

**Inter Office Memo****To:** Board of Directors**Date:** Oct. 25, 2011**From:** Laramie Bowron, Manager of Planning *LB***Reviewed By:** *Ad***SUBJECT: Measure J Transportation For Livable Communities Call For Projects****SUMMARY OF ISSUES:**

In July, the Contra Costa Transportation Authority approved guidelines for the Measure J Transportation for Livable Communities (CC-TLC) funding program and in September the RTPC's released the call for projects. The 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 and relies on the RTPCs for project selection.

The County Connection has elected not to respond to the call for projects in the SWAT region and focus solely on the TRANSPAC region, both of which have final deadlines of November 14. This decision was based on the need to obtain jurisdictional support from the RTPC's member agencies. Staff originally planned on submitting an application to fund bus stop access improvement throughout the service area. This project involves partnering with individual jurisdictions to complete previously identified projects to upgrade CCCTA's bus stops. It is staff's belief that this project would not get jurisdictional support in SWAT's area due to the overwhelming demand for funds from the cities for their own local projects. Staff however has been working with jurisdictions within TRANSPAC's area and look forward to submitting an application to that RTPC.

**MP&L UPDATE:**

Since the MP&L Committee met staff's original plan of a bus stop access improvement project has become less likely to receive funding. Since CCCTA does not own the land that staff wishes to improve, extensive jurisdictional partnerships are necessary. As the cities that CCCTA would have to partner with have their own projects and their staff already spread thin, gaining the requisite jurisdictional support has become unrealistic.

Upon investigating what similar transit agencies have applied for it became clear that only rail operators were obtaining these funds due to the fact that they own their land. Most of the funding ends up allocated to cities and counties for their transportation enhancement projects.

Staff has instead decided to apply for CC-TLC funding to undertake an Adaptive Service Analysis Plan. This project shall strive to achieve the goals of improving ridership as well as cost efficiency by analyzing alternative operating policies such as implementing flex-route service. This will work to address the lack of productivity in suburban regions of CCCTA's service area.

**RECOMMENDATION:**

For information only