessarily be needed within the PDAs themselves.
2. **Not all transportation improvements that support Sustainable Communities Strategy (SCS) goals would occur in PDAs:** Cities and counties have designated PDAs where they expect intensified, transit-supportive development to occur. And that development is expected to help meet goals for reducing greenhouse gas — though it hasn't been demonstrated that it would. But transportation improvements that would help meet those goals (and support PDAs) wouldn't necessarily be needed within the PDAs themselves. For example, while it wouldn't occur within the Walnut Creek BART PDA, a bicycle and pedestrian connection between the BART station and the Iron Horse Trail would clearly encourage the use of the trail and non-motorized modes of travel to access the station. In addition, an area can serve as a PDA without being designated one. For example, Concord has put significant effort into making its downtown more of a mixed-use, higher-density place that builds on the transit access the BART line provides.
3. **Uses a regional average to allocate county shares:** The 70 percent figure is a *regional* average and may not reflect where growth occurs within each county.
4. **Not linked to need:** Encouraging the development of designated PDAs is not the only concern of a regional transportation plan. The Bay Area, for example, has a long-standing policy of “fix it first”. Maintaining our existing investments in the transportation network consistent with that policy has no necessary link to the development of PDAs. A jurisdiction's maintenance needs may occur anywhere within their boundaries,
5. **Some counties would have a hard time using the funds:** A county like San Francisco, where 80 percent of the city is in a PDA or Growth Opportunity Area (GOA), will not find it difficult to allocate their share of the funds. A county like Napa, however, with less than two percent of its urban area in a PDA — and that in one jurisdiction and along a State highway — will be hard pressed to spend its share in ways that make sense, either for Napa County

or for the region. In Contra Costa, only eight percent of the urban area is designated a PDA or GOA. That figure is even lower — less than five percent — if the Concord Naval Weapons Station, which won't begin being developed until long after the Cycle 2 funding decisions are made.

6. **Maintenance isn't needed only in PDAs:** *Existing* maintenance needs on local streets are not necessarily tied to the location of PDAs.
7. **Most schools that could benefit from SR2S programs are not in PDAs:** Except in counties that haven't designated a significant portion of their urban area as a PDA, most schools in most counties are not located within a PDA. This could limit county efforts to use these funds to encourage walking or bicycling to school.

Requires Agencies Adopt “Supportive Transportation and Land-Use Policies”

The OneBayArea grant proposal recommends four “performance and accountability requirements”. While we heartily support the performance and accountability, we are not sure what these particular requirements have to do with either. For example, although policies on parking pricing and availability and trip reduction ordinances may be good things, they do not necessarily correspond to a project sponsor's performance and accountability or the impact of the particular project. The fourth requirement — having both a “bicycle/pedestrian plan and complete streets policy in general plans” — has the closest relationship to performance and accountability, at least where bicycle and pedestrian travel is an issue.

The fourth requirement highlights another issue with these requirements. Many potential local sponsors could not meet these requirements currently and meeting them would require both time and considerable expense. The creation of a Community Risk Reduction Plan (a part of the BAAQMD's CEQA Guidelines, not “per” CEQA as the proposal notes) can be expensive, with its benefits unclear. Amending local general plans to incorporate complete streets policies “pursuant to Complete Streets Act of 2008” aren't necessary until a jurisdiction makes “any substantive revision of the circulation element”. To comply with this requirement, jurisdictions may have to spend considerable time and effort just to get a grant through the proposed program. And, if they didn't have a bicycle/pedestrian plan, the expense could be doubled.

Finally, what about other agencies that are eligible for the funds? How would those agencies comply with requirements that are not within their power to meet?

Requires HCD-Approved Housing Element Consistent with New Regional Housing Need Allocation (RHNA) Numbers

MTC and ABAG staff propose that jurisdictions have “a HCD-approved housing element consistent with RHNA/SB375 law” to be eligible for Cycle 2 funds. We have three concerns with this proposal. First, it is not clear what is required. The proposal says that jurisdictions can meet the requirement either by “adoption of a housing element that meets the current RHNA before the new RHNA is adopted” or by “adoption of a housing element that meets the new RHNA after its approval.” Then the proposal says that jurisdictions have 18 months — that is, until September 2014 — after the adoption of the SCS to meet the new RHNA. It’s not clear whether this applies to both those housing elements that meet the current RHNA and those that must meet the new RHNA.

Second, and more important, the proposal requires HCD approval. Such approval, we have found, can be problematic. The Measure C Growth Management Program (GMP) originally required HCD approval of local housing elements. Because it found this requirement to be unworkable, the Authority changed the GMP to only require local adoption of an element consistent with State law. A jurisdiction does not need HCD approval to comply with either the current or new RHNA.

Finally, local jurisdictions cannot be expected to update their Housing Elements *and* get HCD approval before the CMAs make their allocation decisions. It is also not reasonable to rescind the allocation of these funds if a jurisdiction is not able to get HCD approval *after* the funding decision is made.

MORE DETAILED CONCERNS

Proposed Grant Doesn’t Reflect Prior CMA Commitments

The Authority, following MTC direction established in Cycle 1 and trying to limit the number of projects in each cycle, committed about \$9 million in Cycle 2 funds to Local Streets and Roads Shortfall projects. The OneBayArea grant should allow CMAs to fulfill those commitments. Certainly, the need for maintaining our *existing* transportation system has not gone away and, given the financial situation of local governments, has multiplied.

How Would the Program Leverage Outside Funds Work?

The proposed grant says that “additional opportunities could be sought” — that is, outside funds — to augment the STP and CMAQ funds. The proposal uses the \$6 million in TFCA funds that the air district has offered as an example and says that TFCA eligibility considerations will guide the use of these funds. But how would that guidance affect how CMAs allocate funding? Would the TFCA funds be added to each CMAs allocation of funds?

RECOMMENDATIONS

1. The OneBayArea grant should respect provide commitments made based on the overall framework and policy direction for the second three years (Cycle 2) that MTC originally adopted.
2. The grant should not require that 70 percent of the funds be spent in PDAs. The 70 percent figure is a regional one and doesn't necessarily apply in each county. More important, PDAs are *development* areas and transportation needs, whether for maintenance or supporting travel choices that support AB 32 goals, are not necessarily higher in those areas.
3. As an alternative, the grant might require that location in a PDA be given extra weight in selecting projects for funding.
4. Do not require local adoption of the “supportive transportation and land use policies” listed. They are not good indications either of the sponsor's ability to implement the project or program or of the usefulness of the project in achieving the goals of the RTP and AB 32. Parking policies, adoption of a bicycle, pedestrian or combined pedestrian and bicycle plan, and adoption of complete streets policies could, however, be considered in
5. Clarify how the program would practically incorporate outside funds.

CS

*Mr. Doug Kimsey
Metropolitan Transportation Commission
September 21, 2011
Page 6*

Again, we thank you for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,

[David Durant]
[Chair]



TO: Local Streets and Roads Working Group/
Programming and Delivery Working Group

DATE: July 14, 2011

FR: Ann Flemer, Deputy Executive Director, Policy, MTC

RE: OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Attached for your review and comment is a proposal to establish the OneBayArea Grant program approved for release to the public by the MTC Planning Committee and ABAG Administrative Committee at their joint meeting on July 8, 2011.

Preliminary Timeline and Next Steps

Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown below.

July – Sept. 2011	<ul style="list-style-type: none"> ▪ The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay Area Grant proposal for public review ▪ <i>ABAG releases preliminary draft concepts for RHNA methodology</i> ▪ Working Group Discussions of Cycle 2/OneBay Area Grant approach
Fall 2011	<ul style="list-style-type: none"> ▪ Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach ▪ <i>ABAG releases draft RHNA methodology</i>
December 2011	<ul style="list-style-type: none"> ▪ <i>Adoption of Cycle 2 approach based on draft RHNA methodology</i> ▪ <i>MTC/ABAG releases draft Preferred SCS</i> ▪ Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	<ul style="list-style-type: none"> ▪ <i>MTC/ABAG approves draft preferred SCS</i>
March 2012	<ul style="list-style-type: none"> ▪ Commission adoption of Cycle 2/OneBay Area Grant with Final RHNA
April 2012 – Feb. 2013	<ul style="list-style-type: none"> ▪ CMA Project Selection Process
April 2013	<ul style="list-style-type: none"> ▪ Final SCS adopted

If you have questions about the proposal please contact Alix Bockelman (510-817-5850) or Craig Goldblatt (510-817-5837) of MTC staff.

OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

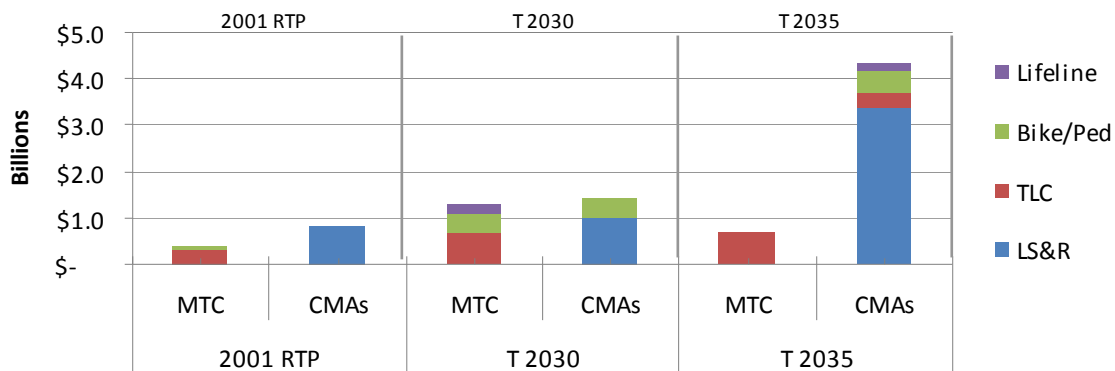
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

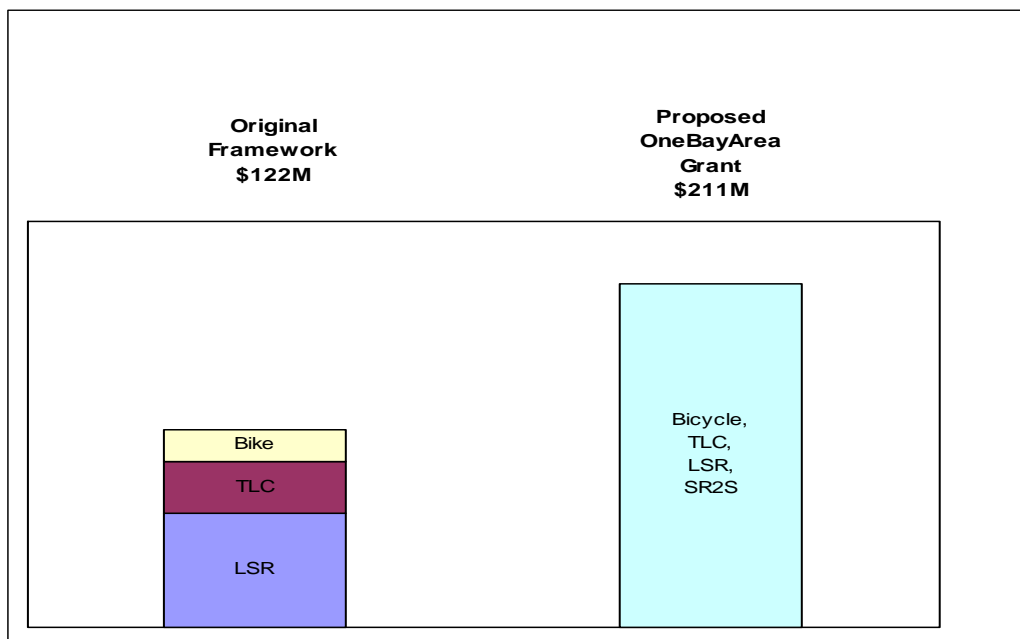
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



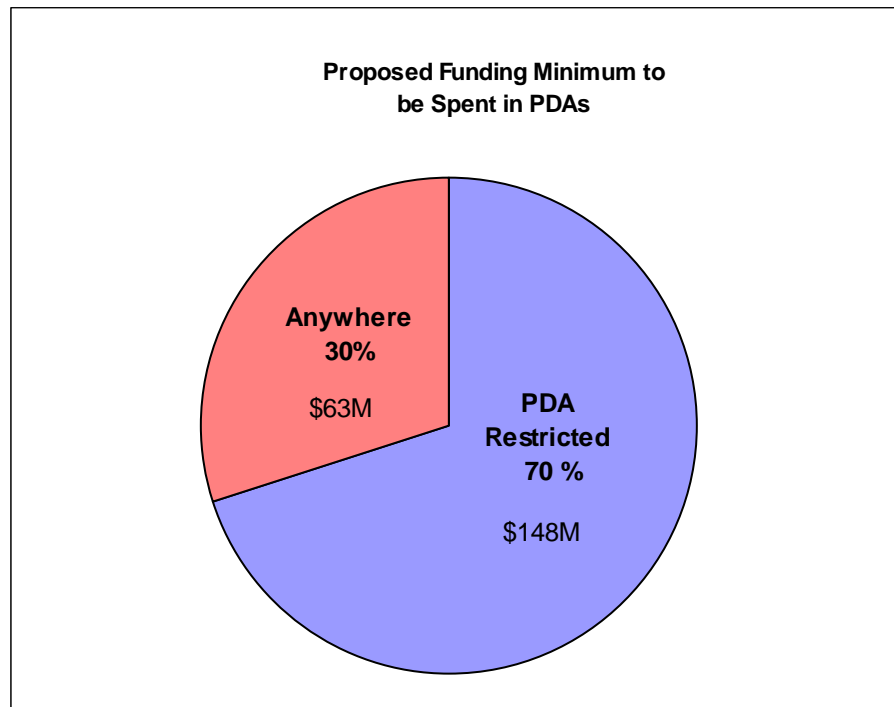
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$2 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

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Public Release 7-12-11\ Post PlanningCommittee Memo 7-12-11.doc

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	40
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	102
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	5		
10 Priority Conservation Area Planning Pilot							
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

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* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment C

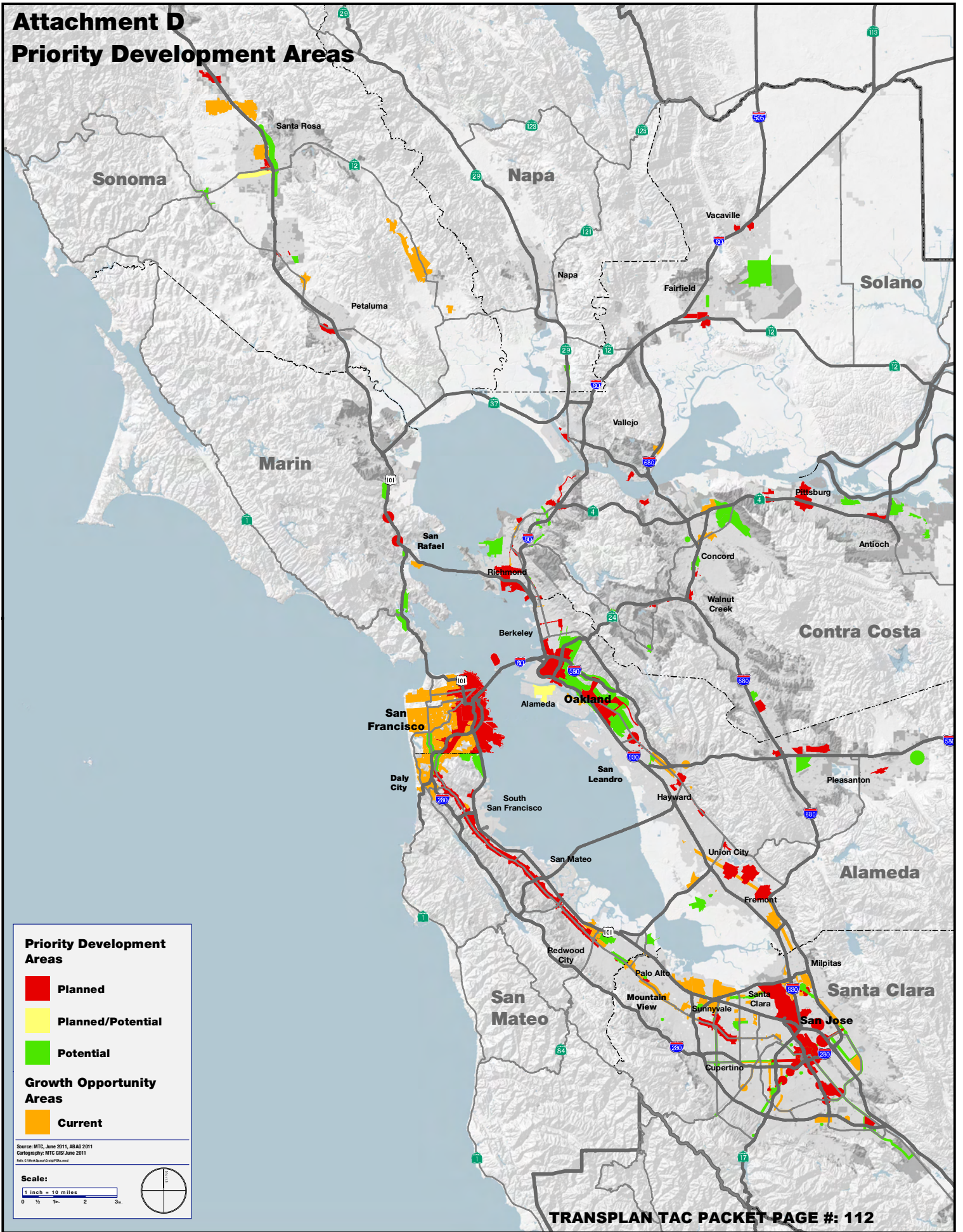
PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

Apportionment Area	County Grant Amount	Allocation Areas	
		PDA 70% Minimum	Anywhere in County
Alameda	\$42.4	\$29.7	\$12.7
Contra Costa	\$31.5	\$22.0	\$9.4
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.2
San Francisco	\$24.6	\$17.2	\$7.4
San Mateo	\$17.2	\$12.0	\$5.1
Santa Clara	\$55.3	\$38.7	\$16.6
Solano	\$13.8	\$9.6	\$4.1
Sonoma	\$15.8	\$11.0	\$4.7
Regional Total	\$211.0	\$147.7	\$63.3

Attachment D Priority Development Areas



Priority Development Areas

- Planned**
- Planned/Potential**
- Potential**

Growth Opportunity Areas

- Current**

Source: MTC, June 2011, ABAG 2011
Cartography: MTC GIS/June 2011
File: C:\Work\GIS\Map\Map.mxd



Attachment D: Priority Development Areas

Alameda County

Jurisdiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
<i>Northern Waterfront</i>	<i>Growth Opportunity Area</i>
Albany	
<i>San Pablo Avenue & Solano Avenue</i>	<i>Growth Opportunity Area</i>
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
<i>Ardenwood Business Park</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Growth Opportunity Area</i>
<i>South Fremont/Warm Springs</i>	<i>Growth Opportunity Area</i>
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
<i>Carlos Bee Quarry</i>	<i>Growth Opportunity Area</i>
<i>Mission Corridor</i>	<i>Growth Opportunity Area</i>
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
<i>Cedar Boulevard Transit</i>	<i>Growth Opportunity Area</i>
<i>Civic Center Re-Use Transit</i>	<i>Growth Opportunity Area</i>

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
<i>Mission Boulevard</i>	<i>Growth Opportunity Area</i>
<i>Old Alvarado</i>	<i>Growth Opportunity Area</i>

Alameda County Unincorporated

<i>Castro Valley BART</i>	<i>Growth Opportunity Area</i>
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Growth Opportunity Area</i>

Contra Costa County

Jursidiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
<i>Downtown BART Station Planning</i>	<i>Growth Opportunity Area</i>
<i>North Concord BART Adjacent</i>	<i>Growth Opportunity Area</i>
<i>West Downtown Planning Area</i>	<i>Growth Opportunity Area</i>
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
<i>23rd Street</i>	<i>Growth Opportunity Area</i>
<i>San Pablo Avenue Corridor</i>	<i>Growth Opportunity Area</i>
San Ramon	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
<i>San Rafael</i>	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
<i>Marin County Unincorporated</i>	
Urbanized 101 Corridor	Potential
<i>San Quentin</i>	<i>Growth Opportunity Area</i>

Napa County

Jursidiction or Area Name	PDA Status
<i>American Canyon</i>	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
<i>San Francisco</i>	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
<i>Citywide</i>	<i>Growth Opportunity Area</i>

San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
<i>Citywide</i>	
East Palo Alto	
Ravenswood	Potential
<i>Woodland/Willow Neighborhood</i>	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
<i>Broadway</i>	<i>Growth Opportunity Area</i>
<i>Middlefield</i>	<i>Growth Opportunity Area</i>
<i>Mixed Use Waterfront</i>	<i>Growth Opportunity Area</i>
<i>Veterans Corridor</i>	<i>Growth Opportunity Area</i>
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
<i>Lindenville Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jursidiction or Area Name	PDA Status
Cambell	
Central Redevelopment Area	Planned
<i>Winchester Boulevard Master Plan</i>	<i>Growth Opportunity Area</i>
Gilroy	
Downtown	Planned
Los Altos	
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
Milpitas	
Transit Area	Planned
<i>Hammond Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCandless Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCarthy Ranch Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Midtown Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Serra Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Tasman Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Town Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Yosemite Employment Center</i>	<i>Growth Opportunity Area</i>
Morgan Hill	
Morgan Hill: Downtown	Planned
Mountain View	
Whisman Station	Potential
<i>Downtown</i>	<i>Growth Opportunity Area</i>
<i>East Whisman</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Moffett Field/NASA Ames</i>	<i>Growth Opportunity Area</i>
<i>North Bayshore</i>	<i>Growth Opportunity Area</i>
<i>San Antonio Center</i>	<i>Growth Opportunity Area</i>
Palo Alto	
Palo Alto: California Avenue	Planned
<i>Palo Alto: El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto: University Avenue/Downtown</i>	<i>Growth Opportunity Area</i>
San Jose	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
<i>Bascom TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Bascom Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Blossom Hill/Snell Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Camden Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Capitol Corridor Urban Villages</i>	<i>Growth Opportunity Area</i>

Capitol/Tully/King Urban Villages
Oakridge/Almaden Plaza Urban Village
Saratoga TOD Corridor
Stevens Creek TOD Corridor
Westgate/El Paseo Urban Village
Winchester Boulevard TOD Corridor

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Santa Clara

Central Expressway Focus Area
El Camino Real Focus Area
Great America Parkway Focus Area
Lawrence Station Focus Area
Santa Clara Station Focus Area
Tasman East Focus Area

Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

Sunnyvale

Downtown & Caltrain Station
El Camino Real Corridor
Lawrence Station Transit Village
East Sunnyvale ITR
Moffett Park
Peery Park
Reamwood Light Rail Station
Tasman Station ITR

Planned
Planned
Potential
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area
Growth Opportunity Area

VTA Cores, Corridors, and Station Areas (estimate)

Potential

Solano County

Jursidiction or Area Name	PDA Status
<i>Benicia</i>	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
<i>Dixon</i>	
<i>Fairfield</i>	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
<i>Rio Vista</i>	
<i>Suisun City</i>	
Downtown & Waterfront	Planned
<i>Vacaville</i>	
Allison Area	Planned
Downtown	Planned
<i>Vallejo</i>	
Waterfront & Downtown	Planned
<i>Solano County Unincorporated</i>	

Sonoma County

Jursidiction or Area Name	PDA Status
<i>Clverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
<i>North Santa Rosa Station</i>	<i>Growth Opportunity Area</i>
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
<i>8th Street East Industrial Area</i>	<i>Growth Opportunity Area</i>
<i>Airport/Larkfield Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>Penngrove Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>The Springs</i>	<i>Growth Opportunity Area</i>

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\Block Grant\[Distribution Options.xls]Distrib Overview
 Provided by ABAG 6/6/2011

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MEMORANDUM

To: All Interested Transportation Partners and Agencies

From: Martin Engelmann, Deputy Executive Director, Planning

Date: July 18, 2011

Re: **Release of Public Review Draft 2011 Congestion Management Program**

The Contra Costa Transportation Authority (the Authority) has released the public review draft of its 2011 Congestion Management Program (CMP). The draft document, which includes only the updated chapters and appendices, may be downloaded from the Authority's website: <http://www.ccta.net>. The Authority will use your comments on the public review draft to prepare the 2011 CMP, which is scheduled for submittal to Metropolitan Transportation Commission (MTC) in October 2011. Project sponsors should pay special attention to Appendix E – The Seven-Year Capital Improvement Program (CIP) project listing to verify inclusion and accuracy of the project listings.

As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority is required to update its CMP every other year. The Authority prepared its first CMP in 1991; the 2011 Update will represent the tenth update of the program, and will include updates to chapters and appendices responding to changes in related activities that have occurred since the previous 2009 CMP.

The 2011 CMP focuses on updating the following areas, which are currently available for review:

- **Chapter 3 (Performance Element):** Transit providers have provided current information on service frequencies, standards, and performance measures.
- **Chapter 4 (Capital Improvement Program) and Appendix E (Seven-Year CIP):** The project information in the seven-year CIP has been updated. The updates include those made by project sponsors as part of the latest RTP Call-for-Projects conducted by MTC.

- **Chapter 5 (Land Use-Transportation Evaluation Program):** Sections covering General Plan Amendments and Environmental Review have been updated to reflect minor changes since 2009.
- **Chapter 6 (Travel Demand Element):** Discussion of SB375/SCS and Regional Programs has been updated to incorporate new projects and reflect the Authority's SCS Principles.

Remaining sections require non-substantive technical updates and corrections and will be incorporated into the final 2011 CMP along with the updated chapters.

Please submit comments on 2011 CMP to Matt Kelly, Associate Transportation Planner, by **September 2, 2011**. Comments can be submitted in writing or by email (mkelly@ccta.net). If you have questions, please contact Matt Kelly by phone (925-256-4730) or email.

File: 20.15.19.04

Attachment: Distribution List

Public Review - Draft 2011 CMP Distribution List

FirstName	LastName	Company	Title	Street	City	State	ZipCode	Email
Dean	Allison	City of Pinole	Public Works Director	2131 Pear Street	Pinole	CA	94564	dallison@ci.pinole.ca.us
Erik	Alm	Caltrans District 4	Dist. Branch Chief	P.O. Box 23660 MS 6F	Oakland	CA	94623-0660	erik_alm@dot.ca.gov
Rick	Angrisani	City of Clayton	City Engineer	1005 Oak Street	Clayton	CA	94517	ricka@permcoengineering.com
Christina	Atienza	WCCTAC	Executive Director	13831 San Pablo Ave	San Pablo	CA	94806	christinaa@ci.san-pablo.ca.us
Heather	Ballenger	City of Walnut Creek	Public Works Director	1666 N. Main Street	Walnut Creek	CA	94596	ballenger@walnut-creek.org
Linda	Barton	City of Livermore	City Manager	1052 S. Livermore Avenue	Livermore	CA	94550	citymanager@ci.livermore.ca.us
Erwin	Blancaflor	City of Hercules	Utilities Manager	111 Civic Dr	Hercules	CA	94547	erwinb@ci.hercules.ca.us
Lisa	Bobadilla	City of San Ramon	Transportation Manager	2401 Crow Canyon Road	San Ramon	CA	94583	lbobadilla@sanramon.ca.gov
Allen	Bourgeois	City of Oakley	Assistant Engineer	3231 Main St.	Oakley	CA	94561	bourgeois@ci.oakley.ca.us
Jerry	Bradshaw	City of El Cerrito	Public Works Director/City Engineer	10890 San Pablo Avenue	El Cerrito	CA	94530-2392	jbradshaw@ci.el-cerrito.ca.us
Joe	Calabrigo	Town of Danville	Town Manager	510 La Gonda Way	Danville	CA	94526-1722	jcalabrigo@danville.ca.gov
Janice	Carey	City of Orinda	City Engineer	22 Orinda Way	Orinda	CA	94563	jcary@ci.orinda.ca.us
Jennifer	Carman	City of El Cerrito	Development Services	10890 San Pablo Ave	El Cerrito	CA	94530-2392	jarman@ci.el-cerrito.ca.us
June	Catalano	City of Pleasant Hill	City Manager	100 Gregory Ln	Pleasant Hill	CA	94523-3323	jcatalano@ci.pleasant-hill.ca.us
Bob	Cellini	City of Martinez	Public Works	525 Henrietta Street	Martinez	CA	94553	bcellini@cityofmartinez.org
Grace	Cho	MTC	Transportation/Planning Staff Liaison	101 Eighth Street	Oakland	CA	94607-4700	gcho@mtc.ca.gov
Tony	Coe	City of Lafayette	Engineering Services Manager	3675 Mt. Diablo Blvd.	Lafayette	CA	94549	tcoe@lovelafayette.org
John	Cunningham	Contra Costa County - CD	RTPC Mgr./ Senior Transportation Planner	651 Pine Street., N. Wing, 4th Floor	Martinez	CA	94553	John.Cunningham@dcd.cccounty.us
Andy	Dillard	Town of Danville	RTPC Mgr./Transportation Engineer Associate	510 La Gonda Way	Danville	CA	94523-1740	ADillard@danville.ca.gov
Belinda	Espinosa	City of Pinole	City Manager	2131 Pear Street	Pinole	CA	94564-1716	bespinosa@ci.pinole.ca.us
Jerry	Fahy	Contra Costa County	Transportation Engineer	255 Glacier Drive	Martinez	CA	94553	jfahy@pw.cccounty.us
Steven	Falk	City of Lafayette	City Manager	3675 Mt. Diablo Blvd., Ste. 210	Lafayette	CA	94549-1968	sfalk@lovelafayette.org
Nelson	Fialho	City of Pleasanton	City Manager	123 Main Street	Pleasanton	CA	94566	nfielho@ci.pleasanton.ca.us
Troy	Fujimoto	City of Pleasant Hill	Senior Planner	100 Gregory Lane	Pleasant Hill	CA	94523	Tfujimoto@ci.pleasant-hill.ca.us
Tina	Gallegos	City of San Pablo	City Planner	One Alvarado Square	San Pablo	CA	94806	tinag@ci.san-pablo.ca.us
Danea	Gemmell	City of Concord	Interim City Engineer	1455 Gasoline Alley	Concord	CA	94520	danea.gemmell@ci.concord.ca.us
Steven	Goetz	Contra Costa County	Deputy Director- Transportation Planning	651 Pine St., 4th Fl. N. Wing	Martinez	CA	94553	sgoet@cd.cccounty.us
Leah	Greenblat	City of Lafayette	Transportation Planner	3675 Mt. Diablo Blvd., Ste. 210	Lafayette	CA	94549	lgreenblat@ci.lafayette.ca.us
Bailey	Grewal	City of Brentwood	Public Works Director	708 Third St	Brentwood	CA	94513	bgrewal@ci.brentwood.ca.us
Marc	Grisham	City of Pittsburg	City Manager	65 Civic Ave.	Pittsburg	CA	94565	mgrisham@ci.pittsburg.ca.us
Scott	Hanin	City of El Cerrito	City Manager	10890 San Pablo Ave.	El Cerrito	CA	94530-2392	shanin@ci.el-cerrito.ca.us
Thomas	Harais	Tri Delta Transit	Director of Planning & Grants	801 Wilbur Ave	Antioch	CA	94509-7500	tharais@eccta.org
Deidre	Heitman	BART	Principal Planner	300 Lakeside Drive., 16th Floor	Oakland	CA	94612	dheitma@bart.gov
Adele	Ho	City of San Pablo	Public Works Director	One Alvarado Square	San Pablo	CA	94806	adeleh@ci.san-pablo.ca.us
Eric	Hu	City of Pleasant Hill	Associate Traffic Engineer	100 Gregory Ln	Pleasant Hill	CA	94523	Ehu@ci.pleasant-hill.ca.us
Jim	Jakel	City of Antioch	City Manager	P.O. Box 5007	Antioch	CA	94531-5007	jjakel@ci.antioch.ca.us
Dan	Keen	City of Concord	City Manager	1950 Parkside Drive	Concord	CA	94519-2578	daniel.keen@ci.concord.ca.us
Janet	Keeter	City of Orinda	City Manager	22 Orinda Way	Orinda	CA	94563	jkeeter@ci.orinda.ca.us
Jill	Keimach	Town of Moraga	Town Manager	329 Rheam Blvd.	Moraga	CA	94556	jkeimach@moraga.ca.us
Steve	Kowalewski	Contra Costa County	Deputy Public Works Dir.	255 Glacier Dr	Martinez	CA	94553	skowa@pw.cccounty.us
Ray	Kuzbari	City of Concord	Transportation Manager	1950 Parkside Drive	Concord	CA	94519	ray.kuzbari@ci.concord.ca.us
Edric	Kwan	City of Richmond	Public Works Dept.	450 Civic Center Plaza	Richmond	CA	94804	edric_kwan@ci.richmond.ca.us
Nathan	Landau	AC Transit	Sr. Transportation Planner	1600 Franklin St	Oakland	CA	94612	nlandau@actransit.org
Donna	Landeros	City of Brentwood	City Manager	708 Third St	Brentwood	CA	94513-1396	dlanderos@ci.brentwood.ca.us
Ron	Lefler	City of Lafayette	Public Works Manager	3675 Mt. Diablo Blvd.	Lafayette	CA	94549	rlefler@lovelafayette.org
William	Lindsay	City of Richmond	City Manager	450 Civic Center Plaza	Richmond	CA	94804	bill_lindsay@ci.richmond.ca.us
Robert	Macaulay	Solano Transportation Authority	Director of Planning	One Harbor Center, Suite 130	Suisun City	CA	94585	rmacaulay@sta-snci.com
Casey	McCann	City of Brentwood	Community Development Director	708 Third Street	Brentwood	CA	94513	cmccann@ci.brentwood.ca.us
John	McKenzie	Caltrans	Transportation Planner	P.O.Box 23660, Mail Stop 6 F	Oakland	CA	94612-0660	john_mckenzie@dot.ca.gov
Jill	Mercurio	Town of Moraga	Public Works Director/Town Engineer	329 Rheem Blvd	Moraga	CA	94556	jmercurio@moraga.ca.us
Bryan	Montgomery	City of Oakley	City Manager	3231 Main Street	Oakley	CA	94561	montgomery@ci.oakley.ca.us
Anne	Muzzini	CCCTA	Director of Planning and Technical Services	2477 Arnold Industrial Way	Concord	CA	94520	muzzini@cccta.org
Gary	Napper	City of Clayton	City Manager	6000 Heritage Trail	Clayton	CA	94517-1250	gnapper@ci.clayton.ca.us
Barbara	Neustadter	TRANSPAC	RTPC Manager	296 Jayne Ave.	Oakland	CA	94610	bantrans@sbcglobal.net

Public Review - Draft 2011 CMP Distribution List

Erik	Nolthenius	City of Brentwood	Principal Planner	118 Oak Street	Brentwood	CA	94513	enolthenius@ci.brentwood.ca.us
Ken	Nordhoff	City of Walnut Creek	City Manager	1666 North Main Street	Walnut Creek	CA	94596	nordhoff@walnut-creek.org
Eguzki	Olano	City of Hercules	City Manager	111 Civic Drive	Hercules	CA	94547	eolano@ci.hercules.ca.us
Joni	Pattillo	City of Dublin	City Manager	100 Civic Plaza	Dublin	CA	94568	city.manager@dublin.ca.gov
Robert	Reber	City of Hercules	Assistant Planner	City Hall 111 Civic Drive	Hercules	CA	94547	rreber@ci.hercules.ca.us
Paul	Reinders	City of Pittsburg	Senior Civil Engineer	65 Civic Ave	Pittsburg	CA	94565	preinders@ci.pittsburg.ca.us
Winston	Rhodes	City of Pinole	Planning Manager	2131 Pear Street	Pinole	CA	94564	wrhodes@ci.pinole.ca.us
Matt	Rodriguez	City of San Pablo	City Manager	13831 San Pablo Avenue	San Pablo	CA	94806	mattr@ci.san-pablo.ca.us
Greg	Rogers	City of San Ramon	City Manager	2222 Camino Ramon	San Ramon	CA	94583-1372	CityManager@sanramon.ca.gov
Lori	Salamack	Town of Moraga	Planning Director	329 Rheem Blvd	Moraga	CA	94556	lsalamack@moraga.ca.us
Leigha	Schmidt	City of Pittsburg	Planner	65 Civic Avenue	Pittsburg	CA	94565	LSchmidt@ci.pittsburg.ca.us
Michael	Swearingen	San Joaquin CMA	Senior Regional Planner	555 E. Weber Ave	Stockton	CA	95202	swearingen@sjcog.org
Dennis	Tagashira	City of Hercules	Planning Director	111 Civic Dr	Hercules	CA	94547	dtagashira@ci.hercules.ca.us
Steven	Tam	City of Richmond	Senior Civil Engineer	450 Civic Center Plaza	Richmond	CA	94804	steven_tam@ci.richmond.ca.us
Robert	Thompson	WESTCAT	Transit Planner	601 Walter Avenue	Pinole	CA	94564	rob@westcat.org
Tim	Tucker	City of Martinez	City Engineer	525 Henrietta St	Martinez	CA	94553	ttucker@cityofmartinez.org
David	Twa	Contra Costa County	County Administrator	651 Pine St., 11th Floor	Martinez	CA	94553-2337	dtwa@cao.cccounty.us
Philip	Vince	City of Martinez	City Manager	525 Henrietta St	Martinez	CA	94553-2337	pvince@cityofmartinez.org
Jason	Vogan	City of Oakley	City Engineer	3231 Main St.	Oakley	CA	94561	vogan@ci.oakley.ca.us
Beth	Walukas	Alameda County CMA	Director of Planning	1333 Broadway, Suite 220	Oakland	CA	94612	BWalukas@accma.ca.gov
Christine	Wehrmeister	City of Antioch	Community Development Director	PO Box 5007	Antioch	CA	94531-5007	cwehrmeister@ci.antioch.ca.us
Tai	Williams	Town of Danville	Transportation Services Director	510 La Gonda Way	Danville	CA	94526-1740	twilliams@danville.ca.gov
Daniel	Woldesenbet	Alameda County	Director of Public Works	399 Elmhurt Street., Room 111	Hayward	CA	94544	danielw@cpwa.org
David	Woltering	City of Clayton	Community Development Director	6000 Heritage Trail	Clayton	CA	94517	dwoltering@ci.clayton.ca.us