



El Cerrito

MEETING NOTICE AND AGENDA

DATE & TIME: Friday, January 22, 2015, 8:00 a.m. – 10:00 a.m.

Hercules

LOCATION: City of El Cerrito, Council Chambers
10890 San Pablo Avenue (at Manila Ave)
El Cerrito, California (Accessible by AC Transit #72, #72M and #72R)

Pinole

1. Call to Order and Self-Introductions. (Sherry McCoy - Chair)

2. Public Comment. The public is welcome to address the Board on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*

Richmond

3. Election of Officers:

- a. CCTA Representative (even-year term),
- b. CCTA Alternate(s),
- c. WCCTAC Chair,
- d. WCCTAC Vice-Chair.

San Pablo

(Attachment; Recommended Action: ELECT Board members to positions)

Contra Costa
County

4. Introduction of TDM Assistant. As approved by the Board, the budgeted, part-time, temporary position for the Transportation Demand Management (TDM) program has been filled by Jessica Downing. (John Nemeth – WCCTAC Staff; No Attachments; Recommended Action: Information Only)

CONSENT CALENDAR

AC Transit

5. Minutes of December 12, 2015 Board Meeting. (Attachment; Recommended Action: Approve)

6. Monthly Update on WCCTAC Activities. (Attachment; Recommended Action: Information Only)

BART

7. Financial Reports. The reports show the Agency’s revenues and expenses for November and December 2015. (Attachment; Recommended Action: Information Only)

WestCAT

8. Payment of Invoices over \$10,000. WCCTAC paid three invoices to WSB-Parsons Brinkerhoff in the amounts of \$168,166, \$87,263 and \$80,902. (No Attachment; Recommended Action: Information Only)

- 9. Measure J Strategic Plan – Funding Commitments.** CCTA updates the Measure J Strategic Plan every two years. The Strategic Plan includes funding commitments for Measure J projects based on available cashflow. This issue was discussed with the WCCTAC-TAC in November and with the Board in December. At its January, 2016 meeting, the WCCTAC-TAC recommended an allocation of available funds and is now seeking the WCCTAC Board’s concurrence. *(John Nemeth – WCCTAC Staff; Attachments; Recommended Action: Approve TAC Recommendation)*

REGULAR AGENDA ITEMS

- 10. West County High Capacity Transit Study.** Staff and the study’s consultant will update the Board on the study’s status and facilitate a discussion of recent work including: the draft Technical Memos 7-9 related to an analysis of travel markets, development of preliminary alternatives, and draft evaluation criteria. *(Leah Greenblat – WCCTAC Staff and Rebecca Kohlstrand, Project Manager - WSP-Parsons Brinckerhoff; Attachments: Due to their size, draft Technical Memos 7-9 are available for review on the study’s webpage at <http://westcountytransitstudy.com/>; (John Nemeth – WCCTAC Staff; Recommended Action: Provide feedback. Authorize staff to use a portion of the study’s contingency budget)*
- 11. Transportation Expenditure Plan (TEP).** CCTA is moving forward with the development of a Transportation Expenditure Plan (TEP) and expects to have a draft available for review by WCCTAC at the April Board meeting. In the interim, CCTA has recommended that RTPCs who wish to modify their recommendations should do so by the end of February. At the meeting, staff will provide a brief update on the TEP development process and the Board can consider modifications to its recommendations to CCTA. This item can be continued into the February meeting if additional time is needed. *(John Nemeth – WCCTAC Staff; Attachments; Recommended Action: Consider TEP Recommendations to CCTA)*

STANDING ITEMS

- 12. Board and Staff Comments.**
- a. Board Member Comments, Conference/Meeting Reports (AB 1234 Requirement), and Announcements
 - b. Report from CCTA Representatives *(Directors Abelson & Butt)*
 - c. Executive Director’s Report
- 13. Other Business.**
- 14. General Information Items.**
- a. Letters to CCTA Executive Director with December 22, 2015 Summary of Board Actions
 - b. Acronym List

15. Adjourn. Next meeting is: February 26, 2016 @ 8:00 a.m.
in the El Cerrito City Hall Council Chambers, located
at 10890 San Pablo Avenue, El Cerrito

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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TO: WCCTAC Board

DATE: January 22, 2015

FR: John Nemeth, Executive Director

RE: Election of Officers and CCTA Representatives

REQUESTED ACTION

ELECT members to the following positions: a. CCTA Representative (even-year term), b. CCTA Alternate(s), c. WCCTAC Chair, and d. WCCTAC Vice-Chair.

BACKGROUND AND DISCUSSION

CCTA Even-Year Representative

Janet Abelson was elected as WCCTAC’s “even-year” CCTA representative in 2014. Her two-year term expires on January 31, 2016. The “even-year” representative sits on the full CCTA Board and on CCTA’s Planning Committee. The “odd-year” and “even-year” representatives are each other’s alternates for the Committees on which they sit. Tom Butt is the “odd-year” representative and sits on the Planning Committee. His term expires on January 31, 2017.

According to the WCCTAC Joint Exercise of Powers Agreement (JPA) Section 9 (A) (3) (c), only the Cities and the County may vote for CCTA Representatives – six votes total (one each – El Cerrito, Hercules, Pinole, Richmond, San Pablo, Contra Costa County); four votes are required for a majority.

CCTA Alternate(s)

Sherry McCoy is the current alternate. WCCTAC may elect a single alternate for both Board members (as is currently done), or elect an alternate for each Board member. The alternate sits on the CCTA Board if one of the representatives is unavailable. The alternate also sits on the two standing Committees if neither of the CCTA representatives are available.

WCCTAC Chair

Sherry McCoy is the current Chair and was elected in January, 2015. The term for the Chair is for one year, but for continuity, WCCTAC Chairs have traditionally served for two terms. While there are no formal policies regarding this appointment, it generally rotates among the member cities, and is given to WCCTAC members with at least one year of tenure. All members may vote for the Board Chair and any member can serve as Chair.

WCCTAC Vice-Chair

Janet Abelson is the current Vice-Chair. Often, WCCTAC Vice-Chairs serve for two terms, and then move on to serve as Chair. All members may vote for the Board Vice-Chair and any member can serve as Vice-Chair.

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**West Contra Costa Transportation Advisory Committee
Board of Directors Meeting
Meeting Minutes: December 11, 2015**

MEMBERS PRESENT: Sherry McCoy, Chair (Hercules); Janet Abelson, Vice-Chair (El Cerrito); Gabriel Quinto (El Cerrito); Gayle McLaughlin (Richmond); Roy Swearingen (Pinole);_Maureen Powers (WestCat); Zakhary Mallett (BART); Chris Peeples (AC Transit), Joe Wallace (AC Transit)

STAFF PRESENT: John Nemeth, Joanna Pallock, Valerie Jenkins, Leah Greenblat, Kris Kokotaylo (legal counsel)

ACTIONS LISTED BY: Valerie Jenkins

Meeting Called to Order: 8:10 AM

Public Comment

Consent Calendar: Motion by *Director Swearingen*, Seconded by *Director Wallace*; passed unanimously.

3. Minutes of October 23, 2015 Board Meeting.
4. Minutes of November 6, 2015 Special Board Meeting.
5. Monthly Update on WCCTAC Activities.
6. Financial Reports for October 2015.
7. Payment of Invoices over \$10,000.
8. Approved appointment of Joanna Pallock (WCCTAC Staff) and Bill Pinkham (Richmond resident) as Countywide Bicycle and Pedestrian Committee (CBPAC) Representatives.
9. Approved 2016 Board and TAC Meeting Calendar.

ITEM/DISCUSSION	ACTION
<p>Item # 10 I-80 Integrated Corridor Mobility (ICM) Project Update</p>	<p><i>Information Only</i> Ivy Morrison (Circle Point) and Randy Durrenberger (Kimley Horn) from the Project Team provided a brief overview of the project and an update on its implementation status.</p>
<p>Item #11 Measure J Strategic Plan – Funding Commitments</p>	<p><i>Information Only</i> John Nemeth (WCCTAC) provided an overview of CCTA’s current proposed programming of available Measure J cash flow. This item was expected to return to the TAC for further discussion before returning to the WCCTAC Board.</p>

<p>Item #12 Transportation Expenditure Plan Update</p>	<p><i>Information Only</i> Ross Chittenden (CCTA) provided an overview of the status of the TEP, along with expected next steps and information about when WCCTAC input will be needed.</p>
<p>Item #13 West County Mobility Management Update and Consideration of a Study</p>	<p><i>Continued to next Board Meeting</i> Joanna Pallock (WCCTAC) provided an update on the coordination of agencies serving seniors and disabled residents in West County and also sought feedback on a potential mobility management study in West County.</p>

Meeting Adjourned: 9:50 AM

TO: WCCTAC Board

DATE: January 22, 2016

FR: John Nemeth, Executive Director

RE: Monthly Update on WCCTAC Activities – January

I-80 Sub-Regional Operations Forum



From December 15-17, 2015, WCCTAC staff participated in a three day forum sponsored by Caltrans and the Federal Highway Administration (FHWA) at Caltrans District 4 headquarters in Oakland. The event was one of a series of workshops being held across the state to assist regions in improving transportation systems and operations management (TSM&O).

The Bay Area's forum focused on the I-80 ICM (SMART Corridor) project, and in particular, the capacity of the local, regional and state organizations to effectively operate, manage and evaluate the project. The outcome of the workshop was a set of actions that will form the basis for the East Bay I-80 ICM Sub Region's TSM&O Implementation Plan. Besides Caltrans and WCCTAC, other participants included CCTA, MTC, and staff from several West County jurisdictions.

Lone Point Bay Trail Workshop



On January 9th a group of interested citizens spent a rainy morning learning about proposed design plans for the half-mile, Lone Point section of the Bay Trail. Jim Townsend (in his role as a consultant to East Bay Regional Park District and former Trails and Grants Manager at EBRPD) along with a consultant from BFK Engineers, gave an overview of two design options. This segment will connect to the newly completed Hercules trail section and link to the north side of the Lone Point section of the Bay Trail that the County is currently planning. The next steps involve securing funding to expand the preferred design option, determining biological and landscape impacts, and presenting a preferred option to the EBRPD Board. We expect that the EBRPD will come to the WCCTAC Board soon to explain the plans and ask for support.

San Pablo Avenue Complete Street from Rodeo to Crockett

Contra Costa County's Public Works Division will host a community meeting for its San Pablo Avenue Complete Streets Project on February 8 at 7:00pm at the Rodeo Senior Center. This part of San Pablo Avenue has four-lanes with excess capacity so there may be an opportunity to add pedestrian and bicycle facilities. Such facilities would close a gap in the Bay Trail. WCCTAC staff serves on the County's Technical Advisory Committee and will report back on the community meeting next month.



League of Women Voters - Reinventing Bay Area Transportation for the 21st Century

The League of Women Voters' 2016 Bay Area League Day is coming up on Saturday, February 6, 2016, 9:30 AM-2:30 PM at Maple Hall, 13837 San Pablo Avenue, located at Alvarado Square inside the City Hall Complex. This year's League Day is entitled Reinventing Bay Area Transportation for the 21st Century.

The keynote speaker is Senator Jim Beall, Chair of the California Senate Transportation Committee. Three panels are being offered at the event:



Panel 1: – Allowance? Passing the hat for funding

- Funding: are self-help taxes helpful or enough?
- Infrastructure: how do you prioritize upkeep vs expansion?
- Social equity: Is social equity overlooked in funding proposals?

Panel 2: – Innovation & Technology – Back to the Future

- Last Mile Problem: What are some of the ideas for solving this problem?
- Social Equity: How do we make tech serve the underserved?
- Technology: What will the highway of the future look like?

Panel 3: – Who Moved My Cheese? How and Where do We Change the Culture?

- Crystal Ball: Can agencies be agents of change or not?
- Social Equity: How do we make access affordable for all?
- Drones vs Semis: how do we change the way we deliver the goods?

Registration and Refreshments occur from 9:00 – 9:30 AM, but be sure to pre-register. Registration is available online using PayPal at www.lwvbayarea.org . The cost is \$35 prepaid (\$20 without lunch) and \$40 (\$25 without lunch) at the door. The deadline for prepaid registration will be Friday, January 29, 2016.

Make check payable to LWVBA, attn.: BALD. Mail check to LWVBA, 436 14th St, suite 1213, Oakland, CA 94612. For more information, call Alec MacDonald (510) 839-1608 or www.lwvbayarea.org

Update on West County Mobility Management Group

At the December WCCTAC Board meeting, staff presented an overview of the efforts being made by the ADA and non-ADA operators in West County to improve coordination. Staff noted that West Contra Costa could also benefit from a Mobility Management Study. The Board directed staff to seek input from the participants in the West County Mobility Management Group and to move forward with refining the study concept. The Group met in early January and held a brainstorming session to talk about study objectives. Staff plans to bring a summary of the conceptual scope of work for a study to the Board in February.



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have the freedom to be where you want,
anywhere, anytime.

511 Contra Costa Contra Costa County Contra Costa Transportation Authority

WCCTAC, CCTA and 511 Contra Costa are partnering with Carma to make it easier for Bay Area commuters to join the carpool movement. Thanks to a federal grant, commuters along I-80 can receive free tolls when they use the Carma app. WCCTAC's TDM Program will help the Carma team with employer contacts and outreach. The image to the left was developed for this project, and has been distributed to over six hundred employers in West County to encourage the use of the Carma technology. For more information about the project visit, www.carpoolinstead.com.

WCCTAC TDM Staffing Update

On January 4, 2016, WCCTAC had the pleasure of welcoming Jessica Downing to our staff. Jessica Downing, who prefers to be called “Jessi” is the new Transportation Demand Management (TDM) Program Assistant. This is a budgeted, temporary, part-time position funded through TDM monies.

Jessi is a senior at San Francisco State University, focusing on Urban Studies & Planning, with expected completion of her undergraduate coursework in May 2016. In this position, Jessi will help to develop and administer TDM projects and events, and support other WCCTAC staff in the development, implementation, and management of a variety of TDM activities.

Jessi has a strong interest in transportation planning, transit orientated development and increasing public knowledge of alternative transportation. As you can see Jessi is already busy at work, reaching out to employers in preparation for our employer transportation study which has not been conducted in over ten years.



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	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	22,509	273,691	273,691	126,845	146,846	0	146,846	54
41002. Overtime	27	0	0	170	-170	0	-170	0
41105. Workers Compensation	0	9,812	9,812	0	9,812	0	9,812	100
41200. PERS Retirement	3,716	37,956	37,956	18,778	19,178	0	19,178	51
41210. Pension Benefits	0	0	0	2,609	-2,609	0	-2,609	0
41310. Medical Insurance	4,268	43,610	43,610	21,340	22,270	0	22,270	51
41311. Retiree Healthcare	0	2,180	2,180	1,377	803	0	803	37
41400. Dental Insurance	284	4,362	4,362	1,750	2,612	0	2,612	60
41500. Vision Care	2,125	1,090	1,090	4,250	-3,160	0	-3,160	0
41800. LTD Insurance	172	127	127	859	-732	0	-732	0
41900. Medicare	323	3,725	3,725	1,771	1,954	0	1,954	52
41903. Employee Assistance Program	0	1,453	1,453	0	1,453	0	1,453	100
41904. Life Insurance	39	454	454	196	258	0	258	57
41911. Liability Insurance	0	4,055	4,055	10,921	-6,866	0	-6,866	0
Sub Total Salary and Benefits	33,463	382,515	382,515	190,865	191,650	0	191,650	
Service and Supplies								
43500. Program Costs & Supplies	442	4,000	4,000	2,034	1,966	0	1,966	49
43501. Postage	0	500	500	0	500	0	500	100
43520. Copies/Printing/Shipping/Xerox	288	3,500	3,500	1,470	2,030	0	2,030	58
43530. Office Furn & Equip <\$5000	0	2,000	2,000	28	1,972	0	1,972	99
43600. Professional Services	4,144	50,250	50,250	25,840	24,410	0	24,410	49
43900. Rent/Building	2,585	16,124	16,124	9,296	6,828	0	6,828	42
44000. Special Department Expenses	200	11,800	11,800	1,943	9,857	0	9,857	84
44320. Training/Travel Staff	353	4,000	4,000	2,838	1,162	0	1,162	29



	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Sub Total Service and Supplies	8,012	92,174	92,174	43,449	48,725	0	48,725	
Report Total :	41,475	474,689	474,689	234,314	240,375	0	240,375	



	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	17,791	217,335	217,335	96,582	120,753	0	120,753	56
41002. Overtime	108	0	0	680	-680	0	-680	0
41105. Workers Compensation	0	5,173	5,173	0	5,173	0	5,173	100
41200. PERS Retirement	3,492	43,208	43,208	17,315	25,893	0	25,893	60
41210. Pension Benefits	0	0	0	2,327	-2,327	0	-2,327	0
41310. Medical Insurance	4,592	47,926	47,926	22,960	24,966	0	24,966	52
41400. Dental Insurance	403	4,489	4,489	2,014	2,475	0	2,475	55
41500. Vision Care	0	1,141	1,141	0	1,141	0	1,141	100
41800. LTD Insurance	98	1,065	1,065	490	575	0	575	54
41900. Medicare	254	2,967	2,967	1,379	1,588	0	1,588	54
41903. Employee Assistance Program	0	1,217	1,217	0	1,217	0	1,217	100
41904. Life Insurance	24	457	457	122	335	0	335	73
41911. Liability Insurance	0	4,055	4,055	3,676	379	0	379	9
Sub Total Salary and Benefits	26,762	329,033	329,033	147,544	181,489	0	181,489	
Service and Supplies								
43500. Program Costs & Supplies	0	6,500	6,500	63	6,437	0	6,437	99
43502. TDM Postage	0	7,123	7,123	526	6,597	0	6,597	93
43520. Copies/Printing/Shipping/Xerox	288	9,190	9,190	1,395	7,795	0	7,795	85
43600. Professional Services	2,601	61,844	61,844	20,728	41,116	0	41,116	66
43900. Rent/Building	3,667	22,452	22,452	12,449	10,003	0	10,003	45
44000. Special Department Expenses	8,871	169,974	169,974	66,489	103,485	0	103,485	61
44320. Training/Travel Staff	588	3,339	3,339	2,684	655	0	655	20
Sub Total Service and Supplies	16,015	280,422	280,422	104,334	176,088	0	176,088	



	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Report Total :	42,777	609,455	609,455	251,878	357,577	0	357,577	



	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Salary and Benefits								
41000. Salary	0	10,000	10,000	0	10,000	0	10,000	100
Sub Total Salary and Benefits	0	10,000	10,000	0	10,000	0	10,000	
Service and Supplies								
44000. Special Department Expenses	0	500,000	500,000	0	500,000	0	500,000	100
Sub Total Service and Supplies	0	500,000	500,000	0	500,000	0	500,000	
Report Total :	0	510,000	510,000	0	510,000	0	510,000	



	Current Period Actuals	Net Budget Adjustments	YTD Budget	YTD Actuals	YTD Variance	Encumbered Amount	Available Amount	Available %
Service and Supplies								
43600. Professional Services	0	0	0	43,236	-43,236	0	-43,236	0
44000. Special Department Expenses	239,195	1,065,000	1,065,000	396,042	668,958	0	668,958	63
Sub Total Service and Supplies	239,195	1,065,000	1,065,000	439,279	625,721	0	625,721	
Report Total :	239,195	1,065,000	1,065,000	439,279	625,721	0	625,721	



TO: WCCTAC Board

DATE: January 22, 2016

FR: John Nemeth, Executive Director

RE: Measure J Strategic Plan – Funding Commitments

REQUESTED ACTION

As part of the 2015 Measure J Strategic Plan, approve the TAC’s Recommendation to fulfill the Measure J programming requests from the City of Richmond, BART, and CCTA and program the remaining funds to the I-80/Central Avenue Interchange project.

BACKGROUND AND DISCUSSION

Every two years, CCTA updates the Measure J Strategic Plan, which includes a review of revenue assumptions and projected expenditures from the ½-cent sales tax. Additionally, the Plan establishes firm commitments of Measure J funding for capital projects over the next 5-7 years. With every update, an additional 2 years are added to the previous Strategic Plan planning horizon, providing project sponsors more specificity on funding years for their projects. In mid-October, CCTA sent a letter to RTPCs requesting their input and concurrence on funding commitments for the Strategic Plan.

At its November meeting, the WCCTAC-TAC discussed this issue but sought additional information and therefore did not make a recommendation to the Board. WCCTAC staff introduced this item to the WCCTAC Board in December with the understanding that the TAC would provide a recommendation for the Board’s January meeting. The TAC met on January 14, 2016 and unanimously approved a recommendation to the Board, as described further below.

The amount of cash available from sales tax revenue from the two outer years of the Plan’s time horizon is estimated to be \$4 million for West County. Those funds were already programmed to West County Measure J projects in the previous Strategic Plan, but were outside the previous Plan’s time horizon, and therefore were not yet available. Since West County has approximately \$15 million programmed in the outer years (FY20-34) of the prior Strategic Plan, WCCTAC needs to prioritize which projects will have funds advanced from the outer years to FY20 and FY21.

The projects included in the Measure J Strategic Plan are shown in Attachment A. In West Contra Costa, there are nine Measure J capital projects. Three of those projects have been completed or are near completion. Two other projects, the Hercules ITC and San Pablo Dam Road Interchange, are not complete but have received all of their allotted Measure J funding, leaving only four remaining projects to potentially have their Measure J funding advanced:

- I-80 Integrated Corridor Mobility (ICM)
- BART Parking, Access, and other Improvements
- Richmond Parkway Upgrades & Maintenance
- I-80 / Central Ave. Interchange

Funding Requests

- CCTA staff proposed using \$300,000 of the available \$4 million to fund two years of operations and maintenance on the I-80 ICM project. The 2012, multi-agency Memorandum of Understanding for the I-80 ICM project noted that CCTA would secure outside funding to cover operations and maintenance expenses. CCTA identified \$2 million in State Transportation Improvement Program (STIP) funds for these expenses. However, since STIP funds cannot be used for operations, CCTA initiated a fund swap. They programmed the \$2 million in STIP funds to the I-80/ Central Avenue Interchange project in exchange for \$2 million dollars in Measure J funds, which have fewer restrictions on their use. The use of these Measure J funds to cover the non-Caltrans operations and maintenance aspects of the I-80 ICM project is included in the 2015, multi-party Cooperative Agreement. (An excerpt is included as Attachment B).
- BART requested an advance of \$2.5 million from the available funds for expenses related to the Del Norte BART Station Modernization project. This request is due to additional costs associated with construction in order to keep the BART station open and, in particular, the special safety features required by the Public Utilities Commission (PUC).
- The City of Richmond requested \$0.5 million for the rehabilitation of Richmond Parkway’s lighting, traffic signals, interconnect and video detection systems. This request would complete their allotment of available Measure J funding.

These three combined requests total \$3.3 million. CCTA staff has recommended that the remaining \$700,000 be committed to the I-80 / Central Ave. Interchange project to complete the environmental work for Phase 2. WCCTAC staff and the TAC concur.

Based on the information presented above, staff proposes that the \$4 million in available Measure J cash flow be programmed as follows:

Amount	Measure J Project
\$ 2,500,000	BART Del Norte Modernization
\$ 700,000	I-80 / Central Ave. Phase 2
\$ 500,000	Richmond Parkway Upgrades
\$ 300,000	I-80 ICM, O&M (due to prior fund swap)

The project worksheets, which describe these projects in more detail, are included as Attachment C.

Next Steps

Following the Board’s action, WCCTAC staff will forward the Board’s recommendation to CCTA.

Attachments:

- A. RTPC letter from CCTA and Measure J Program of Projects
- B. I-80 ICM, Cooperative Agreement Excerpt
- C. Capital Project Worksheets

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COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,
Vice Chair

Janet Abelson

Newell Arnerich

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

October 15, 2015

Re: 2015 Measure J *Strategic Plan*

Dear Regional Transportation Planning Committee (RTPC) Managers:

At its May 2015 meeting, the Contra Costa Transportation Authority initiated the update to the 2013 Measure J *Strategic Plan*. Every two years, the Authority reviews its assumptions on future Measure J revenues, debt service costs, and projected Measure J expenditures in order to respond to fluctuations in economic conditions and project schedules.

The outcome of the *Strategic Plan* is a firm commitment of Measure J funds by year to specific projects for the next 5-7 years. In addition, project sponsors will know the amount of Measure J funds programmed for their projects beyond the 5-7 year time horizon, but not the exact year for funding. With every update, an additional 2 years are added to the previous *Strategic Plan* time horizon providing the project sponsors more specificity on the funding years for their projects.

Programming Capacity

The approved revenue forecast for the 2015 *Strategic Plan* shows a slight increase in revenues over the life of Measure J (\$4 million for projects). Given the large size of the Authority's current construction program, the Authority instructed staff to augment the programmed construction reserve by a total of \$4 million for unforeseen cost increases, as follows: \$1.94M (*east*), \$1.18M (*central*), \$0.52M (*southwest*), and \$0.36M (*west*). Therefore, at this time, no additional programming capacity beyond the \$4 million is projected in the 2015 *Strategic Plan*.

Cashflow Capacity

It is estimated that \$27 million in cashflow capacity will be available in the last two years of the 2015 *Strategic Plan* time horizon (FY2019-20 and FY2020-21). Table 1 shows the break-down of this capacity by sub-region, while adhering to each sub-region's proportional share of Capital Project Categories in Measure J Expenditure Plan which takes into consideration previously programmed Measure J funds in each subregion.

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

Table 1
Cashflow Capacity in FY2019-20 and FY2020-21

Sub-region	Millions of YOE dollars
Central County	\$10
East County	\$8
Southwest County	\$5
West County	\$4

Attachments 1 through 4 highlight projects with funding currently programmed outside the current time horizon for the 2013 Measure J Strategic Plan (FY2019-20 through FY2033-34). Measure J funds programmed for those projects may be advanced in the 2015 *Strategic Plan* subject to the limitation of cashflow capacity by sub-region.

Since there isn't enough cashflow capacity within the *Strategic Plan* time horizon for all programmed Measure J projects, priority should be assigned to on-going projects with cost increases and projects that are ready to proceed.

Below is a summary of funding issues on ongoing Measure J projects.

- a) Requests to Increase Measure J Programmed Funds:** *Since there is no additional programming capacity in the 2015 Strategic Plan, increasing Measure J programmed funds on these projects will require reducing funding on other projects within the same sub-region(s).*

State Route 4/Balfour Road Interchange: Construction is expected to start in 2016 but there is currently a funding shortfall of \$17 million. ECCRFFA and Measure J funds are needed to bridge this funding gap.

To keep the project on schedule, staff proposes to program \$6 million from "East County Corridor Reserve" to the project. ECCRFFA will be requested to fund the remaining \$11 million.

State Route 4 Integrated Corridor Mobility (ICM): The Authority has received \$200,000 grant to develop the scope for the SR4 ICM project. In addition, the Authority will be competing for another \$6 million in federal grants for the project. A local match of \$4 million is needed.

In order to provide the match for the grant, staff proposes programming \$4 million from Central and East County shares (\$2 million each) in the 2015 *Strategic Plan*. In East County,

it is proposed to program funds from the “Subregional Needs” category for this project. In Central County, it is more challenging since the “Subregional Needs” category is fully programmed and the project is eligible under one other category (Interchange Improvements on I-680 and SR242) in the expenditure plan. One option would be to reprogram \$2 million from the SR242/Clayton Road, as the project is not likely to be constructed prior to FY2020-21 given its funding shortfall.

- b) Requests to Advance the Programming Year for Measure J funds:** *Advancing programmed Measure J funds will not require reducing funding on other projects but will impact Measure J cashflow capacity.*

Caldecott Tunnel: Changes introduced by the State Fire Marshall, other design changes and differing site conditions are the basis for “claims” submitted by the contractor. Caltrans and the contractor are continuing to resolve the final cost of the tunnel contract. It is possible that additional project reserves will have to be expended. Measure J commitments at this time are approximately \$129.8 million which includes \$5.4 million commitment to backfill RM2 funds reprogrammed by MTC to the I-680 Carpool Lane Completion project in anticipation of construction savings. Currently \$125 million is programmed in the 2013 *Strategic Plan*, potentially requiring another \$4.8 million to be reserved for the project until the final cost is resolved.

In order to ensure sufficient funding is available to address the final cost of the project, staff proposes maintaining the existing and additional construction reserves in Southwest and Central counties for the project. This will require advancing the programming year for the reserves to FY2019-20 or earlier, thereby reducing the cashflow capacity for Central and Southwest counties by \$3 million and \$1.8 million, respectively. A strategic plan amendment will be completed in the future to reprogram the funds from the reserves to the Caldecott tunnel if needed.

I-680 Southbound Carpool Lane Completion: In December 2013, the Authority and TRANSPAC approved reprogramming up to \$4.9 million for the I-680 SB Carpool Lane Completion project from the I-680 Corridor Reserve. The final amount to be reprogrammed was to be determined after settling all claims on the Caldecott tunnel. Assuming there will be no savings on the Caldecott Tunnel, \$4.9 million will need to be programmed in the 2015 *Strategic Plan* to the I-680 Carpool Lane Completion project.

In order to keep the I-680 Carpool Lane Completion project on schedule, staff proposes advancing the programming year for the \$4.9 million to FY2019-20 or earlier.

I-680/State Route 4: The I-680/SR-4 (phase 3) project, which will widen State Route 4 in the vicinity of I-680, has currently a funding shortfall of \$38 million. The shortfall is due to the need to replace (in lieu of widening as originally envisioned) a deteriorating state-owned bridge (Grayson Creek Bridge) within the project limits. Staff is actively working with Caltrans to add SHOPP funds to the project, and continuing to advance utility relocations and right-of-way work while considering possible phasing.

To reduce the funding shortfall, staff recommends moving all remaining Measure J funds programmed to the project from future years to FY2019-20 or earlier.

BART Del Norte Station: BART has requested moving an additional \$2.5 million programmed to the project from future years to FY2019-20 or earlier.

Richmond Parkway: The City of Richmond has requested moving all remaining Measure J funds programmed to the project of \$0.5 million from future years to FY2015-16.

*c) **Projects with Surplus Funding.** At this time, it is anticipated that only one project to have surplus Measure J funding that can be reprogrammed to other projects in the same subregion. Surplus funds will help offset the demand on cashflow capacity in earlier years.*

Alhambra Creek Bridge and Ferry Street Improvements (Martinez): Project is currently under construction and is expected to have at least \$3.3 million in Measure J funds that can be programmed to other projects in the same category.

Table 2 summarizes the remaining cashflow capacity by sub-region based on staff recommendations above.

Table 2
Demands on Cashflow Capacity by Subregion
(millions of YOE dollars)

Sub-region	Subregion Share	Caldecott	I-680 Carpool	SR 4 ICM	SR4 Balfour	SR 4/ I-680	Others	Remain- der
Central County	10.0	-3.0	-4.9	-2.0	-	-3.4	+3.3 <small>(Alhambra)</small>	0
East County	8.0	-	-	-2.0	-6.0	-		0
Southwest Co.	5.0	-1.8	-	-	-	-		3.2
West County	4.0	-	-	-	-	-	-3.0 <small>(BART & RP)</small>	1.0

Request for RTPCs Input

The Authority is requesting RTPCs input and concurrence on proposed programming of Measure J funds through FY2020-21. Input is requested by November 30, 2015.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at hnoeimi@ccta.net.

Sincerely,



Randell H. Iwasaki
Executive Director

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**CONTRA COSTA TRANSPORTATION AUTHORITY
PROGRAM OF PROJECTS**
(YOE Dollars x 1000)

		Prior	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY20 - 34	TOTAL
9628	CAPITOL CORRIDOR IMPROVEMENTS												
4001	Hercules Rail Station	15	2,160	5,785	-	-	-	-	-	-	-	-	7,961
9631	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.												
		Prior											
7002	I-80/San Pablo Dam Road Interchange Improvements	5,170	2,002	2,500	2,367	-	-	-	-	-	-	-	12,038
7003	I-80/Central Avenue Interchange Improvements	398	400	404	1,632	-	-	1,126	-	-	-	7,623	11,584
7005	I-80 Integrated Corridor Mobility	4,854	167	-	-	133	137	141	144	-	-	1,447	7,022
9633	RICHMOND PARKWAY												
		Prior											
9001	Richmond Parkway Upgrade Study	136	-	-	-	-	-	-	-	-	-	-	136
9002	Richmond Parkway Maintenance/Upgrade	-	-	1,500	-	-	-	-	-	-	-	498	1,998
9003	Marina Bay Parkway Grade Separation	2,539	160	9,101	-	-	-	-	-	-	-	-	11,800
9634	BART PARKING, ACCESS, and OTHER IMPROVEMENTS												
		Prior											
10002	BART Parking, Access and Other Improvements - West County	-	2,002	777	-	4,500	4,636	-	-	-	-	4,775	16,690
9640	ADDITIONAL BUS TRANSIT ENHANCEMENT												
		Prior											
19002	WestCAT Transit Capital Improvements	8	17	1,025	-	-	-	-	-	-	-	-	1,051
	CONSTRUCTION RESERVE												
		Prior											
	Construction Reserve - West County	-	-	-	-	-	-	-	-	-	-	706	706

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COOPERATIVE AGREEMENT NO. 07W.04

This COOPERATIVE AGREEMENT (this "AGREEMENT") is effective this 24th day of March, 2014 among CONTRA COSTA TRANSPORTATION AUTHORITY, a local transportation authority ("AUTHORITY" or "CCTA"), CONTRA COSTA COUNTY, a political subdivision of the State of California ("CONTRA COSTA"), CITY OF RICHMOND, a municipal corporation of the State of California ("RICHMOND"), the CITY OF SAN PABLO, a municipal corporation of the State of California ("SAN PABLO"), the CITY OF PINOLE, a municipal corporation of the State of California ("PINOLE"), the CITY OF HERCULES, a municipal corporation of the State of California ("HERCULES"), and the CITY OF EL CERRITO, a municipal corporation of the State of California ("EL CERRITO"), and together with AUTHORITY, CONTRA COSTA, RICHMOND, SAN PABLO, PINOLE, EL CERRITO and HERCULES, are collectively referred to as the "PARTIES" and each separately, a "PARTY".

RECITALS

THE PARTIES ENTER THIS AGREEMENT on the basis of the following facts, understandings and intentions:

- A. Pursuant to the Memorandum of Understanding ("MOU") signed in May 2012 for the I-80 Integrated Corridor Mobility ("I-80 ICM") project, CONTRA COSTA, RICHMOND, SAN PABLO, PINOLE, HERCULES, AND EL CERRITO (each, a "PARTNER AGENCY" and collectively, the "PARTNER AGENCIES"), and AUTHORITY desire to enter into this AGREEMENT to define a framework to fund the operations and maintenance of I-80 ICM components, as outlined in Exhibit A attached hereto and incorporated herein by reference.

- B. The MOU states that:

Within Contra Costa County outside of State right-of-way, local jurisdictions will be responsible for operations and maintenance of ICM equipment, and may choose to contract with Contra Costa County for

maintenance. Local jurisdictions will not be responsible for funding the operations and maintenance of ICM equipment in perpetuity. CCTA will secure \$2,000,000 in funding for operating and maintaining ICM equipment. This amount is estimated to fund about 15 years of operations and maintenance. CCTA will seek additional funding beyond the \$2 million from regional and other sources.

C. The PARTNER AGENCIES will operate and maintain I-80 ICM equipment within their jurisdiction outside of the State of California's right of way, and submit invoices to the AUTHORITY for such cost, which shall be reimbursed as provided in this AGREEMENT.

NOW, THEREFORE, in consideration of the mutual agreements set forth above and the rights and obligations set forth in this AGREEMENT and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, AUTHORITY and each PARTNER AGENCY hereby agree to the following:

SECTION 1

EACH PARTNER AGENCY AGREES TO:

A. Operate and maintain I-80 ICM equipment within its jurisdiction, outside of the State of California's right of way as outlined in the MOU, through its personnel or by contracting with a third party.

B. Submit invoices to AUTHORITY on September 1 of each year delineating maintenance and operation cost for the prior fiscal year for each I-80 ICM component, proof of payment, and certification that costs incurred have not been reimbursed. For the purposes of this agreement, a fiscal year begins July 1 and ends June 30 of the following year.

C. Maintain true and complete records in connection with the PROJECT, for at least thirty-six (36) months after the delivery of the invoices to the AUTHORITY.

D. Allow the AUTHORITY upon its request to audit all expenditures for I-80 ICM Operations and Maintenance funded through this AGREEMENT. For the duration of each fiscal year of the I-80 ICM project, and for four (4) years following the end of each fiscal year of the I-80 ICM project, or four years following the earlier termination of the AGREEMENT, each

PARTNER AGENCY will make available to the AUTHORITY all records relating to expenses incurred in performance of this AGREEMENT.

SECTION 2

AUTHORITY AGREES TO:

A. Program \$2,000,000 in Measure J funds for operating and maintaining I-80 ICM equipment within PARTNER AGENCIES' jurisdictions outside of the State of California's right of way, as outlined in the MOU.

B. Reimburse each PARTNER AGENCY after receipt of each invoice for operation and maintenance costs associated with the I-80 ICM project within the PARTNER AGENCY'S jurisdiction, as outlined in the MOU.

C. Notify each PARTNER AGENCY one year prior to the anticipated depletion of the \$2 million in Measure J funds programmed for I-80 ICM operations and maintenance.

D. Seek additional funds for operations and maintenance from regional, state and other sources, in accordance with the MOU.

SECTION 3

IT IS MUTUALLY AGREED AMONG AUTHORITY AND PARTNER AGENCIES:

A. Term. The term of this AGREEMENT shall commence on December 1, 2014 and shall remain in effect until terminated as provided in Subsection I of this Section 3.

B. Additional Acts and Documents. Each PARTY agrees to do all such things and take all such actions, and to make, execute, and deliver such other documents and instruments, as shall be reasonably requested by each other party to carry out the provisions, intent, and purpose of the AGREEMENT.

C. Amendment. This AGREEMENT may not be changed, modified, or rescinded

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Project	Interstate 80/Central Avenue Interchange Improvements (# 7003)
Sponsor	City of Richmond/Contra Costa Transportation Authority
Subregion	West County

Scope

Improve overall traffic operations at the I-80/Central Avenue interchange and along Central Avenue between Rydin Road and San Pablo Avenue. The project will be completed in two phases.

The first phase will redirect left turns from westbound Central Avenue onto I-80 WB to the adjacent I-580 eastbound on-ramp at Rydin Road during weekend peak hours; and will install traffic signals at the I-580 ramps.

The second phase will increase the spacing between the signalized intersections east of I-80 by connecting Pierce Street and San Mateo Street, converting Pierce Street access at Central Avenue to "right-in, right-out," and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection.

Status

- Phase 1 obtained California Environmental Quality Act and National Environmental Policy Act clearance in June 2012.
- Phase 1 design work is currently underway with expected completion in Fall 2015.

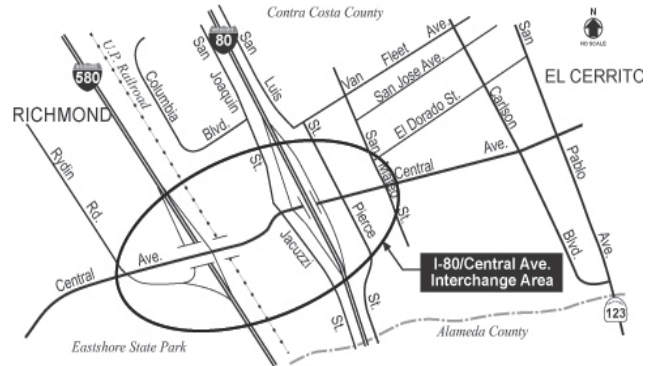
Issues/Areas of Concern

- Caltrans and the City of Richmond need to agree on who will own and maintain the changeable message signs to be installed as part of Phase 1.
- Discussions are underway with the City of Richmond on the entity to award, advertise and administer the construction management contract for Phase 1.

Update from Previous Quarterly Report

- Phase 2 (Local Roads Realignment project) is expected to be led by the cities of El Cerrito and Richmond.
- CCTA has resubmitted the 100% PS&E package to Caltrans incorporating received comments.
- Caltrans and FHWA have indicated that Phase 1 is not eligible for reimbursement by the federal earmark. Staff is elevating the issue to avoid the loss of \$2.944 million.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Preliminary Studies/ Planning	Complete	Complete
Environmental Clearance Design	Complete 2012-2015	2016-2017 2017-2018
Right of Way and Utilities Construction	— 2015-2016	2018-2019 2019-2020
Landscaping	—	—

Estimated Cost by Phase (\$ 000s)

	Amount	
	Phase 1	Phase 2
Project Management	\$230	\$400
Preliminary Studies/ Planning	—	—
Environmental Clearance Design	1,224 734	500 880
Right of Way and Utilities Construction	— 2,160	9,300 7,531
Construction Management	438	1,249
Total	\$4,786	\$19,800

Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$1,842	\$9,742
Federal Earmark	2,944	0
WCCTAC	—	7,100
STIP	—	2,000
TBD	—	958
Total	\$4,786	\$19,800

Project Interstate 80/Central Avenue Interchange Improvements (# 7003) – continued

Major Project Contracts Managed by Authority

Contract No.	Amend No.	Open/ Closed	Agency/ Consultant	Description	Appropriated Amount	Billed to Date (7/31/15)	Estimate at Completion	Percent Billed	Percent Physically Complete
406	—	Open	PB Americas, Inc.	Plans, Specifications and Estimates (PS&E)	\$653,845	\$518,785	\$653,845	79%	95%
214	—	Closed	PB Americas, Inc.	Project Study Report (PSR) and Project Approval/ Environmental Document (PA/ED)	\$1,571,815	\$1,224,251	\$1,224,251	78%	100%

Project	Richmond Parkway Lighting (# 9002)
Sponsor	City of Richmond
Subregion	West County

Scope

Replace approximately 335 pull boxes. Replacement boxes will be upgraded to traffic-rated steel with welded covers and surrounded by 2-foot wide, 6-inch deep concrete aprons to prevent future theft. Pole hand holes will also be welded. The project will replace approximately 70,000 linear feet of conductors and 3,400 linear feet of conduits. Approximately 12 street light poles will also be replaced. Phase 2 will extend the Traffic Signal Interconnect System from Hensley to I-580.

Status

- Phase 1 is complete.
- The City of Richmond is seeking additional funding to complete Phase 2. [CB1]

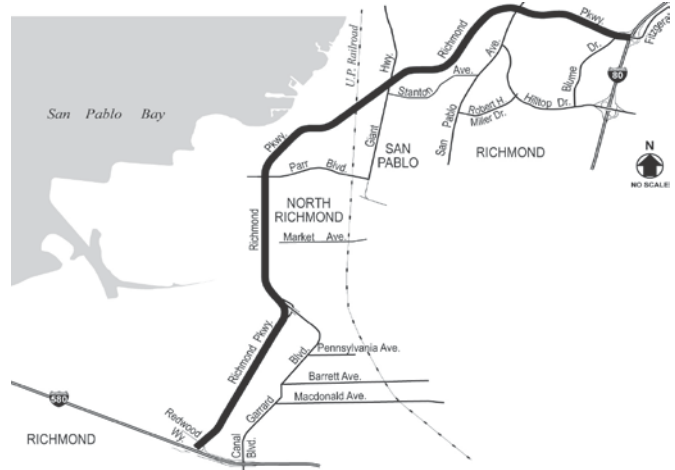
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- The interconnect project from San Pablo Avenue to Hensley has been completed, but from Hensley to I-580 requires additional funding.
- The City is expected to submit the request for additional funding to the Authority in late 2015.

Location



Schedule

	Dates	
	Phase 1	Phase 2
Preliminary Studies / Planning	Complete	Complete
Environmental Clearance	Complete	Complete
Design	Complete	Complete
Right of Way and Utilities	—	—
Construction	Complete	2016-2017
Landscaping	—	—

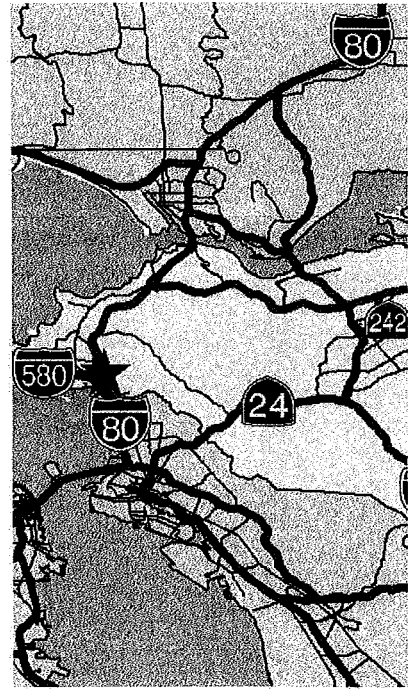
Funding by Source (\$ 000s)

	Amount	
	Phase 1	Phase 2
Measure J	\$2,000	—
Other	1,200	—
TBD	—	\$1,000
Total	\$3,200	\$1,000

Project Richmond Parkway Lighting (# 9002) – continued

Local Agency Measure C/J Funding Appropriation

Resolution No.	Original Resolution Date	Revision No.	Open/ Closed	Agency	Description	Appropriated Amount	Billed to Date (7/31/15)	Last Billed Date
13-59-P	12/18/2013	—	Open	Richmond	Construction	\$1,500,000	\$1,140,979	4/28/2015



El Cerrito del Norte BART Station Modernization

PROJECT # 10002 – 07

The project goal is to upgrade and expand the existing El Cerrito del Norte BART station to provide greater comfort and security for our patrons. The existing small structure is poorly suited to meeting the increased ridership expected over the next twenty years. Upgrading safety, communications, lighting and electrical systems will ensure the full functioning of the BART station and provide a more inviting and comfortable environment for the passenger.

Did You Know?

Over 70% of BART's operation costs are paid from ridership fares.



Project	El Cerrito del Norte BART Station Modernization (# 10002-07)
Sponsor	BART
Subregion	West County

Scope

This project will expand the existing paid area, add new elevators and stairs, station agent booth, restrooms, and additional fare equipment. In addition, the project will upgrade the station lighting, the intermodal waiting area, refinish surfaces and add paint, security cameras and pedestrian lighting along the Ohlone Greenway.

Status

- The project is currently in design phase.

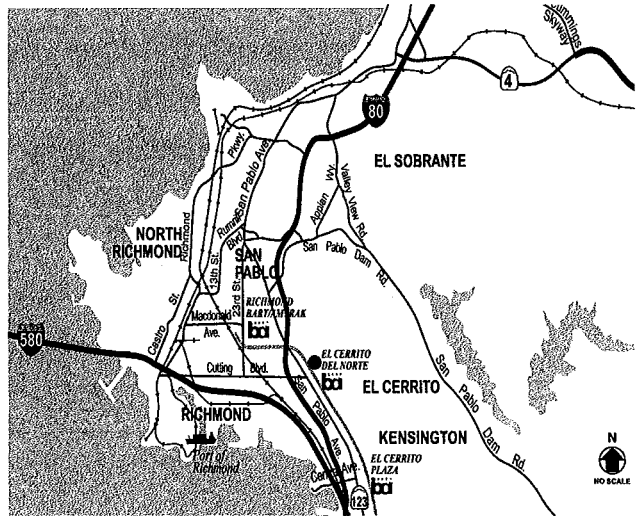
Issues/Areas of Concern

- None.

Update from Previous Quarterly Report

- None.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	Complete
Environmental Clearance	Spring 2016
Design	<i>2015 Winter 2016</i>
Right of Way and Utilities	—
Construction	Summer 2016
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J	\$9,003 11,503.000
Prop 1B	\$1,137
Prop 1B (Lifeline)	\$1,600
BART Prop 1B	\$10,000
Total	\$21,740 24,240



TO: WCCTAC Board

DATE: January 15, 2016

FR: Leah Greenblat, Project Manager

RE: **West County High Capacity Transit Study**

REQUESTED ACTION

Provide feedback on Technical Memos and upcoming outreach plans. Authorize using \$19,759 of designated contingency funds for additional services.

BACKGROUND AND DISCUSSION

At its September 2015 meeting, the WCCTAC Board received a presentation on the West County High Capacity Transit Study. At that time, the Board approved the study's goals and objectives as well as its outreach plan while also reviewing a summary of prior studies and existing and planned transportation network and land uses.

At the January, 2016 meeting, the study consultant's project manager, Rebecca Kohlstrand of WSP-Parsons Brinckerhoff, will present and lead the Board in a discussion of more recent work including: the draft technical memos related to an analysis of travel markets, development of preliminary alternatives, and draft evaluation criteria. These draft technical memos are available for review on the study's webpage at <http://westcountytransitstudy.com/>

Additionally, Ms. Kohlstrand will update the Board on recent and upcoming outreach activities and changes to the study's schedule.

STUDY CONTINGENCY

The study budget is \$1,000,000, but also includes an additional \$100,000 of WCCTAC funds designated for contingencies. When the Board approved the study budget, it requested staff return to the Board for its concurrence prior to using the study's contingency funds. Staff seeks the Board's concurrence in using \$19,759 of the contingency for the items discussed below.

- The original scope of work called for two rounds of public workshops with two meetings in each round. At the October 2015 meeting, the Board voted to add one additional public meeting to each round. Staff received a \$14,789 cost estimate from the consultant for these additional services.
- According to the consultant, the process required for the translation of the outreach materials for the November Telephone Town Hall required more staff time than they

had originally anticipated and are therefore requesting \$6,830 in additional funds to cover these expenses.

- An additional allocation of \$1,750 is needed from the contingency in order to ensure that there are sufficient review meetings before the WCCTAC Board.
- In order to develop the critical Technical Memo 8: Preliminary Alternatives draft document, staff requested revisions as well as more in depth descriptions of alternatives, particularly the Bus Rapid Transit alternatives. The consultant is seeking \$13,000 to cover their additional expenditures. Staff and the Study Management Group believe that this Memo is critical to the development of the study's final recommendations.
- In anticipation of upcoming Technical Memo 12: Ridership Modeling, the Study Management Group and WCCTAC staff recommend using \$5,390 in contingency funds for further travel demand analysis to assess the AM and PM peak period travel demand using AirSage (cell phone) data.

These five items total \$41,759.

Following the Telephone Town Hall, CCTA informed WCCTAC staff that it would pay the full cost of the event. Originally, the agencies were to share the cost and WCCTAC's share was estimated at \$22,000. The CCTA decision, therefore, resulted in a budget savings of \$22,000 for the study.

As a result, applying the savings from the Telephone Town Hall reduces the request to \$19,759 of the \$100,000 contingency. At this point in the study, we estimate that 50% of the work is completed.



TO: WCCTAC Board

DATE: December 22, 2015

FR: John Nemeth, Executive Director

RE: Transportation Expenditure Plan (TEP) Update

REQUESTED ACTION

Consider revisions to previous Transportation Expenditure Plan (TEP) recommendations.

BACKGROUND AND DISCUSSION

At the July 24, 2015 meeting, the WCCTAC Board approved (on a 7-3 vote) a set of funding recommendations for projects and programs in a countywide Transportation Expenditure Plan (TEP). On November 6, 2015 the WCCTAC Board held a special meeting to revisit those funding recommendations. By the time of the special Board meeting, however, it appeared that CCTA might not continue with development of a TEP.

The December CCTA Board meeting, however, reaffirmed the desire of the Authority to continue pursuing a TEP, with some revisions to the schedule and process.

TEP Process

The CCTA Board is now holding facilitated meetings twice per month to discuss the Expenditure Plan and interact with stakeholders. Attachment A provides some information about the process and summarizes the first facilitated meeting. A draft of the TEP is expected to be produced in March and reviewed by the RTPCs in April, 2015. Attachment B shows the revised schedule. The Authority has encouraged RTPCs to consider any revisions to the recommendations made in the summer of 2015, but asked that any changes be provided by the end of February, 2016.

Next Steps for WCCTAC

WCCTAC can consider adjustments to its previous recommendations, beginning at the January Board meeting and continuing at the February Board meeting. Attachment C shows the recommendations made last summer. Attachment D is a summary the recommendations of all four RTPCs

Attachments:

- A. CCTA Background Information on Current TEP Process
- B. Revised TEP Schedule
- C. WCCTAC TEP Recommendations to CCTA from July 24, 2015
- D. Combined RTPC TEP Recommendations.

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MEMORANDUM

Date: Thursday, January 7, 2016

RE: Consideration of a potential November 2016 ballot measure by the
Contra Costa Transportation Authority (CCTA)

The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a transportation expenditure plan and a growth management program, and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Overview of the process

The CCTA Board started this process at its meeting in March 2015 by directing staff to work towards development of a possible Transportation Expenditure Plan (TEP) to be considered for placement on the ballot in November 2016 or a later general election. The decision on whether a TEP is placed on the November 2016 ballot will not occur until July.

Developing a TEP requires involvement of a number of key stakeholders and the public through a variety of means. The plan approved by the CCTA Board solicits input through the following three primary tracks:

- 1) Regional Transportation Planning Committees (RTPCs)

In June 2015, CCTA requested that each RTPC provide its recommendation for funding for the portion of future sales tax revenue

that could be made available to the RTPC region. Each RTPC provided its recommendation on projects and programs to CCTA in August 2015, but no policy changes were brought forward with these recommendations.

2) Contra Costa Residents (Public)

CCTA established a robust and award-winning public engagement program for the Countywide Transportation Plan (CTP) and built upon the participation developed through that process for continued public engagement on the TEP. CCTA also conducted two public opinion polls, one related to the Countywide Transportation Plan and another to test various scenarios of combined ballot proposals among the Authority, Contra Costa County and the Bay Area Rapid Transit District (BART).

3) Expenditure Plan Advisory Committee (EPAC)

At its May 2015 meeting, the CCTA Board approved the formation of the EPAC and subsequently appointed individuals to establish membership of the EPAC. The committee membership is intended to represent a balance of stakeholders (defined by stakeholder categories) that reflect the broad range of issues and interests in Contra Costa.

The EPAC has held a number of meetings since June 2015 to receive information about critical funding needs in Contra Costa and to discuss transportation-related matters such as the relationship of transportation and land use, impacts on climate as a result of transportation and greenhouse gas emissions, and other topics. The EPAC is continuing to meet to advise CCTA on these critical issues.

Where we are in the process:

Time is running out for a November 2016 ballot measure. Therefore, CCTA is holding a series of special meetings, which will occur twice a month to create a DRAFT Transportation Expenditure Plan, which could potentially include modifications to the growth management program currently in place under Measure J. CCTA will also be utilizing an approach that hosts multiple conversations with our various stakeholders (RTPCs, Public Manager's Association, EPAC, cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

Last night we had the first direct discussion between the CCTA Board and several EPAC members, who raised many important topics and set us on a path towards finding common ground.

Here are highlights from last night's meeting:

Areas of Agreement:

Through a high-level, facilitated discussion we were able to come to agreement on the following general concepts:

- Recognition that any new potential ballot measure must be compatible with the intent of AB32, SB375, and current state law.
- There is a need to fund alternatives to single occupant vehicles – sidewalks, bikeways, and complete streets for walking and bicycles; BART, buses, other mass-transit.
- It is important to keep the current system of transit and roadways working well, consistent with a fix-it-first policy, which is popular with the public. However, the Authority should carefully evaluate new projects that could increase Greenhouse Gas emissions (GHGs) and look to ways to mitigate this effect.
- Awareness that unlike prior measures, rapid changes in technology provide opportunities, which are just beginning to emerge. With a proposed 25-year measure, we need to include enough flexibility to remain nimble and responsive to new transportation technologies.

Topics that require further discussion:

New issues emerged last night, which will be further developed and considered at future meetings. These issues included whether to retain or strengthen the current Urban Limit Line (ULL) policy, consideration of additional Return to Source requirements, the relationship between transportation investments and job creation and housing initiatives, and many other topics.

Next steps:

The Contra Costa Transportation Authority board will continue to meet semi-monthly for several months with a goal is to compile and release a DRAFT Transportation Expenditure Plan in March, with presentations to city councils on the DRAFT plan beginning in April. Feedback will help CCTA craft a final TEP with

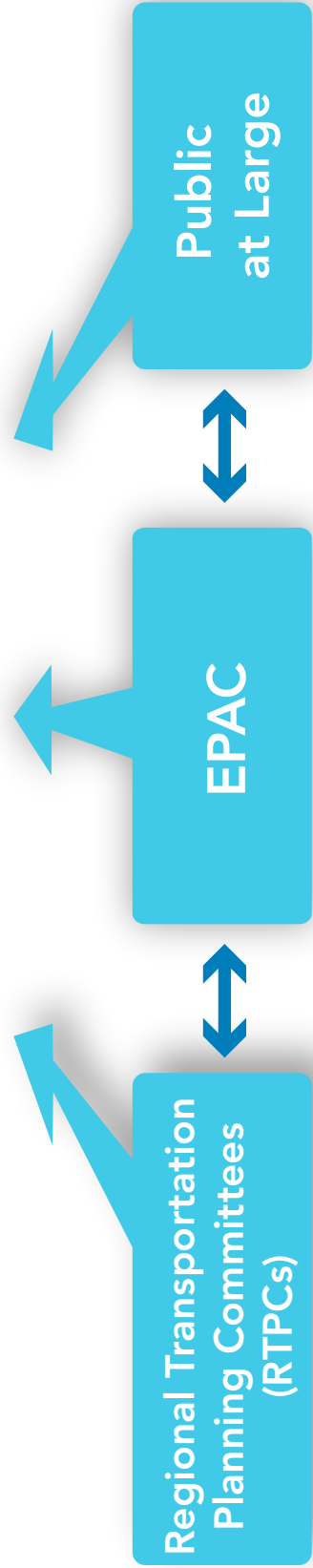
a goal of having formal approval by cities and the Board of Supervisors by July 2016.

In the meantime, CCTA will provide monthly updates at the Mayors Conference, to the RTPCs, Public Managers Association meetings and elsewhere upon request.

CCTA heartily encourages you to report on our progress on this during your City Council meetings, RTPC meeting, Public Managers or CCEAC meeting, etc. to update all Council members, staff and the public and to provide feedback to CCTA as we move forward.

Development of a Transportation Expenditure Plan (TEP)

Contra Costa Transportation Authority Board + Standing and Advisory Committees



- Contra Costa Engineers Advisory Committee
- Public Managers Association
- Transit
- Cities
- County

- Faith-based Groups
- Taxpayers
- Development
- Business
- Environmental
- Disability
- Public Health
- Elderly
- Education
- Bike/Pedestrian
- Youth Advocacy
- Labor
- Social Justice
- Transit
- Agriculture
- Goods Movement

- Public Opinion Polls
- Public Managers Association
- Telephone Town Halls
- Public Workshop
- Online Outreach
- Focus Groups
- Surveys
- CCTA Board & Other Public Meetings

PATH TO TEP RECOMMENDATION



	DEC 2015	JAN 2016	FEB 2016	MAR 2016	APR 2016	MAY 2016	JUN 2016	JULY 2016	AUG 2016
	DEVELOP DRAFT TEP			REVIEW DRAFT TEP			FINAL TEP		
CCTA BOARD MEETINGS/SPECIAL MEETINGS	Discuss TEP issues	Discuss TEP issues	Discuss TEP issues	Review and release Draft TEP	Review and Comment on Draft TEP	Approve Final TEP for circulation to the Cities and Board of Supervisors	Approve Final TEP, Adopt Ordinance, Request BOS to place on ballot		
EPAC MEETINGS	EPAC Subgroup Meetings	EPAC develops TEP recommendation			Review and Comment on Draft TEP				
RTPCs MEETINGS	RTPCs Subgroup Meetings	RTPCs submit revised TEP recommendations if desired			Review and Comment on Draft TEP				
CITIES & COUNTY					Review and Comment on Draft TEP			Cities/BOS Approval of TEP	BOS Approves Measure for Placement on the Ballot
PUBLIC OUTREACH				Polling			Polling		

**WCCTAC July 24, 2015 Recommendation
on the Transportation Expenditure Plan (TEP)**

PROJECT AND PROGRAM CATEGORIES	Current Measure J (West County)	New TEP Proposal %	New TEP Proposal \$	Notes
Capital Improvement Projects				
I-80 Interchange Improvements	6.6%	11.0%	\$59,843,520	These project funds would prioritize the San Pablo Dam Road/I-80 and Central Avenue/I-80 interchange projects. Other eligible projects include: Pinole Valley Road/I-80 eastbound on-ramp lengthening, Pinole Valley Rd widening at the I-80 on-ramps, and the State Route 4/Willow Avenue eastbound on-and off-ramp project.
Major Roads, Bridges, Grade Separations, Intersections	0.0%	2.5%	\$13,600,800	These project funds would be spent on major road improvements, bridges, rail safety/quiet zone improvements, and intersections/grade separations (including any combination of roadway, rail, bike-ped pathway).
High Capacity Transit Improvements	N/A	10.0%	\$54,403,200	These funds would support the development, advancement, or implementation of high capacity transit improvements in West County. Examples could include, <i>but are not limited to</i> : A BART extension, Bus Rapid Transit, improvements to Rapid Bus corridors, expanded or new express bus service, improvements to passenger rail service, new or innovative rail services, and ferry service. These funds could also be spent on transit operations.
Hercules Intermodal Transit Center (ITC)	1.7%	2.0%	\$10,880,640	These project funds would be spent on improvements related to the Hercules Intermodal Transit Center.
BART (Station, Capacity, Safety, Reliability, and Other Improvements)	3.3%	8.0%	\$43,522,560	These project funds would be dedicated to capital improvements and not operations. The specific eligibility requirements are TBD, but the focus should be on improvements that clearly and directly benefit West Contra Costa.
Local Maintenance				
Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets)	20.7%	28.0%	\$152,328,960	These program funds would be returned to local jurisdictions and could be used for any transportation purpose. A portion of these funds should be required to be spent on bicycle, pedestrian or complete streets improvements. A minimum portion should also be required to be spent in Priority Development Area (PDAs). Additional details TBD.
Richmond Parkway Maintenance	3.5%	2.5%	\$13,600,800	These program funds would be available annually to offset the operations and maintenance cost of the Richmond Parkway which are currently borne by the City of Richmond and the County.

Continued from Page 1	Current Measure J (West County)	New TEP Proposal %	New TEP Proposal \$	Notes
Programs				
Transportation for Livable Communities	7.1%	N/A	\$0	This program was replaced by a Complete Streets/Bike/Ped requirement incorporated above into the Streets and Roads category.
Safe Routes to School	0.0%	1.0%	\$5,440,320	These program funds could supplement the County's Safe Routes to School planning and outreach program in West Contra Costa. They could also be used for capital improvements to improve pedestrian and bicycle access to schools.
Ped, Bike, Trails	0.7%	5.0%	\$27,201,600	These project funds would support pedestrian, bicycle and trail facilities. Unlike Measure J, there would not be a special carve-out for the EBRPD, although they could still compete for funding.
Ferry Service in West County	9.9%	5.0%	\$27,201,600	These funds could be used either for capital improvement or ongoing operations. Half of these funds are intended for Richmond and the other half for Hercules.
Bus Service Improvements	30.2%	10.0%	\$54,403,200	These program funds could be used for either capital or operations. 50% of the funds would need to be spent on improvements in Priority Development Areas. Other program details TBD.
Student Bus Pass Program	3.2%	5.0%	\$27,201,600	These program funds would expand the student bus pass program in two ways. First, passes would be available to middle school students. Secondly, passes would be available to students (high school and middle school) regardless of income level.
Transportation for Seniors & People with Disabilities	10.6%	5.0%	\$27,201,600	These program funds could be used for either capital or operations.
Clean Transportation	N/A	2.0%	\$10,880,640	These programs funds could be used for programs or small-scale projects that have an air quality or GHG reduction benefit. Potential examples include: car-sharing, bike-sharing, electric vehicle infrastructure, alternative fuel vehicles, and non-motorized (bike and ped) improvements. More specific program details TBD.
No Displacement from Priority Development Area	N/A	2.0%	\$10,880,640	These funds could be used for the development, preservation or operation of housing affordable to lower-income households, to ensure that high-propensity transit riders can live near transit stops.
Commute Alternatives (TDM)	1.1%	0.5%	\$2,720,160	These program funds would promote alternatives to commuting in SOVs. Eligible projects may include, but are not limited to: park and ride facilities, carpooling, vanpooling, transit incentives, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs ,and employer outreach.
Subregional Transportation Needs	1.3%	0.5%	\$2,720,160	These program funds could be used for any project or program identified in the expenditure plan.
Total	100.0%	100.0%	\$544,032,000	

**NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES**

(1/2 cent for 25 Years, in % of Subregion Share)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Investment	4.1%	2.2%	17.9%			Mostly Transit Infrastructure
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools	0.9%		4.5%			
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements						
I-680/SR4 Interchange	2.6%	8.7%				
SR242/Clayton Road Off- and On-Ramps	0.8%	2.6%				
SR4 Operational Improvements (SR242 and Port Chicago)	2.6%	4.4%			4.5%	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	1.0%	3.5%				
I-80 Interchange Improvements						
I-80/San Pablo Dam Road Interchange	2.6%			11.0%		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps	5.1%				18.2%	
SR239 - Brentwood to Tracy Expressway						
Subtotal	19.5%	21.4%	22.3%	11.0%	22.7%	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	3.4%				12.1%	
Ferry Service - Central County (Martinez)	0.3%	1.2%				
Ferry Service - West County (Hercules and Richmond)	1.2%			5.0%		WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - East County (Antioch)	0.3%				1.0%	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	4.3% - 5.3%	1.5%	6.3% or 11.2%	8.0%	3.0%	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPLAN: BART Parking/Access/Other improvements (\$10). BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	0.5%			2.0%		
High Capacity Transit Improvements in West County	2.3%			10.0%		WCCTAC: Support the development, advancement, or implementation of high capacity transit improvements in West County, such as BART extension, Bus Rapid Transit, improvements to Rapid Bus Corridors, Expanded or new Express Bus Service, improvements to passenger rail service and ferry service.
Subtotal	12.3% - 13.3%	2.6%	6.3% or 11.2%	25.0%	16.1%	
3. Bus Transit						
Bus Service Improvements	8.8%	8.4%	13.4%	10.0%	5.0%	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development Areas.
Express Bus	0.6%				2.1%	
Subtotal	9.4%	8.4%	13.4%	10.0%	7.1%	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities	4.5%	3.1%	2.2%	5.0%	7.1%	WCCTAC: Can be used for capital or operations
Subtotal	4.5%	3.1%	2.2%	5.0%	7.1%	
5. Local Streets & Roads	29.5% or 28.6%	30.0%	30% or 25%	28.0%	30.0%	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPAC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPLAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Local Streets Maintenance and Improvements						
Major Roads, Bridges, Grade Separations, and Intersections	8.6%	22.1%	3.6%	2.5%	3.0%	SWAT: Includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. TRANSPAC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways.
Vasco Road Improvements	1.7%				6.1%	
Richmond Parkway Maintenance	0.6%			2.5%		
Lafayette Downtown Congestion Relief	1.1%		5.6%			
Subtotal	41.5% - 40.5%	52.1%	39.2 or 34.2%	33.0%	39.1%	
6. Pedestrian/Bicycle/Trail Projects						SWAT: Includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Overcrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Bike/Pedestrian/Regional Trails enhancement and maintenance	4.2%	2.9%	8.9%	5.0%	1.5%	
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	1.8%	3.6%			2.5%	
Subtotal	5.9%	6.5%	8.9%	5.0%	4.0%	
7. Student Transportation						SWAT: Expand Traffic and Lamorinda School Bus Programs
School Bus Programs	1.1%		5.6%			
Student Bus Pass Program	1.2%			5.0%		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	0.7%	1.6%		1.0%		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/'Street Smarts'	0.4%				1.3%	
Subtotal	3.3%	1.6%	5.6%	6.0%	1.3%	
8. Commute Alternatives	1.0%	1.5%	1.1%	0.5%	1.0%	WCCTAC: Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/oeed facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion
Subtotal	1.0%	1.5%	1.1%	0.5%	1.0%	
9. Other						WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Clean Transportation	0.5%			2.0%		
Technology Upgrades	1.1%	2.9%	1.1%			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	0.5%			2.0%		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	0.5%			0.5%	1.5%	WCCTAC/TRANSPLAN: Can be used on any project/program identified in expenditure plan.
Subtotal	2.5%	2.9%	1.1%	4.5%	1.5%	
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	

NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES
(1/2 cent for 25 Years, in million of 2014 dollars)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Corridor and Congestion Relief	95.0	15.0	80.0			Mostly Transit Infrastructure
I-680 Transit Investment						
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools						
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements	20.0		20.0			
I-680/SR24/SR4 Corridor Congestion Relief and Traffic Smoothing						
I-680/SR4 Interchange	60.0	60.0				
SR242/Clayton Road Off- and On-Ramps	17.7	17.7				
SR4 Operational Improvements (SR242 and Port Chicago)	60.0	30.0			30.0	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	24.0	24.0				
I-80 Interchange Improvements	59.8			59.8		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/San Pablo Dam Road Interchange						
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps						
SR239 - Brentwood to Tracy Expressway	120.0				120.0	
Subtotal	456.5	146.7	100.0	59.8	150.0	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	80.0				80.0	
Ferry Service - Central County (Martinez)	8.0	8.0				
Ferry Service - West County (Hercules and Richmond)	27.2			27.2		WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - East County (Antioch)	6.6				6.6	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	101.5 - 123.5	10.0	28 or 50	43.5	20.0	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPLAN: BART Parking/Access/Other Improvements (\$10). BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	10.9			10.9		WCCTAC: Support the development, advancement, or implementation of high capacity transit improvements in West County, such as BART extension, Bus Rapid Transit, Improvements to Rapid Bus Corridors. Expanded or new Express Bus Service, Improvements to passenger rail service and ferry service.
High Capacity Transit Improvements in West County	54.4			54.4		
Subtotal	288.6 - 310.6	18.0	28 or 50	136.0	106.6	
3. Bus Transit						
Bus Service Improvements	205.3	57.9	60.0	54.4	33.0	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development
Express Bus	13.9				13.9	
Subtotal	219.2	57.9	60.0	54.4	46.9	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities						
Subtotal	105.4	21.3	10.0	27.2	46.9	WCCTAC: Can be used for capital or operations
5. Local Streets & Roads						
Local Streets Maintenance and Improvements	690.6 or 668.6	206.1	134 or 112	152.3	198.2	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPAC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Major Roads, Bridges, Grade Separations, and Intersections	201.1	151.5	16	13.6	20	SWAT: Includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. TRANSPAC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways
Vasco Road Improvements	40.0				40	
Richmond Parkway Maintenance	13.6			13.6		
Lafayette Downtown Congestion Relief	25.0		25			
Subtotal	970.3 - 948.3	357.6	175 - 153	179.5	258.2	
6. Pedestrian/Bicycle/Trail Projects						
Bike/Pedestrian/Regional Trails enhancement and maintenance	97.1	20.0	40.0	27.2	9.9	SWAT: includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Overcrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still compete.
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	41.2	24.7			16.5	WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Subtotal	138.3	44.7	40.0	27.2	26.4	
7. Student Transportation						
School Bus Programs	25.0		25			SWAT: Expand Traffic and Lamorinda School Bus Programs
Student Bus Pass Program	27.2			27.2		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	16.2	10.8		5.4		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/"Street Smarts"	8.3				8.3	
Subtotal	76.7	10.8	25.0	32.6	8.3	
8. Commute Alternatives						
	24.3	10.0	5.0	2.7	6.6	WCCTAC: Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/oeed facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion mitigation and employer outreach.
Subtotal	24.3	10.0	5.0	2.7	6.6	
9. Other						
Clean Transportation	10.9			10.9		WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Technology Upgrades	25.0	20.0	5.0			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	10.9			10.9		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	12.8			2.7	10.1	WCCTAC/TRANSPAN: Can be used on any project/program identified in expenditure plan.
Subtotal	59.6	20.0	5.0	24.5	10.1	
Grand Total	2339.0	687.0	448.0	544.0	660.1	



El Cerrito

December 14, 2015

Hercules

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

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board, at its December 11, 2015 meeting, took the following actions that may be of interest to CCTA:

San Pablo

1. The Board re-appointed the following WCCTAC representatives to the CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC): Citizen representative Bill Pinkham and WCCTAC representative Joanna Pallock.

Contra Costa
County

2. The Board approved the 2016 Board and TAC meeting calendar.

3. The Board heard an update in the I-80 ICM Project from consultants Randy Durrenberger of Kimley-Horn and Ivy Morrison of Circlepoint.

AC Transit

4. CCTA staff (Hisham Noeimi) and WCCTAC staff gave a presentation on the Measure J Strategic Plan funding commitments. This item will be brought back to the Board in January with a proposal to adopt a set of allocations.

BART

5. CCTA staff (Ross Chittenden) presented a report on the status of the TEP and reassured the Board that there is time to make adjustments to WCCTAC's proposed TEP allocations.

WestCAT

6. Staff member Joanna Pallock gave the Board an update on efforts to extend the practice of mobility management with West County agencies serving the senior and disabled population. The Board showed support for a West County-specific study on issues related to mobility management. A draft scope will be brought back to the Board in early 2016.

Sincerely,

A handwritten signature in blue ink that reads "John Nemeth". The signature is written in a cursive, flowing style.

John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Corrine Dutra-Roberts, TRANSPAC; Jamar Stamps, Robert Sarmiento, TRANSPLAN; Lisa Bobadilla, SWAT



ACRONYM LIST. Below are acronyms frequently utilized in WCCTAC communications.

ABAG: Association of Bay Area Governments
ACCMA: Alameda County Congestion Management Agency (now the ACTC)
ACTC: Alameda County Transportation Commission (formerly ACCMA)
ADA: Americans with Disabilities Act
APC: Administration and Projects Committee (CCTA)
ATP: Active Transportation Program
BAAQMD: Bay Area Air Quality Management District
BATA: Bay Area Toll Authority
BCDC: Bay Conservation and Development Commission
Caltrans: California Department of Transportation
CCTA: Contra Costa Transportation Authority
CEQA: California Environmental Quality Act
CMAs: Congestion Management Agencies
CMAQ: Congestion Management and Air Quality
CMIA: Corridor Mobility Improvement Account (Prop 1B bond fund)
CMP: Congestion Management Program
CTP: Contra Costa Countywide Comprehensive Transportation Plan
CSMP: Corridor System Management Plan
CTC: California Transportation Commission
CTPL: Comprehensive Transportation Project List
DEIR: Draft Environmental Impact Report
EBRPD: East Bay Regional Park District
EIR: Environmental Impact Report
EIS: Environmental Impact Statement
EVP: Emergency Vehicle Preemption (traffic signals)
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
HOV: High Occupancy Vehicle Lane
ICM: Integrated Corridor Mobility
ITC or HITC: Hercules Intermodal Transit Center
ITS: Intelligent Transportations System
LOS: Level of Service (traffic)
MOU: Memorandum of Understanding
MPO: Metropolitan Planning Organization
MTC: Metropolitan Transportation Commission
MTSO: Multi-Modal Transportation Service Objective
NEPA: National Environmental Policy Act

O&M: Operations and Maintenance
OBAG: One Bay Area Grant
PAC: Policy Advisory Committee
PBTF- Pedestrian, Bicycle and Trail Facilities
PC: Planning Committee (CCTA)
PDA: Priority Development Areas
PSR: Project Study Report (Caltrans)
RHNA: Regional Housing Needs Allocation (ABAG)
RPTC: Richmond Parkway Transit Center
RTIP: Regional Transportation Improvement Program
RTP: Regional Transportation Plan
RTPC: Regional Transportation Planning Committee
SCS: Sustainable Communities Strategy
SHPO: State Historic and Preservation Office
SOV: Single Occupant Vehicle
STA: State Transit Assistance
STARS: Sustainable Transportation Analysis & Rating System
STIP: State Transportation Improvement Program
SWAT: Regional Transportation Planning Committee for Southwest County
TAC: Technical Advisory Committee
TCC: Technical Coordinating Committee (CCTA)
TDA: Transit Development Act funds
TDM: Transportation Demand Management
TFCA: Transportation Fund for Clean Air
TEP: Transportation Expenditure Plan
TLC: Transportation for Livable Communities
TOD: Transit Oriented Development
TRANSPAC: Regional Transportation Planning Committee for Central County
TRANSPLAN: Regional Transportation Planning Committee for East County
TSP: Transit Signal Priority (traffic signals and buses)
VMT: Vehicle Miles Traveled
WCCTAC: West County Costa Transportation Advisory Committee