

Robert Taylor
Chair
Brentwood
City Council

Brian Kalinowski
Vice-Chair
Antioch
City Council

Jim Frazier
Oakley
City Council

Will Casey
Pittsburg
City Council

Federal D. Glover
Contra Costa County
Board of Supervisors

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Carmen Gaddis
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

Bruce Ohlson
Pittsburg
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, June 10, 2010 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact John Cunningham at (925) 335-1243 or jcunn@cd.cccounty.us

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

1. Open the meeting.

2. Accept public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

3. Adopt Minutes from May 13, 2010 TRANSPLAN meeting. ♦ PAGE 2

4. Accept Correspondence. ♦ PAGE 9

5. Accept Recent News Articles. ♦ PAGE 23

6. Accept Status Report on Major Projects. ♦ PAGE 36

End of Consent Items

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

7: Introduction of Randy Iwasaki, Executive Director – Contra Costa Transportation Authority: CCTA's new Executive Director began his duties mid-April. Mr. Iwasaki will be in attendance and available to answer questions from the Committee.

8: Vehicle Registration Fee (VRF) Update: CCTA staff will provide an update on the VRF Process. TRANSPLAN discussed the matter in May and provided input on the Expenditure Plan. Since that time there have been several Expenditure Plan Advisory Committee meetings and one Public Hearing on the issue. ♦ PAGE 43

9: A) Discuss, revise (as appropriate), and approve, the 2010/2011 Work Program and Budget, B) Receive Preliminary Report on 2009/2010 Budget: Staff has developed a work program and budget for fiscal year 2010/11. Staff will review these items and seek feedback from TRANSPLAN. It is anticipated that the TRANSPLAN budget for FY 2009/10 will come in under budget. A final budget report will be brought to TRANSPLAN in September when final figures are available. ♦ PAGE 67

10: Accept Staff or Committee Members' Reports

End of Action/Discussion Items – Adjournment

11: Adjourn to next meeting on Thursday, July 8, 2010 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
ADOPT MINUTES FROM MAY 2010 MEETING

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES
May 13, 2010

The TRANSPLAN Committee meeting was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Bob Taylor at 6:35 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Kevin Romick (Oakley), Duane Steele (Contra Costa County Planning Commission), Joe Weber (Brentwood), and Chair Bob Taylor (Brentwood)

ABSENT: Federal Glover (Contra Costa County), and Brian Kalinowski (Antioch)

STAFF: John Cunningham, TRANSPLAN Staff

Chair Taylor welcomed and introduced Duane Steele to the TRANSPLAN Committee. Mr. Steele described his experience in architecture and planning and offered himself as a resource on any project the TRANSPLAN Committee might become involved.

PUBLIC COMMENT

There were no comments from the public.

CONSENT ITEMS

TRANSPLAN Staff John Cunningham referred to the updates in the staff report related to the State Route 239 (Brentwood-Tracy Expressway) and eBART projects. He reported that the TRANSPLAN Committee would be receiving monthly updates on the SR 239 project, and that eBART Project Manager Ellen Smith would be present at future meetings to provide updates on the eBART project.

On motion by Joe Weber, seconded by Jim Frazier, TRANSPLAN Committee members unanimously adopted the following items under the Consent Calendar.

3. Adopted Minutes from February 11, 2010 TRANSPLAN meeting (*March and April meetings canceled*)
4. Accepted Correspondence
5. Accepted Recent News Articles
6. Accepted Status Report on Major Projects

Chair Taylor advised of a change to the agenda to consider the request from the SR4 Bypass Authority prior to appointing an Alternate to the Contra Costa Transportation Authority (CCTA) Board.

REQUEST FROM THE STATE ROUTE 4 BYPASS AUTHORITY FOR TRANSPLAN TO APPROVE ADDING THE DESIGN OF THE MOKELUMNE BICYCLE/PEDESTRIAN OVERCROSSING TO THE SR4 BYPASS: WIDEN TO 4-LANES – LAUREL ROAD TO SAND CREEK ROAD PROJECT

State Route 4 Bypass Authority Program Manager Dale Dennis advised of the need to add clarification to the SR4 Bypass Authority for the 4-Lanes - Laurel Road to Sand Creek Road Project explaining that the CCTA had considered the Mokelumne Bicycle/Pedestrian Overcrossing to be part of that segment. He explained that the SR4 Bypass Authority Board had approved the use of a portion of the design funds for that component in May 2009. Some preliminary review of the project had occurred in the summer and fall of 2009. The CCTA had concern that the project was not clear and had asked the TRANSPLAN Committee to include that component in the project description.

Bruce Ohlson stated that bicyclists were completely in favor of the project. He urged approval of the item.

On motion by Bruce Ohlson, seconded by Jim Frazier, TRANSPLAN Committee members unanimously approved the addition of the design of the Mokelumne Bicycle/Pedestrian Overcrossing to the SR4 Bypass Widen to 4-Lanes – Laurel Road to Sand Creek Road Project.

APPOINT TRANSPLAN ALTERNATE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

Mr. Cunningham advised that Will Casey had been selected as the Alternate for the even year seat on the CCTA Board but had indicated a conflict and inability to fulfill that roll. He explained that while non-elected Planning Commission members could not be elected to the CCTA, Kevin Romick serving as the City of Oakley's Planning Commission representative, was an elected City Councilmember, and would be an eligible candidate for the position. He noted that there was only one eligible alternate to fill the slot.

Ben Johnson nominated Kevin Romick to serve as the Alternate to the CCTA Board's even year seat. Jim Frazier seconded the nomination. There were no other nominations. **Kevin Romick was unanimously appointed to serve as the Alternate to the CCTA representative for the even year seat, February 1, 2010 to January 30, 2012.**

**REVIEW AND COMMENT ON PROPOSED NOVEMBER 2010 CONTRA COSTA
BALLOT MEASURE: VEHICLE REGISTRATION FEE (VRF) TO FUND
TRANSPORTATION PROGRAMS AND PROJECTS**

Mr. Cunningham explained that the CCTA was considering the placement of a measure on the November ballot that would include a \$10 increase in the Vehicle Registration Fee to fund transportation projects. In April, the CCTA had authorized the draft of an Expenditure Plan. An Advisory Committee comprised of representatives of the Regional Transportation Planning Committees (RTPCs), transit operators and other stakeholders had met at the end of April to consider an Expenditure Plan.

The draft Expenditure Plan proposed three alternatives. The first represented a focus on local streets and roads where 80 percent had been proposed for Local Road Improvements and Repair, 15 percent for Transit for Congestion Relief, and 5 percent for Pedestrian and Bicycle Access and Safety, or an 80/15/5 breakdown. Option A proposed a 50/40/10 breakdown, while Option B proposed 60/30/10.

Mr. Cunningham reported that the other RTPCs had already considered the VRF Expenditure Plan. The Southwest Area Transportation Committee (SWAT) had proposed a 50/10/5 percent distribution with an additional flex fund of 35 percent to allow the RTPCs to decide how to spend that portion of the funds. TRANSPAC supported a 70/20/10 split, while the West Contra Costa Transportation Advisory Committee (WCCTAC) had supported Option A. He noted that the CCTA had indicated that this would be the last time the TRANSPLAN Committee would have to discuss the issue.

Hisham Noeimi, Engineering Manager of the CCTA, explained that the plan was expected to be adopted at the CCTA's June meeting. He sought input from the TRANSPLAN Committee.

Mr. Noeimi advised that SB 83, signed into law last year, allowed the fee to consider a broad spectrum of transportation programs. Since it would be a fee as opposed to a tax, the funds must be expended on programs and projects to benefit the vehicle owners who would pay the fee. He noted that in April 2010, a public opinion poll had produced a 54 percent positive response to a ballot measure that would establish a local registration fee of \$10 providing that the money would go to improve traffic flow, safety and public transportation efficiency, with all funds to remain in Contra Costa County. He added that on the basis of the poll results, the CCTA was optimistic that voters would support the fee provided they were convinced that the Expenditure Plan would improve transportation in the County. The Advisory Committee had indicated that the fee, at the most, would generate \$8.5 million a year.

The CCTA Board had requested a simple, straightforward Expenditure Plan. The options were being presented to the RTPCs.

Mr. Noeimi noted that the Expenditure Plan needed to address the adversity of the four regions of the County. A public workshop would be conducted at the Embassy Suites in Walnut Creek on May 24. The APC (Administration and Projects Committee) of the CCTA would review the plan and the findings from the expenditure study. A final approval would hopefully be approved in July, with a drop dead date of August 6 to get the measure placed on the ballot for November 2010.

Eric Zell, who had helped to develop the poll, explained that he was working Countywide to help develop an agreement on the ballot measure. He reported that East County was the most pessimistic of all the regions of the County in terms of the direction that the County was going. He noted that the TRANSPLAN Committee had acknowledged that it had the highest need as a region although it was the least supported. He referred to the *Telephone Survey of likely Contra Costa County November 2010 voters* which had been conducted between April 8 and 15, 2010, and reported that repairing and maintaining local streets and roads was one of the highest priorities expressed. The second highest priority was encouraging programs to reduce commuter hour traffic, and projects that helped the County get State funds for transportation. He added that overall the voters liked the fact that the money would remain local and could not be taken by the State. He also noted that those who would support a measure were generally anti tax.

In response to questions, Mr. Zell explained that the poll intended to emulate the percentage of likely voters who would vote in each region of the County.

Mr. Noeimi explained that the fee would help offset the decline in gas taxes and any State takeaway of Proposition 1A and gas tax funds. He added that the legislation allowed up to 5 percent of the fee to be paid for administration costs. The cost to place the measure on the ballot would be \$1 million and there would be an effort to recoup that cost through the administration costs. When asked, he noted that the administration cost of Measure J had been one percent of the \$60 million measure, or approximately \$600,000. He also explained, when asked, that the funds would be driven by a formula similar to Measure J. The cities would decide where to spend the funds as long as it would be for the acceptable categories. He added that whatever was designated for expenditure would have to have a nexus to the use. It was further noted that the State of California had proposed a Vehicle Registration Fee of \$18 to fund parks. He verified that the CCTA's proposal would not jeopardize any other streets and road return to source funds.

Mr. Zell stated that a conservative approach had been taken and the \$18 fee would be on the ballot prior to the \$10 fee. He noted that the \$18 fee for parks had been supported as much as the \$10 fee, at approximately 54 percent. He commented that the results of the poll were on the conservative side.

Joe. Weber suggested that the proposal represented intent to backfill Measure J which had not lived up to its estimated fee projection.

Mr. Weber urged that no funding be directed to ramp metering. He also asked what assurance the voting public would have to a disbandment of the measure when the economy improved. He expressed concern that there was no sunset to the measure.

Hisham Noeimi noted that there was an approximate \$500 million shortfall in pavement funding and Measure J would not produce adequate funds to accommodate the backlog.

Mr. Zell added that there was a shortfall across the board in every category. He stated that \$8 million was not a large amount of money. From his perspective, the intent was never to suggest that the fee would be a backfill to the impacts of the economy and subsequent reductions in Measure J revenues. He commented that SB 83 was allowing every economy in the Bay Area to look at other sources of revenue in an environment that had a great need in every category. He did not recommend talking to voters in that context.

Mr. Weber referenced programs versus projects. He wanted to ensure that residents would see the results of the fee. He supported a minimum of 80 percent for Local Road Improvement and Repair.

Kevin Romick agreed and noted that East County residents were frustrated with the slow pace of highway expansion, the SR4 Bypass, and progress with respect to eBART. He agreed that the greatest needs were to improve road systems locally and he supported 80 percent, if not more, for that category.

Ben Johnson wanted to know how the funds would be managed. He did not want the VRF funds to be interfaced with other funds. He wanted to make sure that each jurisdiction received its fair share directly.

Mr. Zell clarified that the fee was a vehicle registration fee and not a vehicle license fee.

Chair Taylor urged keeping it simple and emphasizing return to source and the fact that the State could not take the funds.

Bruce Ohlson commented that he had no objection to 80 percent for local streets and roads as long as those roads were made safe for everyone, including bicyclists.

Gil Azevedo also agreed with the 80 percent for streets and roads although he questioned whether or not the fee would allow the State to take more funds as alternative revenue.

Hisham Noeimi expressed his hope that could not occur although he cautioned that there were no guarantees that the State would not consider creative ways to take funds.

Chair Taylor also supported a focus on Local Road Improvement and Repair with not less than an 80 percent distribution in that category.

Kevin Romick supported the 80/15/5 proposal, as did Duane Steele who noted that Discovery Bay was very sensitive to fees given the recent measure for P6 funds in the area which had been met with mixed results, even with return to source funds. He supported repairs to streets and roads and addressing congestion.

Gil Azevedo suggested it would be a harder sell if the number for pedestrian and bicycles were to edge up. He did not want to jeopardize the measure with an 80/10/10 proposal.

Steve Ponte, Tri Delta Transit, expressed a preference for Option A or B. While he understood the importance of streets and roads, he emphasized that a stable funding source for Tri Delta was also important for the 2 million residents of East County served by Tri Delta Transit.

On motion by Joe Weber, seconded by Kevin Romick, TRANSPLAN Committee members unanimously supported a Vehicle Registration Fee Expenditure Plan of 80 percent Local Road Improvement and Repair, 15 percent for Transit for Congestion Relief, and 5 percent for Pedestrian and Bicycle Access and Safety.

ACCEPT STAFF OR COMMITTEE MEMBERS' REPORTS

Chair Taylor reported that Randell Iwasaki, the new Executive Director of the CCTA, would be introduced to the TRANSPLAN Committee at its next meeting in June.

Bruce Ohlson commented that ramp metering discouraged motorists from using the freeway. He did not support ramp metering.

Carmen Gaddis expressed her appreciation to the minute-taker for the minutes of TRANSPLAN meetings.

Susan Miller of the CCTA invited everyone to the groundbreaking for the Loveridge to Somersville Road segment of the Highway 4 Expansion scheduled for 10:00 A.M., June 7 at the Loveridge Interchange. She noted the next segment would be advertised in July.

ADJOURNMENT

With no further business to come before the TRANSPLAN Committee, Chair Taylor adjourned the meeting at 7:45 P.M. to June 10, 2010 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE



Agenda

PLANNING DIRECTORS MEETING

Date Friday, June 11, 2010

Time 12:15 p.m. – 1:30 p.m. (Sandwiches Provided)

Place Contra Costa Transportation Authority – Conference Room
3478 Buskirk Avenue, Suite 100 Pleasant Hill, CA 94523

- 12:15 Please arrive early to begin the meeting promptly at 12:30 p.m.
- 12:30 Welcome and Introductions
- 12:35 Status Update on SB 375 Implementation (*Attachment*)
- 12:50 Adoption of Measure J Growth Management *Implementation Guide* – scheduled for June 16, 2010.
- 1:10 Impact of November Constitutional amendment on fee increases (no new fees without 2/3rd vote). (*Attachment*)
- 1:30 Adjourn

The next meeting is tentatively scheduled for Friday, July 9th, 2010 from 10 a.m. to noon.

Please contact Diane Bodon at (925) 256-4720 or at dbodon@ccta.net, if you need further information.

Planning Committee STAFF REPORT

June 2, 2010

Update on SB 375 Implementation

RTPC-TAC Meetings

Authority staff coordinated a round of kick-off meetings with each of the Technical Advisory Committees to the Regional Transportation Planning Committees, to allow MTC/ABAG staff to meet with local planners, learn about the SB 375 process, and review preliminary land use data that will be used as a base case for developing the Sustainable Communities Strategy (SCS). Local planners were given *Projections 2009* land use data for 2010 and 2035, and asked to comment on the allocation of households and jobs at the census tract level. A second round of meetings will be scheduled within the September 2010 timeframe.

Regional Target Advisory Committee (RTAC)

The RTAC met on May 25th in Sacramento to hear from the Metropolitan Transportation Commission staff and other Metropolitan Planning Organizations (MPOs) from around the state regarding proposed Greenhouse Gas (GHG) reduction targets.

California Air Resources Board (CARB)

The CARB is scheduled to release draft GHG emissions reduction targets in June 2010. Based upon early meetings of the RTAC, where units of measurement were extensively discussed and agreed upon, the draft targets will use “percentage reduction per capita by 2020” as the unit of measurement. CARB may release a single target that applies statewide, or it may decide on setting different targets for each MPO.

Regional Advisory Working Group (RAWG)

On May 25th, RAWG held its second meeting at MTC. The meeting was well attended by CMA staff (including CCTA), planning staff from local jurisdictions, transit agency and Caltrans staff. In addition, representatives from many Non-Governmental Organizations (NGOs), including Tranform, TransDEF, Urban Habitat, the Carpenters Union, and the California Building Industry Association (BIA) were present.

An extensive discussion was held regarding the Regional Housing Target. MTC and ABAG propose to set a housing target that will curb in-commuting to the Bay Area by 2035. This would be accomplished by adding approximately 150,000 more households to the Bay Area (in addition to the 750,000 already planned) to create jobs-housing balance within the region. The discussion focused on where these units could best be accommodated, and how the Sustainable Communities Strategy could help local agencies to implement more focused growth within designated Priority Development Areas (PDAs).

PDA Assessment

MTC and ABAG have conducted an assessment of each Priority Development Area to determine: 1) the growth potential for each area; 2) Identify the planning support and investments needed to accomplish sustainable and equitable development; and 3) Make a case for directing additional funding and other resources to PDAs. Based upon that assessment, MTC and ABAG estimate that approximately \$24 billion in infrastructure is needed in regional, state, and federal funding to support PDA development. This estimate includes funding for streets, transit, utilities, recreation and parks, community amenities, and housing subsidies.

November 23, 2009

09 - 0093

VIA PERSONAL DELIVERY

The Honorable Edmund G. Brown, Jr.
Attorney General
1300 I Street
Sacramento, CA 95814

RECEIVED

NOV 23 2009

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Attention: Krystal Paris, Initiative Coordinator

Re: Request for Title and Summary- Initiative Constitutional Amendment

Dear Mr. Brown:

Pursuant to Article II, Section 10(d) of the California Constitution and Section 9002 of the Elections Code, I hereby request that a title and summary be prepared for the attached initiative constitutional amendment. Enclosed is a check for \$200.00. My residence address is attached.

All inquires or correspondence relative to this initiative should be directed to Nielsen, Merksamer, Parrinello, Mueller & Naylor, LLP, 1415 L Street, Suite 1200, Sacramento, CA 95814, (916) 446-6752, Attention: Steve Lucas (telephone: 415/389-6800).

Thank you for your assistance.

Sincerely,

Allan Zarembeg, Proponent

Enclosure: Proposed Initiative

SECTION 1 - FINDINGS AND DECLARATIONS OF PURPOSE.

The People of the State of California find and declare that:

(a) Since the people overwhelmingly approved Proposition 13 in 1978, the Constitution of the State of California has required that increases in state taxes be adopted by not less than two-thirds of the members elected to each house of the Legislature.

(b) Since the enactment of Proposition 218 in 1996, the Constitution of the State of California has required that increases in local taxes be approved by the voters.

(c) Despite these limitations, California taxes have continued to escalate. Rates for state personal income taxes, state and local sales and use taxes, and a myriad of state and local business taxes are at all-time highs. Californians are taxed at one of the highest levels of any state in the nation.

(d) Recently, the Legislature added another \$12 billion in new taxes to be paid by drivers, shoppers, and anyone who earns an income.

(e) This escalation in taxation does not account for the recent phenomenon whereby the Legislature and local governments have disguised new taxes as "fees" in order to extract even more revenue from California taxpayers without having to abide by these constitutional voting requirements. Fees couched as "regulatory" but which exceed the reasonable costs of actual regulation or are simply imposed to raise revenue for a new program and are not part of any licensing or permitting program are actually taxes and should be subject to the limitations applicable to the imposition of taxes.

(f) In order to ensure the effectiveness of these constitutional limitations, this measure also defines a "tax" for state and local purposes so that neither the Legislature nor local governments can circumvent these restrictions on increasing taxes by simply defining new or expanded taxes as "fees."

SECTION 2 - SECTION 3 OF ARTICLE XIII A OF THE CALIFORNIA CONSTITUTION IS AMENDED TO READ:

~~SEC. 3. (a) From and after the effective date of this article, any changes in state taxes enacted for the purpose of increasing revenues collected pursuant thereto Any change in state statute which results in any taxpayer paying a higher tax whether by increased rates or changes in methods of computation must be imposed by an Act passed by not less than two-thirds of all members elected to each of the two houses of the Legislature, except that no new ad valorem taxes on real property, or sales or transaction taxes on the sales of real property may be imposed.~~

(b) As used in this section, "tax" means any levy, charge, or exaction of any kind imposed by the State, except the following:

(1) A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the State of conferring the benefit or granting the privilege to the payor.

(2) A charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the State of providing the service or product to the payor.

(3) A charge imposed for the reasonable regulatory costs to the State incident to issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

(4) A charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by Section 15 of Article XI.

(5) A fine, penalty, or other monetary charge imposed by the judicial branch of government or the State, as a result of a violation of law.

(c) Any tax adopted after January 1, 2010, but prior to the effective date of this Act, that was not adopted in compliance with the requirements of this section is void 12 months after the effective date of this Act unless the tax is reenacted by the Legislature and signed into law by the Governor in compliance with the requirements of this section.

(d) The State bears the burden of proving by a preponderance of the evidence that a levy, charge, or other exaction is not a tax, that the amount is no more than necessary to cover the reasonable costs of the governmental activity, and that the manner in which those costs are allocated to a payor bear a fair or reasonable relationship to the payor's burdens on, or benefits received from, the governmental activity.

SECTION 3 - SECTION 1 OF ARTICLE XIII C OF THE CALIFORNIA CONSTITUTION IS AMENDED TO READ:

SECTION 1. Definitions. As used in this article:

(a) "General tax" means any tax imposed for general governmental purposes.

(b) "Local government" means any county, city, city and county, including a charter city or county, any special district, or any other local or regional governmental entity.

(c) "Special district" means an agency of the State, formed pursuant to general law or a special act, for the local performance of governmental or proprietary functions with

limited geographic boundaries including, but not limited to, school districts and redevelopment agencies.

(d) "Special tax" means any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund.

(e) *As used in this article, "tax" means any levy, charge, or exaction of any kind imposed by a local government, except the following:*

(1) A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege.

(2) A charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.

(3) A charge imposed for the reasonable regulatory costs to a local government for issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

(4) A charge imposed for entrance to or use of local government property, or the purchase, rental, or lease of local government property.

(5) A fine, penalty, or other monetary charge imposed by the judicial branch of government or a local government, as a result of a violation of law.

(6) A charge imposed as a condition of property development.

(7) Assessments and property-related fees imposed in accordance with the provisions of Article XIII D.

The local government bears the burden of proving by a preponderance of the evidence that a levy, charge, or other exaction is not a tax, that the amount is no more than necessary to cover the reasonable costs of the governmental activity, and that the manner in which those costs are allocated to a payor bear a fair or reasonable relationship to the payor's burdens on, or benefits received from, the governmental activity.

SECTION 4 - CONFLICTING MEASURES.

In the event that this measure and another measure or measures relating to the legislative or local votes required to enact taxes or fees shall appear on the same statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure shall receive a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the

provisions of the other measure or measures relating to the legislative or local votes required to enact taxes or fees shall be null and void.

SECTION 5 - SEVERABILITY.

If any provision of this Act, or any part thereof, is for any reason held to be invalid or unconstitutional, the remaining provisions shall not be affected, but shall remain in full force and effect, and to this end the provisions of this Act are severable.



COMMISSIONERS

Robert Taylor,
Chair

David Durant,
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

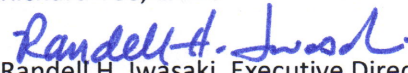
Julie Pierce

Maria Viramontes

Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: May 20, 2010

Re: Items approved by the Authority on May 19, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its May 19, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Commendation to Paul Maxwell:** *Chair Taylor presented Resolution 10-27-A to Paul Maxwell in recognition of his retirement. Mr. Maxwell will be retiring on June 11th after twenty years of service to the Authority.*
2. **Office Relocation Project.** *The Authority's office relocation project is on schedule. The new office lease commences in July, and the office move has been scheduled for July 23rd.*
3. **Transit Representative Ex-Officio Member of the Authority.** *The Authority has authorized staff to draft a revision to the Administrative Code in response to requests from Contra Costa bus transit operators that would allow non-elected officials to be appointed as ex-officio members to represent bus transit operators on the Authority. Staff was directed to work with the Bus Transit Coordinating Committee to develop criteria for inclusion in the draft Administrative Code revision for future consideration by the Authority.*
4. **SB 375 Implementation Update.** *Authority staff reported to the Planning Committee that the first SB 375 Regional Advisory Working Group (RAWG) meeting was held at*

3478 Buskirk Avenue
Suite 100
Pleasant Hill
CA 94523
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MTC on April 28. Also, through the RTPC-TACs, Authority staff are facilitating meetings with ABAG staff and the Planning Directors from each subarea to discuss baseline land use assumptions for the Sustainable Communities Strategy.

- 5. Legislation.** *Mark Watts, Smith-Watts & Company, LLC, the Authority's legislative advocate, gave a report on the May Revise (budget) and an initiative to protect local agency and transportation funds from being redirected by the State.*
- 6. November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects – Expenditure Plan Options.** *Staff presented expenditure plan options which were developed by the VRF Advisory Committee, and reported on recent discussions with the regional committees.*
- 7. Growth Management *Implementation Guide* for Measure J – Review “Proposal for Adoption”.** *The Authority reviewed the “Proposal for Adoption” Implementation Guide and directed staff to continue work on the ULL policies and procedures. Final adoption is scheduled for June 2010.*
- 8. Contra Costa Sustainability Study Introduction.** *Staff provided an overview of the sustainability study, which will identify a vision for a sustainable transportation system in Contra Costa, help to determine the Authority's role in achieving that vision, and identify necessary implementation actions.*



SWAT

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

JC

May 13, 2010

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

CONTRA COSTA
2010 MAY 14 PM 2:37
DANVILLE GOVERNMENT CENTER

RE: SWAT Meeting Summary Report for May 2010

Dear Mr. Iwasaki:

At the **May 3, 2010** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Review and Comment on SB 83 Vehicle Registration Fee (VRF) Expenditure Plan

Options: CCTA staff presented the conclusions of a voter survey conducted to assess the likelihood of support for a \$10 VRF increase, as well as three expenditure plan options forwarded by EPAC. The Committee discussed the subject extensively and, in recognition of the fact that Contra Costa is a county of diverse transportation needs, recommends the following expenditure plan allocation percentages:

- Local Streets and Roads: 50%
- Transit: 10%
- Bicycle/Pedestrian Safety: 5%
- RTPC Flexible Funds:* 35% (Allocated annually by RTPC needs)

* Funds to be allocated annually by each RTPC, in any one of the other three categories, based on subregional needs.

The Committee also expressed that the administration services percentage (5%) should be further analyzed to reflect the actual cost recovery of administering this program.

The next SWAT meeting is tentatively scheduled for Monday, June 7, 2010 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,

Andrew Dillard
SWAT Administrative Staff

TRANSPAC Transportation Partnership and Cooperation

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

May 26, 2010

Randell H. Iwasaki
Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, California 94523

CONTRA COSTA
2010 MAY 27 P 2:51
DEPARTMENT OF CONSERVATION
AND DEVELOPMENT

Dear Mr. Iwasaki:

At its meeting on May 13, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation by Arielle Bourgart and Hisham Noeimi on the development of an Expenditure Plan pursuant to the SB 83 Vehicle Registration Fee ballot measure. TRANSPAC determined that its preference for the Expenditure Plan is: 70% - Local Road Improvements and Repair; 20% - Transit Congestion Relief; and 10% - Pedestrian and Bicycle Safety.
2. Took part in a walkability audit of downtown Walnut Creek conducted by Rafat Raie, City Engineer, City of Walnut Creek.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter
TRANSPAC Manager

- cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Don Tatzin, Chair, SWAT
Federal Glover, Chair, TRANSPLAN
Maria Viramontes, Chair, WCCTAC
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA
Christina Atienza, WCCTAC
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
Steve Wallace, City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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May 14, 2010

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on May 13, 2010.

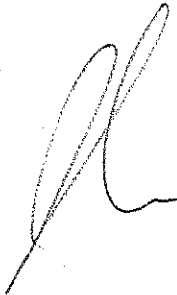
Appoint TRANSPLAN Alternate Representatives to the Contra Costa Transportation Authority (CCTA) Board: The Committee moved to appoint Kevin Romick (Oakley) as the alternate appointment to the “even-year” seat on the CCTA.

Review and Comment on Proposed November 2010 Contra Costa Ballot Measure: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects: The Committee discussed the VRF Measure at length and unanimously supported an Expenditure Plan as follows: Local Road Improvement and Repair at 80%, Transit for Congestion Relief at 15%, and Pedestrian and Bicycle Access and Safety at 8%.

Request from the State Route 4 Bypass Authority for TRANSPLAN to approve adding the design of the Mokelumne Bicycle/Pedestrian Overcrossing to the SR4 Bypass: Widen to 4-Lanes – Laurel Road to Sand Creek Road Project: The Committee unanimously approved the request.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, June 10, 2010 at 6:30 p.m.

Sincerely,



John W. Cunningham
TRANSPLAN Staff

c:

TRANSPLAN Committee
A. Dillard, SWAT
B. Neustadter, TRANSPAC
C. Atienza, WCCTAC

L Bobadilla, TVTC
D. Rosenbohm CCTA
E. Smith, BART
H. Noeimi, CCTA

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ITEM 5

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National Intelligent Transportation Vision Begins to Take Shape

Jun 1, 2010, By Hilton Collins, Staff Writer

The nine counties that compose the San Francisco Bay Area will determine this fall whether technology can help ease the region's infamous traffic congestion.

The Bay Area Metropolitan Transportation Commission (MTC) is leading efforts to build an 800-mile express lane network stretching from the Napa Valley wine country to California's fabled Silicon Valley. The initiative will create high-occupancy toll (HOT) lanes that are free to vehicles carrying multiple passengers and available to single drivers for a fee.

The United States already has HOT lanes, like the 95 Express in Florida, but the MTC plans to test new technology on the debut segment of the Bay Area's HOT lane construction. If everything goes as planned, a stretch of I-680 will play host to a pilot project in October that will feature "intelligent" cars that could automate the tolling process.

The MTC intends to use wireless technology developed through the U.S. Department of Transportation's (USDOT) IntelliDrive project to automatically detect how many passengers are in a vehicle, give drivers estimated commute times, and calculate and charge toll fees.

"IntelliDrive requires each vehicle to have an onboard unit, like a personal navigation device, where you have lots of time and space to communicate information to the driver," said Janet Banner, the project manager at MTC. "Things that drivers want to know when they're approaching or in a HOT lane are, 'How much is it going to cost?' and 'How much time would it take me to take a trip?'"

The MTC will supply some drivers in the HOT lane project with vehicles equipped with IntelliDrive technology. Others will have to agree to allow the vehicles they already own to undergo temporary installations for the project's duration.

In March, the organization released the first draft of an RFP for help designing, building and operating the test bed site, including roadway structures and technology that will assist in electronic tolling and radio communications for patrol officers. The HOT lane project is scheduled to end in March 2012, according to the program plan.

Looking for Vision

IntelliDrive is a federal initiative to outfit cars with wireless connectivity that lets them communicate with one another and fixed structures. The goal is to see how this technology can help combat congestion and make commuting safer. The national IntelliDrive program will eventually push for deployment of onboard intelligent transportation systems (ITS) equipment into vehicles. Efforts like the MTC's HOT lane project will test whether the equipment is effective for automated tolling.

But national thinking on ITS issues has been in short supply, according to ITS advocates. "We haven't had a transportation vision that is equivalent to the vision that Eisenhower had when he built the National Highway System," said Scott Belcher, president of the Intelligent Transportation Society of America (ITS America), referring to the Federal-Aid Highway Act of 1956 that was championed by then-President Dwight Eisenhower.

Most current intelligent transportation systems operate independently, which limits their effectiveness when drivers cross jurisdictional lines. As the Information Technology and Innovation Foundation points out in the report, Explaining International IT Application Leadership: Intelligent Transportation Systems, a system that allows a vehicle to communicate over a Michigan-centric network won't work in Indiana. Of course, moving to a more nationally coordinated approach also raises sticky issues about management of these systems between localities, states and the

federal government.

In addition, ITS America - a government and industry group that promotes ITS deployment - contends that the U.S. simply isn't spending enough on highways and the tools needed to keep traffic flowing smoothly.

"Three bipartisan panels over the last two years have looked at U.S. investment in transportation," Belcher said. "Each of them concluded that the United States has woefully underinvested in transportation and transportation infrastructure."

Pockets of Innovation

That's not to say that innovative projects aren't under way. Existing research explores how ITS can take the guesswork out of surface travel for citizens and managing agencies.

The USDOT's Research and Innovative Technology Administration's (RITA) ITS Joint Program Office receives \$110 million annually to research. The office's 2010-2014 strategic ITS plan lists projects on the horizon, including vehicle-to-vehicle projects involving wireless communication between vehicles and vehicle-to-infrastructure projects involving wireless communication between vehicles and surrounding structures.

RITA created the IntelliDrive project that's behind the MTC's HOT lane endeavor. IntelliDrive also is supporting SafeTrip-21, a California Department of Transportation (Caltrans) initiative to use technology to reduce congestion and improve safety.

Although IntelliDrive envisions equipping vehicles with specialized short-range wireless communications technology - known as dedicated short-range communications - most vehicles won't have it in the near future. So SafeTrip-21 uses the ubiquity of the mobile phone instead.

"We wanted to do something near term that could be useful to a large population," said Jim Misener, executive director of California Partners for Advanced Transit and Highways at the University of California, Berkeley, an organization assisting Caltrans with SafeTrip-21 efforts. "SafeTrip-21 was the bridge between now and the future."

It's a huge project that includes numerous subprojects, like Mobile Millennium, which ran from November 2008 to November 2009. Mobile Millennium used GPS-equipped cell phones in moving vehicles to gather real-time traffic information.

"[Researchers] wrote an application that resides on a smartphone that collects that speed at a location and then transmits it back through the cell-phone network to a server, and it's collected from many phones and aggregated to give a good idea of what's happening on the roadway network," said Greg Larson, chief of the Office of Traffic Operations Research in Caltrans' Division of Research and Innovation.

More than 5,000 participating drivers downloaded free software designed by UC Berkeley and the Nokia Research center onto their phones. The software also incorporated digital mapping capabilities from Navteq, a company that provides electronic traffic and location data.

Software applications downloaded by participants also allowed them to receive data and incident reports for traffic arteries.

"It was more a behavioral study to see, What type of information will we get from this? How good would the information be? How frequent would the information be?" said Alexandre Bayen, assistant professor of civil and environmental engineering at UC Berkeley. "It was really way before the massive wave of iPhone apps."

Months before Mobile Millennium's debut, UC Berkeley launched Mobile Century, a similar project that ran on Feb. 8, 2008, in the San Francisco Bay Area. Nokia N95 GPS-enabled mobile devices were placed in 100 cars. The vehicles drove on a stretch of Interstate 880 near San Francisco from 9:30 a.m. to 6:30 p.m.

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"We had also set up a bunch of high-def cameras to get impartial measurements along the route, and so we have

independent data where we can look at the cameras and see exactly how fast traffic is moving, how congestion is forming and compare that with what we can infer from the data from the mobile devices," said Quinn Jacobson, a research leader at the Nokia Research Center.

The project used data from the cameras and loop sensors on the ground to collect information and check it against data collected from the phones. The Mobile Century data is available for download for other research institutions to use as they wish (<http://traffic.berkeley.edu/data/>).

Cell phone technology is a cornerstone of these Caltrans SafeTrip-21 projects, but plans for future initiatives hit a snag in late 2009 when federal Transportation Secretary Ray LaHood spurred a crackdown on distracted driving and cell-phone use in vehicles. That meant some changes were in order for all cell phone-related projects on California's end.

"Our field testing is scheduled to end on Aug. 31 of this year," said Larson. "It was originally supposed to end in January 2010, but because of the rescoping we had to do to comply with the distracted driving concerns, we had to extend the project."

California also modified another SafeTrip project where drivers are notified by phone about upcoming accidents or slowdowns. Thanks to the changes, volunteers will get instrumented cars pre-rigged with phones, but they won't know they are there.

"In deference to our USDOT sponsors, there's not going to be a cell phone anywhere in sight. The cell phone's going to be hidden," Larson said. So drivers will have to rely on their ears for alerts. "It's going to be delivered to them through the stereo system in the car."

The researchers' goal is to monitor how people drive normally versus when they get alerts. The cars will have sensors to gauge driving changes.

"For one week, we see how they drive naturally," Larson said. "For the next week, we see how they drive when they start getting these alerts as they drive through the network, and what we're expecting is, when people get an alert, they're going to start to slow down."

Riding Smart

Of course, intelligent transportation isn't all about drivers. Transit systems also come into play, and pockets of intelligent transit innovation pop up here and there, like the Metropolitan Atlanta Rapid Transit Authority (MARTA) in Georgia. Tonya Saxon, a transit systems planning analyst there, knows firsthand how the technology helps her and her co-workers analyze their transit network.

MARTA uses an automatic passenger counting (APC) system, consisting of multiple sensors inside buses to collect data - like stop frequency, passenger enter and exit rates, bicycle rack usage and wheelchair lift cycles - to analyze what happens during routes. Then transit management uses analytics software to assess data for route planning and adjustments.

"These APC systems collect the ridership data [and] GPS information on the bus route that they are assigned to daily," Saxon said. "When those buses return, the data is transmitted via wireless to a base station in the garage. And on the back end, the predictive analysis is done through the software to bring us back the ridership information."

The data lets personnel see what trips are productive and determine where to place or remove stops. They can also generate custom reports based. MARTA still uses manual data to check against the automated data for accuracy.

"We have ride checkers who go out on the bus and manually count people getting on and off, and they have a sheet with the stops and the trip times for that particular route," she said.

RITA's IntelliDrive project also pumps funding into making public transit more attractive. Field-testing on many SafeTrip-21 projects is scheduled to end in August 2010 and some involve public transportation.

Caltrans is working with the San Mateo County and Santa Clara Valley transportation authorities on a network traveler transit project in the Bay Area. In the project, citizens waiting for buses can receive information on their smartphones about bus locations and expected arrival times.

"Let's say your bus is arriving in seven minutes and you're at the bus stop next to Starbucks and you think, 'Hey, maybe I have time to go get a cup of coffee and still catch my bus.' So there's an example of a benefit you get," said Caltrans' Larson.

Transportation 2.0

Although research and pilot projects continue, some leaders think the United States has work to do before an ITS revolution takes off.

In 2009, The Washington Post reported that high-speed rail had emerged as the flagship of President Barack Obama's transportation agenda, and that nearly half of the \$48 billion in stimulus funds set aside for transportation would go to non-highway projects, but the president's website doesn't mention a broad transportation agenda. The USDOT specifies in the 2011 budget plan that RITA will conduct more than \$300 million in research, education and technology application, but LaHood's site doesn't mention large-scale ITS activities. It says he plans to shape the economy of the coming decades by building new transportation infrastructure.

The ITIF contends that the U.S. government needs to advance the domestic ITS agenda and take the lead on the issue. RITA, for example, is allowed to research but not to deploy. ITIF recommendations include spending billions more annually on ITS funding, allowing RITA to implement systems rather than just study them, and developing a national ITS system by 2014.

Until then, drivers and commuters may need to live with a patchwork of projects instead of a national ITS strategy.

"It's a mixed bag," Belcher said. "For the most part, there are some states and local governments that do deploy technology and deploy various stages of technology to manage traffic in their cities, and they do it through a combination of technologies."

WH

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Carpoolers will soon be asked to pay up

Wednesday, May 19, 2010



TAGS: [bay bridge](#), [richmond san rafael bridge](#), [dumbarton bridge](#), [antioch bridge](#), [benicia martinez bridge](#), [carquinez bridge](#), [san mateo bridge](#), [bay area traffic](#), [heather ishimaru](#)

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SAN FRANCISCO (KGO) -- The days of the free carpool across the Bay Bridge are coming to an end. Soon there will be a new era for commuters. Tolls are going up and something called "congestion pricing" will begin on the bridge.

The Metropolitan Transportation Commission is a little worried that not everyone who needs to know about the coming changes does, so it is taking every opportunity to try to get the word out.

Carpoolers' free ride across Bay Area bridges is coming to an end on July 1, 2010.

"For the first time since the 1970s, a toll will be charged for carpoolers on all seven of the state-owned bridges," says MTC spokesman John Goodwin.

Carpools and solo hybrids will have to have a FasTrak toll tag to pay the new \$2.50 toll on weekdays between 5 a.m. and 10 a.m. and from 3 p.m. to 7 p.m.

The MTC just started running an ad in movie theaters and has handed out flyers at the casual carpool locations.

"Some people are saying that the driver should assume the costs and some are saying, 'Whatever you want me to pay, I'll pay.' But, we don't know yet what's going to happen we'll work it however," says Joanne Lark, a carpooler from Fairfield.

"We are willing to share, like \$1.25 if we are taken by twos, that's still very inexpensive on our part," says carpooler Lolita Rose.

"I told my carpool in the morning we have to share. Yeah, I will chip in," says carpooler Rosalinda Tan.

The toll revenue is needed to help pay for seismic retrofitting of the Antioch and Richmond-San Rafael bridges and to make up for what has been a steady decline in toll revenue over the last six years.

On July 1, 2010, there will also be a \$1 increase, from \$4 to \$5 for all non-carpool vehicles on all the bridges except the Bay Bridge, which will have congestion pricing.

For weekday Bay Bridge commuters, the toll goes up to \$6, but will stay at \$4 during non-commute times and on weekends it will be \$5.

"I saw it was going to be \$5, but I didn't know it was going to be \$6. They're going to make a lot of money," says Karina Martinez, a driver from San Pablo.

The Golden Gate Bridge is not a state-owned bridge so it is not a part of these coming changes. However, it is also considering a \$3 peak-time toll for carpoolers. That vote is set for May 28.

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County unveils plans to make Bailey Road pedestrian friendly

By Paul Bugarino
Contra Costa Times

Posted: 05/24/2010 09:57:50 PM PDT

Updated: 05/25/2010 09:14:10 AM PDT

BAY POINT — A plan to improve walkways, bicycle paths, and safety along a busy thoroughfare received a warm welcome at a public meeting Monday.

County development officials unveiled the latest version of the Bailey Road Pedestrian and Bicycle Improvement Plan before about two dozen residents who attended a town hall-style meeting hosted by Supervisor Federal Glover.

The plan, estimated to cost about \$20.25 million, would include removal of the loop off-ramp from westbound Highway 4 to southbound Bailey Road and the pedestrian tunnel underneath it. Other improvements include putting utilities along Bailey underneath the road, widening sidewalks, adding stoplights at the freeway exits onto Bailey and better lighting.

Despite a few questions, most in attendance lauded the project. The improvements have come a long way since the project went through several public meetings last year and reflected what residents wanted, said Vicki Zumwalt, a member of the Bay Point Municipal Advisory Council.

The plan is set to go before the county Board of Supervisors next month. It is estimated to be finished by 2015, though the county would have to secure about \$11 million in grants for the cost.

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Makeover for Bailey Road on the horizon

By Paul Burgarino
Contra Costa Times

Posted: 05/28/2010 03:08:39 PM PDT

Updated: 06/01/2010 05:07:17 AM PDT

BAY POINT — Bicyclists and pedestrians may soon breathe a little easier traveling along a key community roadway.

A plan to make Bailey Road safer and more attractive will go to county supervisors next month. The estimated \$20.3 million project also is designed to improve the flow of traffic along the busy road.

The area is popular among kids walking to Bel-Air Elementary School and commuters at the Pittsburg/Bay Point BART Station.

Part of the project includes removing the loop offramp from westbound Highway 4 onto southbound Bailey and the pedestrian tunnel underneath it. Instead, traffic will be able to turn north or south onto Bailey when taking the offramp now designated for northbound traffic.

Many residents say the tunnel is unsafe and a hangout for homeless.

Other changes include placing utilities underground; widening sidewalks and adding landscaping; and adding stoplights and better lighting, said Michael Smiley of BMS Design Group, the consultant hired to design the project.

The project would occur in two stages, said John Greitzer, the county's senior transportation planner. Caltrans would start work around the Highway 4 interchange at Bailey while the county secures grant money for the area north of the freeway.

Caltrans would pay for the roughly \$7 million in road work, while the county pays the rest. The county has about \$1.5 million for the project and would seek grants for the remaining \$11.8

million, Greitzer said. The project is a strong candidate for state and federal grants, he said.

Assuming funding is secured, officials hope to finish the project by 2015.

About 20 residents got a peek at the plan during a community meeting hosted by Supervisor Federal Glover last week. Faye Linton was among the supporters.

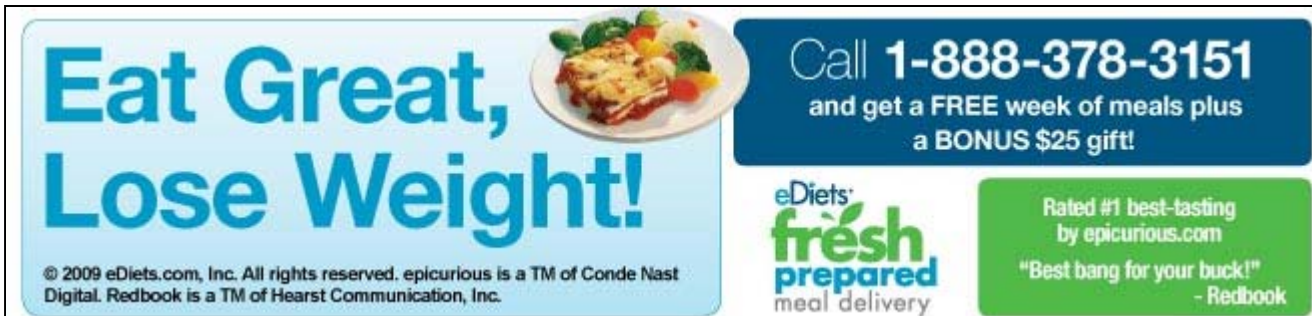
"It's a wonderful plan. They really spent a lot of time working with the community and considering what we wanted," Linton said.

Vicki Zumwalt, a member of the Bay Point Municipal Advisory Council, added that county officials listened to residents who do not want Bailey narrowed to two lanes underneath the highway overpass. Planning for the project started a year ago, and has included several community meetings.

Though Linton supports the plan, she's concerned about possible costs to property owners. Greitzer said residents may be asked to consider a tax for landscaping on Bailey.

"There are people in this community that are

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terrified to spend money; they're maxed out and trying to pay for food and stay in their homes," Linton said. "I don't want to see it assessed unnecessarily."

Pittsburg also hopes to improve the portion of Bailey within its limits south of Highway 4 as part of a development plan around the BART Station. That plan, involving roughly 50 acres, is still being examined at public meetings.

Contact Paul Burgarino at 925-779-7164.
Follow him at [Twitter.com/pittsburgarino](https://twitter.com/pittsburgarino).

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Editorial: Bay Area transit faces tough future without major reforms

MediaNews editorial

Posted: 05/09/2010 12:01:00 AM PDT

THE BAY AREA'S public transportation system is headed for fiscal disaster without major changes in the way it operates. That is the gloomy conclusion of the Metropolitan Transportation Commission's 2009 annual report.

The long-range regional transportation plan adopted by the MTC last year predicts an unacceptable \$25 billion shortfall in transit funding between now and 2033, which is about \$1 billion a year.

Since 1997, total transit costs in the Bay Area have increased by 52 percent after factoring out inflation.

Despite such a huge increase in spending, there has been little to show for it. During that same period, hours of transit service rose by just 16 percent. Even worse, ridership went up by a mere 7 percent even with sharp increases in gasoline prices.

Although there have been substantial fare increases, reduced services and employee cutbacks, transit deficits continue to mount.

Certainly, the prolonged economic recession has taken its toll on public transit, with decreases in sales tax and other revenues. While economic recovery will help boost revenues, it is not expected to be nearly enough to sustain the current system

without major changes in operations.

The MTC has accurately defined three basic areas that need to undergo reform: service design, cost containment and institutional structure.

One of the least cost-effective aspects of Bay Area transit systems

is the high cost of trying to serve lower population density regions where ridership is low and must be heavily subsidized.

Simply put, bus and other transit systems cannot continue to operate as they have in outlying areas where there are few riders. Perhaps subscription express bus service in which riders buy monthly passes could work in less-populated areas.

Too often buses operate with a handful of passengers even during commute hours. This must stop. In fact, some studies show that bus transit is more polluting than passenger cars in some metropolitan areas because of low ridership.

Also, public transit agencies, especially BART, need to pay greater attention to the cost-effectiveness of expanding service into areas distant from the inner Bay Area.

Cost containment is perhaps the most challenging, and potentially most significant, area for reform. Transit workers, particularly BART and Muni employees, are some of the mostly highly paid transportation employees in the nation. Their pay and benefit packages are way higher than for similar skill-level jobs in the private sector.

As contracts become due, transit agency officials and board members need to keep a lid on pay and

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benefit costs, even if it means a reduction in total compensations, particularly pensions and post-employment health care packages.

Greater flexibility in work hours and rules also could save considerable sums of money.

By eliminating or cutting back on service in outlying areas, the number of transit employees can be reduced, offering further savings.

The third key area of reform is institutional change. The Bay Area has 28 separate transit agencies. Each has its own board, staff and operating team.

These multiple, sometimes conflicting, layers of decision-making and service operations are cumbersome and make it nearly impossible to do any comprehensive regional transit planning.

One promising cooperative advance is the TransLink universal fare card that is used by many of the region's transit agencies. But it took years to develop. Far more regional coordinated planning is needed to improve the effectiveness of transit operations.

Cutting labor and capital costs, eliminating service in areas with poor ridership and coordinating operations are daunting challenges for Bay Area transit agencies and the MTC. But failure to succeed is far more troublesome.

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Contra Costa poll finds narrow support for \$10 car fee

By Denis Cuff
Contra Costa Times

Posted: 05/21/2010 07:38:30 PM PDT

Updated: 05/23/2010 10:30:37 PM PDT

A narrow majority of likely voters in Contra Costa County would support a ballot measure that would add \$10 to the vehicle registration fee to fix potholes, reduce congestion and improve public transit, according to a new poll.

The survey, showing 54 percent support for the measure, was commissioned by the Contra Costa Transportation Authority Commission and bolsters support on the panel for placing the fee before county voters Nov. 2.

The ballot measure, requiring a simply majority to pass, would raise \$8.5 million that would be used to make a dent in road and transit problems aggravated by cuts in state assistance and drops in sales tax.

"I think it's worth going to the ballot, but it will be close," said Brentwood Mayor Bob Taylor, chairman of the Contra Costa Transportation Authority Commission. "We need to be careful to explain to voters that this money that will be spent to improve transportation locally. The state can't take the dough."

The support in Contra Costa was weaker than the support of 60 percent or more found in other polls for similar local measures being considered in Alameda, San Francisco, and Marin counties.

Poll results are not yet in for Santa Clara and Solano counties.

A state law passed last year allows counties to ask voters to increase vehicle registration fees of up to \$10 a year.

For the Contra Costa poll, EMC Research of Oakland polled 800 local voters by phone from April 8 through

April 15.

While 54 percent supported the fee, 44 percent opposed it, and about 3 percent were undecided. The margin of error was plus or minus 3.5 percent.

Pollsters asked voters if they would vote yes or no to a ballot measure written as follows: "Shall a local vehicle registration fee of ten dollars be established and proceeds directed to repairing and maintaining local streets and roads, improving traffic flow, safety, and public transportation efficiency, with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County."

The fee money would be divided among three major categories: maintaining roads, making public transit easier to use, and making it easier to commute by car, bicycle or walking.

Support for the fee was strongest in the San Ramon Valley, where 59 percent favored it, and weakest in eastern Contra Costa County, where only 46 percent favored the fee.

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Taylor attributed the heightened resistance in the eastern Contra Costa County to the many people there who have lost jobs or lost homes through foreclosure. "There are many people struggling financially," he said.

The Contra Costa commission must decide by late July whether to put the measure on the Nov. 2 ballot.

Before doing that, the transportation board must approve a plan explaining how it would allocate the money, said Randy Iwasaki, the transportation authority's new executive director.

Money to fix roads appears to be the highest priority among city and county officials for spending the money, but the commission also is looking at measures to improve travel by public transit, bicycle and walking, he said.

A workshop on the fee proposal will be held 6 p.m. today at the Embassy Suites Hotel in Walnut Creek.

Contact Denis Cuff at 925-943-8267. Read the Capricious Commuter blog at www.ibabuzz.com/transportation.

If you go
What: The Contra Costa Transportation Authority will hold a public workshop at 6 p.m. today on a possible countywide ballot measure for a \$10 increase in the vehicle registration fee to pay for transportation projects.
Where: Embassy Suites Hotel, 1345 Treat Blvd., Walnut Creek
More info: For proposed fee information, go to ccta.net

Advertisement

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ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

Monthly Status Report: June 2010

Information updated from previous report is in underlined italics.

State Route 4 Widening

A. SR4 Widening: Railroad Avenue to Loveridge Road

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping.

Project Status: Landscaping of the freeway mainline started in December 2009 and was complete by May 2010. A three-year plant establishment period follows the initial mainline landscape construction.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Utility Relocation and SR4 mainline construction.

Project Status: The Groundbreaking Ceremony for the SR4 mainline and Loveridge Road Interchange construction is scheduled to take place on June 7, 2010 at 10:00 am. Construction is anticipated to start in late June or early July 2010 and should be finished in late 2013 or early 2014 depending on weather and the contractor's approved working schedule. The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

The relocation construction of PG&E's gas transmission line, electrical transmission line, and electrical distribution line are complete. The AT&T relocation work is also complete except for the connection of the new wires.

The Team Track construction contract is complete. The Team Track contractor also finished work on a few minor items associated with the mainline work near the Loveridge Road interchange.

Issues/Areas of Concern: None

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Right of Way Acquisition, Utility Relocation & Final Design.

Project Status: The final design (PS&E) for this project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160. Monthly design coordination meetings are on-going with Caltrans, City of Antioch and PG&E.

Segment 1 design has been completed on schedule and the final construction documents have been approved by Caltrans and are ready to list (RTL). Right of way certification 3 has been obtained from Caltrans. PG&E utility relocations needed in advance of the freeway construction project have been completed. The CTC voted on the allocation of STIP and CMIA funds for the project on May 19, 2010. The project is scheduled to be advertised for contractor bids on July 6, 2010. District 4 obtained delegation approval from Headquarters to perform final review before advertising which has been successful, allowing for an accelerated final approval process. The construction management team has been assembled and is working on pre-advertisement activities.

100% PS&E documents were submitted to Caltrans at the end of March 2010 for Segment 2 and Caltrans is currently reviewing the submittal. 95% PS&E documents were submitted to Caltrans in September 2009 for Segment 3A with 100% PS&E scheduled to be completed this month, May 2010. Right of way acquisition is proceeding for both segments, with several properties already acquired. Utility relocations needed in advance of construction by PG&E is underway.

Segment 3B, the Hillcrest Interchange area, was delayed pending resolution of issues related to the future transit station. The issues have been resolved and the design team is proceeding on an alternative to construct the ultimate interchange at Hillcrest Avenue, while still retaining the existing bridge structures.

Traffic operational analysis and conceptual roadway plans were submitted to Caltrans and a formal structural design review for the bridge widening proposed at Hillcrest were all completed last month. 35% PS&E documents are still under preparation as the design team confirms with BART staff those eBART features to be construction with the freeway project. It is anticipated the 35% PS&E for Segment 3B will be submitted to Caltrans this month, May 2010.

Issues/Areas of Concern: Availability of all fund sources in time to meet the project delivery schedule continues to be a concern for this corridor project. The delay of the freeway project will affect construction of eBART, which will run in the newly constructed median of SR4.

STATE ROUTE 4 BYPASS PROJECT

Segment 1

Right-of-way acquisition is essentially complete. The only remaining parcel to acquire is the parcel at that is being leased from the Contra Costa County Flood Control Department, with a final payment due by November 30, 2009. Construction has been completed and closed out.

Segment 2

Current activities on Segment 2 are being funded with Measure J funds and are presented below by phase.

Sand Creek Interchange Phase I Stage I - Intersection Lowering Project (Construction /CM)

The project has been completed and closed out.

Sand Creek Interchange Phase I, Stage 2 - Final Design

Design is essentially complete and the schedule is presented below. The project could be advertised anytime at this point, subject to available funding. Based on recent discussions with Brentwood staff and the Bridal Gate developer, there appears to be an opportunity to save approximately 10-15% (\$3-4 million) on construction of this project if it can be successfully delivered prior to or in conjunction with the extension of Sand Creek Road to the west of the SR4 Bypass. The estimated savings, provided by the Authority's construction manager, is based on the fact that if construction of the project were to occur after the extension of Sand Creek Road was completed, the contractor would need to construct the bridge over live traffic. In addition, the contractor would not have free access to move through the project limits (Sand Creek to south of San Jose).

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	May 2010
Right-of-Way Activities /Acquisition (R/W)	May 2010
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

(A) – Actual Date

Sand Creek Interchange Phase 1, Stage 2 - Right of Way Acquisition

Right of way acquisition and utility relocation is underway.

SR4 Bypass Widening (Laurel to Sand Creek) – Final Design

Design is essentially complete and the schedule is presented below. The design consultant is addressing Caltrans final comments, but the project could be advertised anytime at this point, subject to available funding.

Tasks	Completion Date
Plans, Specs. & Estimates (PS&E) - 65% Design	February 2008 (A)
Plans, Specs. & Estimates (PS&E) - 95% Design	August 2008 (A)
Plans, Specs. & Estimates (PS&E) - 100% Design	January 2009 (A)
Final Design - Plans, Specs. & Estimates (PS&E)	May 2010
Right-of-Way Activities /Acquisition (R/W)	May 2010
Advertise Project for Construction – Subject to Availability of Funding	TBD
Award Construction Contract – Subject to Availability of Funding	TBD

SR4 Bypass Widening (Laurel Road to Sand Creek Road) - Right of Way Acquisition

Right of way acquisition is complete and utility relocation is underway. A vault, manhole and air valve have been relocated. In the future, prior to the actually widening to 4-lanes, the EBMUD water line will need to be encased.

Segment 3

Right-of-way acquisition is essentially complete. Construction was substantially completed in October 2008. The RAC overlay has been completed from Balfour Road to Marsh Creek Road. The only item of work left in Segment 3 is the RAC overlay on Marsh Creek Road, which is expected to be completed in the summer/fall 2010 time frame.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY)

April 2010 Update

Contra Costa County has been authorized by Caltrans to use up to \$3 million for the planning phase of the State Route 239 project. The County has sent a request for statements of qualifications to interested consulting firms, and plans to have a consultant team under contract by June or July for the two-year planning project. Representatives from San Joaquin County, Brentwood, the Contra Costa Transportation Authority and Caltrans will assist in selecting a consultant team for the project. The \$3 million is part of an overall \$14 million earmark provided to the County for the SR 239 project. The planning phase will determine the preferred alignment for the route, the number of lanes needed, median and shoulder treatments, cost estimates, project funding and delivery strategies, and right-of-way needs.

May 2010 Update

Contra Costa County has convened an interagency panel to select a consultant team for Phase 1 of the project, which is the planning phase. The County expects to have a consultant team under contract in the summer. In the meantime the County will work with the District III Supervisor's office to convene a steering committee consisting of elected officials from the counties and cities involved. The County

also is developing cooperative funding agreements with some of the other jurisdictions regarding reimbursement for the time their staffs spend working on the project. Participating agencies include the City of Brentwood, City of Tracy, San Joaquin County, San Joaquin Council of Governments, Mountain House Community Services District, Alameda County, Caltrans, and the Contra Costa Transportation Authority, among others.

Staff Contact: John Greitzer, (925) 335-1201, john.greitzer@dcd.cccounty.us

eBART

April 2010 Update

The eBART project, as adopted by TRANSPLAN, CCTA, MTC and BART, is going forward with contracting and construction in 2010. The first construction contract will be for the transfer station and associated track work in Pittsburg. The transfer station will be located east of the BART platform at the Pittsburg/Bay Point Station in the tailtrack area. This contract is on schedule to be advertised in the next 30 days, pending Caltrans agreement on construction terms. BART is planning a groundbreaking for the project in June of this year.

As stated by BART Director Joel Keller at the January 26 Antioch City Council, project funding will cover the Hillcrest Avenue median station in Antioch, but is not sufficient to cover the additional cost of relocating this station to the Median East site, 700 feet to the east. A report on the two station options commissioned by MTC, suggested a 4 percent increase in ridership and no significant difference in development opportunities associated with the additional \$50 million cost. Given this cost/benefit analysis, MTC has said no additional regional funding will be made available for the station relocation. BART remains committed to working with the City of Antioch and other parties to make station access by all means as simple and safe as possible.

eBART project costs remain at \$462 million.

Congressmember Garamendi and staff visited the eBART, Highway 4 and Bypass projects in January. Congressmember Garamendi noted the long wait in East County for BART service, and commended the agencies for cooperation on design, funding and scheduling.

May 2010 Update

Contracts

The Highway 4 widening/eBART integrated project is progressing toward concurrent construction. BART intends to advertise eBART Contract 1 this month. Contract 1 covers construction of the transfer platform in the tailtrack area of the Pittsburg/Bay Point BART Station and related trackwork. Contract value is expected to be \$30 million.

Hillcrest Station

A group of stakeholders has been working on improving plans for access to the Hillcrest eBART Station. The group has proposed a plan that will result in an almost-level walk from the eBART station, across the parking lot, over the UP tracks and to the future development on the north side of the tracks.

Bike and pedestrian access would be much improved with this solution. Discussions are now under way between BART and Antioch, and separately between Antioch and a property owner to try to reach agreement on terms for implementation. We greatly appreciate the efforts of Antioch, CCTA, Tri Delta Transit, Transform, the East Bay Bicycle Coalition, Brosamer+Wall, and Congressman Garamendi's office in defining the proposed solution.

Outreach

Caltrans, CCTA and BART are working to define a linked outreach program for construction improvements and impacts. Lead contacts will be assigned from each agency.

12-Month Rough Schedule

Contract 1: Transfer Station and Related Trackwork

May - Advertise

August - Award

September - Groundbreaking

Hillcrest Station and Hillcrest Maintenance Facility and Parking Lot Work

April - Commence design

May - Complete design

December - Complete final design , and Advertise Hillcrest Maintenance Facility and Parking Lot contract

Other Work

September - Advertise Vehicles Contract

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ITEM 8: VEHICLE REGISTRATION FEE (VRF) UPDATE

Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: June 3, 2010

Subject	November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee to Fund Transportation Programs and Projects – Draft Expenditure Plan
Summary of Issues	<p>At the May Authority meeting, staff presented initial recommendations on the Expenditure Plan options from the <i>Vehicle Registration Fee (VRF) Advisory Committee</i> and the four Regional Transportation Planning Committees (RTPCs). Subsequently the <i>VRF Advisory Committee</i> held its second meeting on May 21, 2010. Recognizing the diversity of the county, the committee recommended an expenditure plan based on the RTPC recommendations, which countywide would provide 71% of proceeds to Local Road Improvement and Repair, 21% to Transit for Congestion Relief, and 8% to Pedestrian/Bicycle Safety and Access projects. Under this proposal, both Local Road and Pedestrian/Bicycle funds would be returned to jurisdictions based on the existing Measure J population and lane mile formula. The remaining funds (21%) would be programmed for transit projects recommended by the sub-regions. Staff developed an expenditure plan based on the <i>VRF Advisory Committee</i> recommendations.</p>
Recommendations	<p>Staff recommends that the Authority adopt the draft expenditure plan, benefit analysis findings, and ordinance language. Final approval is scheduled for the July meeting.</p>
Financial Implications	<p>If approved by the voters, a \$10 vehicle registration fee could generate up to \$8.5 million for transportation purposes in Contra Costa.</p>
Options	<p>The APC could recommend an alternative expenditure plan.</p>
Attachments	<ul style="list-style-type: none"> A. Draft Contra Costa VRF Ordinance B. Draft Contra Costa VRF Expenditure Plan C. Draft Findings of Benefits and Relationship to the Fee Payer (i.e. Benefit Analysis Findings) D. Funding Estimates by Jurisdiction based on the <i>VRF Advisory Committee</i> Recommendations E. FY2009/10 Measure J Funding by Jurisdiction for Local Streets & Roads F. Vehicle Registration Fee Public Workshop Meeting Notes
Changes from Committee	

Background

At its April meeting, the Authority reviewed the polling results and directed staff to proceed with the development of an expenditure plan for a potential \$10 Vehicle Registration Fee (VRF) increase ballot measure. Since then, staff has received input from the *VRF Advisory Committee*, the RTPCs, and a public workshop held on May 24, 2010. If passed, the measure would provide up to \$8.5 million per year for transportation projects and programs in Contra Costa.

Vehicle Registration Fee Advisory Committee

The *VRF Advisory Committee* held its second meeting on Friday May 21. Committee members represent RTPC staff, the Authority's Technical Coordinating Committee, the Authority's Citizens' Advisory Committee, transit operators, city/county engineers, business, environment and open space advocacy groups. The *VRF Advisory Committee* was charged with developing expenditure plan alternatives as a starting point for discussion with the RTPCs and other interested parties.

Recognizing the diversity of the county, the *VRF Advisory Committee* recommended an expenditure plan based on the four RTPCs' recommendations, which on aggregate would provide 71% of proceeds to Local Roads Improvement and Repair, 21% to Transit for Congestion Relief, and 8% to Pedestrian/Bicycle Safety and Access projects (using current population figures). Under this proposal, both Local Roads and Pedestrian/Bicycle funds (79%) would be returned to jurisdictions based on the existing Measure J population and lane mile formula. The remaining funds (21%) would be programmed for transit projects recommended by the RTPCs.

At a special meeting on Monday May 24, 2010, a subcommittee of the *Advisory Committee* also discussed incorporating compliance with the Authority's Growth Management Program as well as local agencies 'complete streets' policies into the expenditure plan. The subcommittee, with representation from the RTPCs, City County Engineers, TRANSFORM, East Bay Bike Coalition, Save Mount Diablo, and Authority staff and consultants, recommended that the following provisions be incorporated into the expenditure plan:

- To be eligible for Local Road Improvement and Repair funds, as well as the Pedestrian and Bicycle Safety and Access funds, a jurisdiction shall be in compliance with the Authority's Growth Management Program. *(Note that legal review of this provision is currently pending).*
- A local jurisdiction, when expending its allocation of Local Road Improvement and Repair funds, must, where practicable, consider the incorporation of facilities and amenities into its road improvement and repair projects that improve safety and access for all users of the facility, including bicyclists, pedestrians and transit users. As each roadway is unique, the appropriate level of improvement will differ depending on its context. This provision requires a good faith commitment on the part of the jurisdiction to make progress in the implementation of its adopted bicycle and

pedestrian plans by undertaking any of a range of efforts from low-cost signing and striping alternatives to comprehensive improvements.

Public Workshop

On May 24, 2010, the Authority held a public workshop at the Embassy Suites Hotel in Walnut Creek. The workshop was noticed in the Contra Costa Times on May 12, and May 23, 2010. Fourteen people attended the meeting. A summary of input received is included in this report as *Attachment F*.

Benefits and Relationship of Fee to the Fee Payer

SB83 requires that the ballot measure resolution adopted by the Authority contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and that the projects and programs be consistent with the regional transportation plan. Below is a summary of the benefits and relationship to the fee payer. Detailed documentation is included in Attachment C.

The Expenditure Plan includes three programs. Since this fee is on motorized vehicles, by extension the fee payer is predominantly the owner of the vehicle. Each program benefits the fee payer as follows:

- Local Road Improvement and Repair Program: Fee payers benefit from having roadways safely maintained and operating efficiently. It is difficult for motor vehicles (auto, truck, and buses), pedestrians and bicyclists to safely negotiate poorly maintained roadways (i.e., low pavement quality, faded striping and/or signal operation problems). Programs that improve local road operations benefit the driver by mitigating recurring congestion problems.
- Transit for Congestion Relief Program: Fee payers benefit from the operation of desirable, effective transit service. Because transit currently carries a substantial number of peak hour work, school and shopping trips in congested corridors, transit can contribute to reducing traffic congestion and air pollution. Many regional transit riders drive to stations, so providing good access benefits those drivers. Transit service can be made more attractive with priority treatments on local roads and access improvements to rail stations. Programs that encourage transit ridership, such as school bus programs, can also be effective in reducing both corridor and site-related congestion.
- Pedestrian and Bicycle Safety and Access Program: Fee payers benefit from bicycle and pedestrian access and safety programs. Programs designed to increase bicycle and pedestrian use can reduce localized traffic congestion (such as in the vicinity of schools or in shopping areas) and related air quality impacts. The driver also benefits from safety improvements that reduce occasional congestion and related air pollution that is created when incidents occur. This program can also provide better access to transit, resulting in fewer drivers in congested corridors.

Staff recommends the Authority review the ordinance language (Attachment A), draft expenditure plan (Attachment B), and benefit analysis findings (Attachment C). Final approval of the expenditure plan, findings and ordinance is scheduled for the July 21st Authority meeting.



ORDINANCE NO. _____

AN ORDINANCE PROVIDING FOR A TEN DOLLAR VEHICLE REGISTRATION FEE FOR TRANSPORTATION-RELATED PROGRAMS AND PROJECTS, BY THE CONTRA COSTA TRANSPORTATION AUTHORITY ACTING AS THE CONTRA COSTA COUNTY CONGESTION MANAGEMENT AGENCY

The Members of the Contra Costa Transportation Authority, acting as the designated Contra Costa County Congestion Management Agency (“Authority”), do ordain as follows:

WHEREAS, newly adopted section 65089.20 of the Government Code and section 9250.4 of the Vehicle Code authorize a countywide transportation planning agency to impose, with voter approval, a fee that will be in addition to current vehicle registration fees for vehicles registered within the County’s borders;

WHEREAS, the revenue from such fees shall be devoted to certain expenditures that provide a benefit to or otherwise have a relationship with the persons who will pay that fee;

WHEREAS, to identify such expenditures the countywide transportation planning agency shall prepare a transportation expenditure plan; and

WHEREAS, the Contra Costa Transportation Authority designated as the Contra Costa County Congestion Management Agency (“Authority”), desires to improve the transportation infrastructure within the county and to benefit the persons who will pay the vehicle license fee:

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

Section 1. Title

This ordinance shall be known as the "Contra Costa County Vehicle Registration Fee Ordinance."

Section 2. Period of Fee

This Ordinance is intended to govern the imposition and collection in Contra Costa County of a ten dollar fee for transportation-related programs and projects that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee. The new fee authorized by this ordinance shall be imposed on each annual motor-vehicle registration or renewal of registration occurring on or after six months following the November 2, 2010 election where the measure has been approved by the voters, unless otherwise terminated by the voters of Contra Costa County.

Section 3. Purpose

Pursuant to California Government Code section 65089.20, the Authority hereby authorizes the placement of a majority vote ballot measure before the voters of Contra Costa County to authorize a ten dollar increase in the fee for motor vehicle registration. If so approved, the measure would authorize a ten dollar fee to be imposed in perpetuity for transportation-related projects and programs in Contra Costa County that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee and that are consistent with an expenditure plan allocating revenue to said projects and programs and the regional transportation plan adopted pursuant to California Government Code section 65080. The Board of the Authority shall adopt a Vehicle Registration Fee Expenditure Plan (“Expenditure Plan”) allocating the revenue from the fee to transportation-related programs and projects that provide a benefit to or have a relationship with the persons who pay the fee, which Expenditure Plan is incorporated herein by this reference as though fully set forth herein. The Expenditure Plan shall be attached to the measure to be approved by the voters.

The purposes of this ordinance are further as follows:

- a. To authorize a ten dollar increase in motor vehicle registration, to be imposed in perpetuity, in accordance with California Government Code section 65089.20.
- b. To improve, construct, maintain and operate certain transportation projects and programs as identified in the Expenditure Plan adopted by the Authority, and as that Plan may be amended from time to time pursuant to applicable law. These Expenditure Plan programs and projects include but are not limited to those that have the following purposes:
 1. Providing matching funds for funding made available from other sources.
 2. Creating or sustaining congestion mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(A).
 3. Creating or sustaining pollution mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(B).

Section 4. Contract with Department of Motor Vehicles

The Authority shall contract with the Department of Motor Vehicles to collect and remit to the Authority the fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.

Section 5. Use of Proceeds

- a. The proceeds of the fees governed by this ordinance shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof.

b. The Authority will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan. All projects must comply with the Expenditure Plan and provide a benefit to or otherwise have a relationship with the persons paying the fee.

c. Pursuant to California Government Code section 65089.20, not more than **five** percent of the fees shall be used for administrative costs associated with the programs and projects.

d. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be advanced by the Contra Costa Transportation Authority and repaid from the fee. Any such contract payment shall be repaid to the Contra Costa Transportation Authority as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in California Government Code section 65089.20(d).

e. The costs of placing the measure authorizing imposition of the fee on the ballot as advanced by the Authority, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Vehicle Registration Fee, shall be paid from the proceeds of the fee, and shall **not** be counted towards the 5% limit on administrative costs. At the discretion of the Authority, these costs may be amortized over a period of years.

f. Up to a maximum of \$150,000, the costs of preparing the Expenditure Plan, as advanced by the Authority, shall be paid from the proceeds of the fee subject to the 5% limit on administrative costs. At the discretion of the Authority, these costs may be amortized over a period of years.

Section 6. Implementing Agency

The Contra Costa Transportation Authority, acting as the designated Contra Costa County Congestion Management Agency, will implement this ordinance.

Section 7. No Use Outside Contra Costa County

The proceeds of the fees imposed by this ordinance shall be spent only inside the limits of Contra Costa County. None of the proceeds, with the exception of the costs incurred by the Department of Motor Vehicles to collect the fee, or any routine license fees, permit fees or taxes, shall be available to, or taken by, the State of California.

Section 8. Amendments

The Expenditure Plan shall not be amended for five years. After five years, it is expected that the Expenditure Plan will be amended from time to time. Amendment to the Expenditure Plan shall be approved by a two-thirds vote of the Authority Board. All relevant jurisdictions within the County will be given a minimum of 45 days notice and opportunity to comment on any proposed Expenditure Plan amendment prior to its adoption. Any amended Expenditure Plan shall provide funding only for projects that provide a benefit to or otherwise have a relationship with the persons paying the fee.

Section 9. Bonding Authority

The Authority shall be authorized to issue bonds or other financial instruments for the purposes of implementing the Expenditure Plan. The bonds will be paid from the Vehicle Registration Fee proceeds generated pursuant to this ordinance. The costs associated with bonding will be borne only by the project and programs included in the Expenditure Plan, and will be subject to public comment before approving any bond sale.

Section 10. Severability

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected. If any proposed expenditure based on this ordinance or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.

Section 11. Effective Date

This ordinance shall take effect on the day following the election at which the measure is adopted by a majority of the electors voting. Notwithstanding the effective date of the ordinance, the first collection of a Vehicle Registration Fee for registration of a new vehicle will not take place until six months following the effective date, pursuant to Government Code section 65089.20. Also pursuant to Government Code section 65089.20, with respect to a renewal of registration, no Vehicle Registration Fee shall be collected if the date for renewal is prior to expiration of that six month period.

PASSED AND ADOPTED by the Members of the Contra Costa Transportation Authority, acting as the administering agency of the Contra Costa County Congestion Management Agency, on July 21, 2010 by the following vote:

AYES:

NOES:

ABSENT:

Robert Taylor, Chair

This ORDINANCE was entered into at a meeting of the Contra Costa Transportation Authority held on July 21, 2010, in Pleasant Hill, California, and became effective forthwith.

Attest: _____
Randell H. Iwasaki, Executive Director



CONTRA COSTA TRANSPORTATION AUTHORITY

VEHICLE REGISTRATION FEE

EXPENDITURE PLAN

DRAFT
CONTRA COSTA COUNTY
VEHICLE REGISTRATION FEE EXPENDITURE PLAN

EXPENDITURE PLAN PROGRAMS

The Plan identifies three types of programs which will receive funds generated by the fee. Below are descriptions of each program and the approximate percentage of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs.

Local Road Improvement and Repair (71%)

PROGRAM GOAL: Improve roadway condition and traffic flow to reduce congestion and pollution.

This program would provide funding for improving, maintaining and rehabilitating local roads. Eligible uses include:

- Street repaving and rehabilitation, including curbs, gutters and drains, as well as accommodation of bicycles and pedestrians on local roadways (e.g. "complete streets")
- Traffic signal maintenance and upgrades, including pedestrian and bicycle signals
- Signing and striping on roadways, including bicycle lanes and crosswalks
- Sidewalk installation and repair
- Bus stop improvements, including bus pads, turnouts, striping and lighting
- Roadway safety improvements for motor vehicles, pedestrians and bicyclists
- Installation, operation and maintenance of advanced traffic management systems that provide congestion relief such as traffic signal interconnection, transit and emergency vehicle priority, and traveler information systems
- Motor vehicle pollution mitigation, such as the National Pollutant Discharge Elimination System (NPDES) permit fees.

Transit for Congestion Relief (21%)

PROGRAM GOAL: Improve transit access to schools and jobs to reduce reliance on automobile usage, thereby reducing congestion and pollution.

This program would provide funding to maintain and improve transit access to schools and jobs. Eligible uses include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested corridors
- Rapid bus facilities
- Transit priority treatments on local roadways
- Park-and-ride facility improvements
- Transit use incentives, such as student bus passes
- School bus programs run by cities/towns and/or county
- Access improvements to BART and Capitol Corridor stations, including feeder bus service.

Pedestrian and Bicycle Access and Safety (8%)

PROGRAM GOAL: Reduce conflicts with motor vehicles and encourage bicycling and walking by providing safe pedestrian and bicycle facilities, thereby reducing congestion and pollution.

This program would provide funding to improve the safety of pedestrians and bicyclists by reducing conflicts with motor vehicles and accommodating pedestrians and bicyclists in congested areas such as schools, downtowns and other high activity locations. Eligible uses include:

- Pedestrian and bicycle access improvements to schools, activity centers and transit hubs including installation and maintenance of crosswalks, sidewalks, lighting and traffic signal treatments
- Safety improvements for bicycle and pedestrian facilities on local roads
- Improvements to multi-use trails parallel to congested highway corridors.

IMPLEMENTATION OF THE EXPENDITURE PLAN

- The Contra Costa Transportation Authority (Authority) will allocate revenues to all programs in the Plan after deducting its actual administrative costs not to exceed 5% of annual proceeds.
- Four sub-regions have been defined in Contra Costa, and each has constituted a Regional Transportation Planning Committee (RTPC) as follows:

<u>Sub-Region</u>	<u>RTPC</u>	<u>Jurisdictions</u>
East County	TRANSPLAN	Antioch, Brentwood, Oakley, Pittsburg, County
West County	WCCTAC	El Cerrito, Hercules, Pinole, Richmond, San Pablo, County
Central County	TRANSPAC	Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, County
Southwest County	SWAT	Danville, Lafayette, Moraga, Orinda, San Ramon, County

- Each sub-region’s share in the county will be determined based on its population based on most current available data from the State Department of Finance.
- To accommodate the diversity of the county needs, each sub-region share of collected proceeds will be divided among the Local Road Improvement and Repair, Transit for Congestion Relief, and Pedestrian and Bicycle Safety and Access programs based on the following percentages, respectively:

Southwest: 85%, 10%, 5%
 East: 80%, 15%, 5%
 Central: 70%, 20%, 10%
 West: 50%, 40%, 10%

On aggregate, it is estimated that after deduction of actual administrative costs (up to 5%), approximately 71% of proceeds will be allocated to Local Road Improvement and Repair, 21% for Transit for Congestion Relief, and 8% for Pedestrian and Bicycle Safety and Access projects.

- Funding for Local Road Improvement and Repair, and Pedestrian and Bicycle Access programs will be annually distributed to local jurisdictions by formula weighted 50% by population (as published by the California Department of Finance) of each jurisdiction and 50% by the centerline road miles (as determined by the most recent State Controller’s Report of Financial Transactions for Streets and

Roads).

- To be eligible for Local Road Improvement and Repair funds, as well as the Pedestrian and Bicycle Safety and Access funds, a jurisdiction shall be in compliance with the Authority's Growth Management Program. *(Note that legal review of this provision is currently pending).*
- A local jurisdiction, when expending its allocation of Local Road Improvement and Repair funds, must, where practicable, consider the incorporation of facilities and amenities into its road improvement and repair projects that improve safety and access for all users of the facility, including bicyclists, pedestrians and transit users. As each roadway is unique, the appropriate level of improvement will differ depending on its context. This provision requires a good faith commitment on the part of the jurisdiction to make progress in the implementation of its adopted bicycle and pedestrian plans by undertaking any of a range of efforts from low-cost signing and striping alternatives to comprehensive improvements.
- The Authority will allocate funds to specific projects and programs the Transit for Congestion Relief upon receiving recommendations from the four Regional Transportation Planning Committees in the County for their share. Each regional committee's share will be determined based on population (as published by the California Department of Finance).
- Each Jurisdiction receiving funds shall submit periodic reports illustrating how the funded projects comply with the Expenditure Plan and provide a benefit to or otherwise have a relationship with the persons paying the fee.

REQUIRED FINDINGS

Local Road Improvement and Repair Program	
PROGRAM GOAL: Improve roadway condition and traffic flow to reduce congestion and pollution.	
<i>This program would provide funding for improving, maintaining and rehabilitating local roads. Fee payers benefit from having roadways safely maintained and operating efficiently. It is difficult for vehicles (automobiles, trucks, and buses) and bicycles to safely negotiate poorly-maintained roadways (i.e. low pavement quality, faded striping and/or signal operation problems). Programs that improve local road operations benefit the fee payer by identifying and mitigating recurring congestion problems.</i>	
Eligible Projects Could Include:	Relationship to Fee Payer
Street repaving and rehabilitation, including curbs, gutters and drains, as well as accommodation of bicycles and pedestrians on local roadways (e.g. “complete streets”)	Local streets and roads must be kept in good working order, including proper drainage, design and maintenance. Street repaving and rehabilitation is essential for the continued operation of all modes of transportation, especially automobiles and trucks. If streets are not routinely repaved and rehabilitated, the pavement quality deteriorates to a point where motor vehicles can no longer drive safely on roadways, and must drive slowly because they cannot travel at normal speeds. If drainage goes without proper maintenance, large pools of water may result during rainy periods; this creates slowdowns as vehicles would be unable to drive through areas of standing water at safe speeds.
Traffic signal maintenance and upgrades, including bicycle and pedestrian treatments	Traffic signals are essential for the operation of major roads and streets in communities. These signals require routine maintenance to keep them in proper working order. If signals are not in good working order, drivers will be unable to negotiate the intersection without stopping, and this would create significant local traffic congestion. It is also important to periodically upgrade signal equipment and timing, so that the operation of the intersection can be maximized.
Signing and striping on roadways, including bicycle lanes and crosswalks	In order for roadways to be safe and effective for motor vehicles (and other users) to travel, good signing and striping is needed. This includes making sure that lanes are properly marked and that the signs and stripes are visible. This also extends to good bicycle and pedestrian treatments, which provide notice to drivers as well as other users where the safer areas on the pavement would be.
Sidewalk installation and repair	The installation and repair of sidewalks provides a safe route of travel for pedestrians. Without a sidewalk in good working order, pedestrians may be forced to walk alongside traffic lanes, resulting in reduced motor vehicle speeds. It also improves safety, so that there are fewer opportunities for vehicle/pedestrian conflicts and associated traffic congestion that may result when incidents occur.
Bus stop improvements, including bus pads, turnouts and striping	The proper design of bus stop improvements greatly improves corridor traffic that operates along bus routes. For example, concrete bus pads in the roadway provide better places for buses to stop, so that they do not stop at locations which have softer asphalt, resulting in uneven pavement for automobiles and trucks that can develop due to the weight created by buses. Other design treatments for bus stops, such as turnouts and striping, provide a clear indication of how both the buses and mixed-flow traffic are to operate together on the street.

Local Road Improvement and Repair Program

Roadway safety improvements for motor vehicles, pedestrians and bicyclists	In order for roadways to be safe and effective for motor vehicles (and other users) to travel, improvements are occasional required. This includes improvements for sight distance, drainage, and related intersection and corridor design treatments. This also extends to good bicycle and pedestrian treatments to inform drivers and other users where the safer areas on the pavement would be. The result of these improvements is improved safety for all roadway users with an anticipated reduction in incidents on a roadway, which in turn reduces the occurrence of nonrecurring congestion each time an incident occurs.
Installation, operation and maintenance of advanced traffic management systems that provide congestion relief such as traffic signal interconnection, transit and emergency vehicle priority, and traveler information systems	Advanced traffic management systems optimize the operation of the existing system, minimizing congestion. The minimizing of congestion may be possible even if the same number of vehicles are on roadways if they operate with less delay. A variety of techniques contribute to an integrated system, such as signal interconnection, transit and emergency vehicle priority and traveler information systems. Each component contributes to the improvement of the overall system operation while also encouraging some travelers to use other modes, additionally reducing congestion.
Motor vehicle pollution mitigation, such as the National Pollutant Discharge Elimination System (NPDES) permit fees	The motor vehicles contribute to water pollution when byproducts from the vehicles are discharged more directly into the waters in Contra Costa County. An administrative remedy, such as funding projects to reduce motor vehicle pollution through the payment of NPDES fees, provides a way for projects to obtain funding in order to remedy the impacts of this water pollution from the motor vehicles.

Consistency with Regional Transportation Plan

The program is consistent with the MTC Regional Transportation Plan (“*Transportation 2035 Plan*”). That plan includes several performance objectives that this fee will help to address, including:

- Maintain pavement condition index (PCI) of 75 or greater for local streets and roads.
- Reduce fatalities from motor vehicle collisions by 15 percent.
- Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each).
- Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each).

Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)

This program is consistent with the strategies identified in the *Countywide Comprehensive Transportation Plan*, which seeks to:

- Increase the capacity of existing highways and arterial roads through capital investments and operational enhancements.
- Work with jurisdictions and other agencies to identify and implement strategies for managing congestion and increasing multi-modal mobility.
- Improve the highway and arterial system consistent with a countywide plan to influence the location and nature of anticipated growth.

Transit for Congestion Relief Program

PROGRAM GOAL: Improve transit access to schools and jobs to reduce reliance on automobile usage, thereby reducing congestion and pollution.

This program would provide funding to maintain and improve transit access to schools and jobs. *Fee payers benefit from the operation of desirable, effective transit service. Because transit currently carries a substantial number of peak hour work, school and shopping trips in congested corridors, transit can contribute to reducing traffic congestion and air pollution. Many regional transit riders drive to stations, so providing good access benefits those drivers. Transit service can be made more attractive with priority treatments on local roadways and access improvements to transit stations. Programs that encourage transit ridership, such as school bus programs, can also be effective in reducing both corridor and site-related congestion.*

Eligible Projects Could Include:	Relationship to Fee Payer
Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas	The expansion or preservation of transit service provides congestion relief as there are fewer drivers on the road than there would be if transit service were not available. Extending or expanding transit service beyond commute hours can increase the desirability of commuting by transit during peak periods because riders know that there are options to leave and return home at any time during the day. There is a particularly strong relationship between providing express bus service in congested corridors and the fee payer: this service can provide an alternative transportation choice for persons waiting in traffic, resulting in some benefit if drivers choose to make their trips by transit instead.
Rapid bus facilities	Rapid bus facilities provide a comprehensive package of operating strategies and passenger amenities to increase the running speed of buses (providing more productivity from each service hour). This results in a trip by rapid bus to be more competitive to driving by decreasing travel time. This also results in lower wait times, as the same number of buses can reach a particular stop more often because they are able to operate at faster speeds. A rapid bus operation should attract riders who were previously driving, reducing aggregate congestion.
Transit priority treatments on local roadways	Transit priority treatments on local roads can increase the running speeds of buses, and reduce the time that buses are stopped at traffic signals. The benefit is not only for the bus operators, but also for adjacent traffic that can move more quickly through intersections. Without transit priority, buses must stop more frequently or for longer periods of time, creating short periods of traffic congestion and overall lower corridor driving speeds. Also, as buses are able to make trips faster, their desirability as an alternative transportation mode is increased.
Park-and-ride facility improvements	Park-and-ride facilities provide strategic intercept points for getting solo drivers off of congested roadways earlier to either form carpools or use public transit instead. If no places to park are available or if the facilities are not well-maintained or designed safely, drivers may choose to make their entire trip by driving alone, resulting in more congestion and air pollution.

Transit for Congestion Relief Program	
Transit use incentives, such as student bus passes	Transit use incentives, such as support for student bus passes, provide a financial incentive for people to choose transit, bicycle or walk rather than to drive. Fewer vehicles on the road can lead to an easing of traffic congestion and air pollution at both a regional and a local scale.
School bus programs run by cities/towns and/or county	Providing school bus service enables students to have an alternative means to travel to and from school. With the transit service available, fewer students will need to be dropped off or picked up by others. The effect of reducing the drop-off and pick-up activity is a reduction in localized traffic congestion around school sites, and potential air quality benefits associated with less vehicular traffic around school sites.
Access improvements to BART and Capitol Corridor stations, including feeder bus service	Improving access to BART and Capitol Corridor rail stations by all travel modes – driving, drop-off/pick-up, walking, bicycling, transit transferring – are ways that provide an alternative to solo driving. If access is improved to these stations, it can result in a reduction in traffic congestion and air pollution.
<p><u>Consistency with Regional Transportation Plan</u></p> <p>The program is consistent with the MTC Regional Transportation Plan (“<i>Transportation 2035 Plan</i>”). That plan includes several performance objectives that this fee will help to address, including:</p> <ul style="list-style-type: none"> • Achieve an average age for all transit asset types that is no more than 50 percent of their useful life. • Increase the average number of miles between service calls for transit service in the region to 8,000 miles. • Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent. • Reduce emissions of fine particulates (PM_{2.5}) by 10 percent. • Reduce emissions of coarse particulates (PM₁₀) by 45 percent. • Reduce carbon dioxide (CO₂) emissions to 40 percent below 1990 levels. <p><u>Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)</u></p> <p>This program is consistent with the strategies identified in the <i>Countywide Comprehensive Transportation Plan</i>, which seeks to:</p> <ul style="list-style-type: none"> • Help fund the expansion of existing transit services, and maintenance of existing operations, including BART, bus transit, school buses and paratransit. • Advocate for stable sources of funds for transit operations. • Link transit investments to increased coordination and integration of public transit services, and improved connections between travel models. • Support transit-oriented and pedestrian-friendly developments • Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking. 	

Pedestrian and Bicycle Safety and Access

PROGRAM GOAL: Reduce conflicts with motor vehicles and encourage bicycling and walking by providing safe pedestrian and bicycle facilities, thereby reducing congestion and pollution.

This program would provide funding to improve the safety of pedestrians and bicyclists by reducing conflicts with motor vehicles and accommodating pedestrians and bicyclists in congested areas such as schools, downtowns and other high activity locations. *Fee payers benefit from bicycle and pedestrian access and safety programs. Programs designed to increase bicycle and pedestrian use can reduce localized traffic congestion (such as in the vicinity of schools or in shopping areas) and related air quality impacts. The driver also benefits from safety improvements that reduce occasional congestion and related air pollution that is created when incidents occur. This program can also provide better access to transit, resulting in fewer drivers in congested corridors.*

Eligible Projects Could Include:	Relationship to Fee Payer
Pedestrian and bicycle access improvements to schools, activity centers and transit hubs including installation and maintenance of crosswalks, sidewalks, lighting and traffic signal treatments	Localized congestion around schools, activity centers and transit hubs occurs as parents, teachers, students, shoppers, and employees are all burdening local street operations. Congestion is highest during commute hours, and periods of school opening or closing. Encouraging better access through the installation and maintenance of crosswalks, sidewalks, lighting and traffic signal treatments reduces localized traffic congestion and provides general air pollution reduction.
Safety improvements for bicycle and pedestrian facilities on local roads	In order for motorized vehicles (and other users) to travel safely and efficiently on arterials and other locally-maintained roadways, pedestrian and bicycle safety treatments are valuable. These treatments alert drivers to bicyclists and pedestrians as well as direct bicyclists and pedestrians to safer areas of the roadway. For example, without a sidewalk, pedestrians may be forced to walk alongside traffic lanes or in bicycle lanes, and may result in reduced motor vehicle speeds. Without bicycle treatments, bicyclists may be forced to use traffic lanes, and may result in reduced motor vehicle speeds. Finally, treatments can reduce the opportunities for vehicle/pedestrian conflicts to occur, resulting in less traffic congestion that may result when incidents associated with bicyclists and pedestrians occur.
Improvements to multi-use trails parallel to congested highway corridors.	Congested highway corridors often occur as highways are burdened with longer-distance and shorter-distance traffic merged together on a single facility. Providing multi-use trails parallel to congested highway corridors provides the ability for some travelers to make their trip as a pedestrian and bicyclist, rather than as an auto driver. This can result in a reduction in traffic volumes along congested highway corridors.

Pedestrian and Bicycle Safety and Access

Consistency with Regional Transportation Plan

The program is consistent with the MTC Regional Transportation Plan (“*Transportation 2035 Plan*”). That plan includes several performance objectives that this fee will help to address, including:

- Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each).
- Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each)
- Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent.
- Reduce carbon dioxide (CO₂) emissions to 40 percent below 1990 levels.

Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)

This program is consistent with the strategies identified in the *Countywide Comprehensive Transportation Plan*, which seeks to:

- Support transit-oriented and pedestrian-friendly developments.
- Invest in trails, walkways and pedestrian-oriented improvements.
- Encourage local jurisdictions and other agencies to develop a connected and coordinated system of bicycle facilities through financial assistance, technical support and other air and encouragement.

PROPOSED CONTRA COSTA VRF EXPENDITURE PLAN

Annual Revenues	\$ 8,500,000
Administration cost (5% off the top)*	\$ 425,000
Remaining for Allocation	\$ 8,075,000

*Only actual administration costs will be taken off the top - up to 5% - with remainder made available for programs.

	Population as of Jan 2008	Subregion Share By Population	Road Miles as of Jan 2007	Local Road Improvement & Repair (50/50 Pop/Lane Miles)	Transit for Congestion Relief (by Subregion Pop)	Pedestrian & Bicycle Safety & Access (50/50 Pop/Lane)	Total by Subregion (by Pop Share)
TRANSPLAN				80%	15%	5%	
Antioch	100,361		229.1	\$ 604,572	n/a	\$ 37,786	
Brentwood	50,614		66.6	\$ 241,614	n/a	\$ 15,101	
Oakley	33,210		117.1	\$ 253,496	n/a	\$ 15,844	
Pittsburg	63,652		138.5	\$ 374,679	n/a	\$ 23,417	
County	48,990		153.4	\$ 348,924	n/a	\$ 21,808	
Subtotal	296,827	28.2%	704.7	\$ 1,823,286	\$ 341,866	\$ 113,955	\$ 2,279,107
WCCTAC				50%	40%	10%	
El Cerrito	23,320		73.0	\$ 98,641	n/a	\$ 19,728	
Hercules	24,324		52.3	\$ 85,291	n/a	\$ 17,058	
Pinole	19,193		53.0	\$ 75,958	n/a	\$ 15,192	
Richmond	103,577		264.1	\$ 393,738	n/a	\$ 78,748	
San Pablo	31,190		48.9	\$ 95,961	n/a	\$ 19,192	
County	39,851		136.7	\$ 177,386	n/a	\$ 35,477	
Subtotal	241,455	23.0%	628.0	\$ 926,974	\$ 741,579	\$ 185,395	\$ 1,853,948
SWAT				85%	10%	5%	
Danville	42,629		140.8	\$ 270,237	n/a	\$ 15,896	
Lafayette	23,962		93.2	\$ 164,992	n/a	\$ 9,705	
Moraga	16,138		53.0	\$ 102,022	n/a	\$ 6,001	
Orinda	17,542		92.8	\$ 143,669	n/a	\$ 8,451	
San Ramon	59,002		143.1	\$ 325,808	n/a	\$ 19,165	
County	31,483		145.5	\$ 238,242	n/a	\$ 14,014	
Subtotal	190,756	18.1%	668.4	\$ 1,244,969	\$ 146,467	\$ 73,233	\$ 1,464,669
TRANSPAC				70%	20%	10%	
Clayton	10,784		42.0	\$ 64,851	n/a	\$ 9,264	
Concord	123,776		338.7	\$ 621,905	n/a	\$ 88,844	
Martinez	36,144		111.7	\$ 192,532	n/a	\$ 27,505	
Pleasant Hill	33,377		117.0	\$ 189,622	n/a	\$ 27,089	
Walnut Creek	65,306		184.8	\$ 333,333	n/a	\$ 47,619	
County	53,249		221.0	\$ 331,849	n/a	\$ 47,407	
Subtotal	322,636	30.7%	1015.2	\$ 1,734,092	\$ 495,455	\$ 247,727	\$ 2,477,275
Total	1,051,674	100.0%	3,016	\$ 5,729,322	\$ 1,725,367	\$ 620,311	\$ 8,075,000

	Local Road Repair & Improvements	Transit for Congestion Relief	Pedestrian & Bicycle Safety & Access	Total by Subregion
Countywide	71%	21%	8%	100%

Measure J Draft - Estimated FY 2009-10 Distribution of 18% Funds to Local Jurisdictions for Street Maintenance

Distribution becomes available after June 30, 2010 based upon actual sales tax revenues; payments are made subject to Authority approval of growth management checklist

Table I - Summary of Total Sales Tax Revenues Available to Distribution

Total Budgeted Revenues *	\$64,300,000
18% of Budgeted Revenues	\$11,574,000
Plus Local Street Funds adjustment from previous year	\$0.
Budget Allocation	\$11,574,000

Table II - Distribution of Available Funds to Cities and Contra Costa County

	Initial Allocation (A) **	Population as of January 2008	% of Total Population	Allocation Based on Population (B)	Road Mileage as of January 2007 Report	% of Total Road Mileage	Allocation Based on Road Mileage (C)	Total LSM 18% Allocation (D)=(A)+(B)+(C)
Antioch	\$100,000	100,361	9.54%	\$ 456,823	229.1	7.59%	\$ 363,530	\$ 920,353
Brentwood	\$100,000	50,614	4.81%	\$ 230,384	66.6	2.21%	\$ 105,702	\$ 436,086
Clayton	\$100,000	10,784	1.03%	\$ 49,086	42.0	1.39%	\$ 66,659	\$ 215,745
Concord	\$100,000	123,776	11.77%	\$ 563,401	338.7	11.23%	\$ 537,556	\$ 1,200,957
County	\$100,000	173,573	16.50%	\$ 790,068	656.5	21.77%	\$ 1,041,948	\$ 1,932,016
Danville	\$100,000	42,629	4.05%	\$ 194,036	140.8	4.67%	\$ 223,467	\$ 517,503
El Cerrito	\$100,000	23,320	2.22%	\$ 106,147	73.0	2.42%	\$ 115,860	\$ 322,007
Hercules	\$100,000	24,324	2.31%	\$ 110,719	52.3	1.73%	\$ 83,007	\$ 293,726
Lafayette	\$100,000	23,962	2.28%	\$ 109,072	93.2	3.09%	\$ 147,918	\$ 356,990
Martinez	\$100,000	36,144	3.44%	\$ 164,520	111.7	3.70%	\$ 177,282	\$ 441,802
Moraga	\$100,000	16,138	1.53%	\$ 73,457	53.0	1.76%	\$ 84,117	\$ 257,574
Oakley	\$100,000	33,210	3.16%	\$ 151,164	117.1	3.88%	\$ 185,850	\$ 437,014
Orinda	\$100,000	17,542	1.67%	\$ 79,847	92.8	3.08%	\$ 147,286	\$ 327,133
Pinole	\$100,000	19,193	1.83%	\$ 87,363	53.0	1.76%	\$ 84,117	\$ 271,480
Pittsburg	\$100,000	63,652	6.05%	\$ 289,728	138.5	4.59%	\$ 219,814	\$ 609,542
Pleasant Hill	\$100,000	33,377	3.17%	\$ 151,925	117.0	3.88%	\$ 185,693	\$ 437,618
Richmond	\$100,000	103,577	9.85%	\$ 471,462	264.1	8.76%	\$ 419,159	\$ 990,621
San Pablo	\$100,000	31,490	2.97%	\$ 141,968	48.9	1.62%	\$ 77,612	\$ 319,580
San Ramon	\$100,000	59,002	5.61%	\$ 268,565	143.1	4.74%	\$ 227,119	\$ 595,684
Walnut Creek	\$100,000	65,306	6.21%	\$ 297,258	184.8	6.13%	\$ 293,299	\$ 690,557
Total	\$2,000,000	1,051,674	100.00%	\$ 4,787,000	3,016.2	100.00%	\$ 4,787,000	\$ 11,574,000

Sources:

Population: DoF website: <http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Estimates/E1/E-1text.asp>

Road Miles: 2007 Caltrans California Public Road Data at <http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php> (Page 20)

*Based upon FY 09-10 Original Budget, subject to change based on revisions to population, road mileage and actual receipts received.



CONTRA COSTA TRANSPORTATION AUTHORITY

VEHICLE REGISTRATION FEE

EXPENDITURE PLAN

Contra Costa Transportation Agency Vehicle Registration Fee Public Workshop Meeting Notes

Embassy Suites Hotel, Walnut Creek, May 24, 2010

6:00 to 7:30 PM

A total of fourteen people signed-in to the Vehicle Registration Fee (VRF) workshop held at the Embassy Suites Hotel in Walnut Creek on May 25, 2010. The purpose of the workshop was to educate the public about the VRF and to solicit input on a series of Expenditure Plan options for allocating the anticipated \$8.5 million generated annually by the VRF.

The workshop was noticed in the Contra Costa Times on May 12 and May 23, 2010. In addition, the Authority contacted over 100 local stakeholder groups and individuals, including elected officials, transit agencies, labor, business, community, environmental, faith-based, and community leaders, to alert them of the process to develop a VRF Expenditure Plan and upcoming opportunities for public input. The workshop, information on the VRF and related documents were also posted on the Authority website (www.ccta.net).

The workshop opened with a general presentation on the VRF, including background and current funding deficits, the process of developing an Expenditure Plan and a description of the types of programs that would be prioritized by each of three different Expenditure Plan options. A general comment period followed the presentation. Comments from workshop participants are summarized below.

General Comments:

- ◆ Cyclists should register their bikes & pay registration fee. Registration fees for bicycles could be used to help fund bike lanes, wider roads, safety and education.
- ◆ The focus of the funds should be on residential roads within individual cities.
- ◆ Local jurisdictions should determine how to use the money on local roadway improvements.
- ◆ Improvements to roadways that are already identified in the County Bicycle Master Plan to have future bike lanes or bike routes should be prioritized in the distribution of VRF funds.
- ◆ Light vehicles should pay a smaller fee—why should an individual care pay the same as a passenger bus since they do not do as much damage to the roads?
- ◆ The CCTA needs to include local taxpayer organizations in VRF process. This fee is basically a “hidden tax.”
- ◆ Support bicyclists with VRF funds.
- ◆ Keep in mind seniors and disabled in VRF spending; not everyone can ride a bike.
- ◆ Include sunset and monitoring provisions in the Expenditure Plans; add accountability by including measurable outcomes.
- ◆ Go after the bankers and Wall Street: They are the cause of these budget restrictions.

After the general comment period, workshop attendees had the opportunity to respond directly to the three Expenditure Plan options representing different prioritizations of programs and improvements. Participants' comments regarding these options are shown below.

Responses to Expenditure Plan Options

- ◆ Support for Local Roads Option
 - Of three options, provides most direct benefit to drivers
 - Provides the most benefits for cyclists (pothole repair, etc.). Both cars and bikes can benefit from roadway improvements, especially if funds are targeted to improvements on the on-road bikeways called for in the County Bicycle Master Plan.
 - Improves bicycle safety – drivers don't have to swerve to miss potholes

- ◆ Support for Option B
 - "You can't build your way out of congestion."
 - Need to focus on transit options as well, not just repair and build roads. Getting more people on transit would benefit drivers by relieving traffic congestion.

- ◆ Support New "Option C": 100% of funds to local roads
 - Benefits drivers directly – Voters will be more likely to support because they understand how the fee drivers will pay will go back to drivers, not to cyclists and transit users.
 - Focus on *one thing* and get tangible results, rather than try to do too many things with no tangible results.

**ITEM 9: DISCUSS, REVISE (AS APPROPRIATE), AND APPROVE, THE
2010/2011 WORK PROGRAM AND BUDGET, B) RECEIVE PRELIMINARY
REPORT ON 2009/2010 BUDGET**

Draft Work Program for FY 2010/2011

Task 1. Participate in project development for the Brentwood-Tracy Expressway (SR 239) Interregional Corridor Study. TRANSPLAN had minimal work on this Task in FY 2009/10, limited to discussions relative the East County Action Plan for Routes of Regional Significance and occasional reports to the Committee. However, funding has been made available and Contra Costa County has begun to select the consultant for the effort. The planning process will begin in 2010. A multi-county, inter-agency group will oversee the process, all affected regional, local and state agencies will participate. TRANSPLAN will be one of the stakeholders in the process.

Task 2. Review major land use proposals *within* East County for compliance with East County Action Plan requirements. This task will continue as an ongoing activity, required both by Measure C, Measure J and by TRANSPLAN's own procedures. It was part of the Measure C Growth Management Program and continues under Measure J.

Task 3. Review land use proposals *outside* of East County that meet the Measure J threshold requirements (100 or more new peak-period vehicle trips) for potential traffic impacts on East County routes of regional significance. This task will continue as an ongoing activity, similar to Task 2 above. It is part of the Measure J Growth Management Program.

Task 4. Provide Facilitation between the Contra Costa Transportation Authority in the conduct planning activities requiring sub-regional consultation. TRANSPLAN will provide ongoing assistance and local facilitation with CCTA, at a minimum for the planned *CCTA State Route 4 Corridor Management Plan*. The Congestion Management Program, the Measure J Strategic Plan, Measure J Growth Management Program, and the Countywide Bicycle and Pedestrian Plan require local facilitation on occasion although no major initiatives are anticipated in the coming year.

Task 5. Respond to requests for information and projects from the Contra Costa Transportation Authority for the 2011 State Transportation Improvement Program (STIP) funding cycle. The local jurisdictions may be asked to develop project applications for the 2011 STIP (the state's biannual funding program). Depending on the availability of STIP funds there may or may not be a need to update Contra Costa County STIP project list.

Task 6. Represent TRANSPLAN at meetings of CCTA as needed, including the monthly CCTA Board meetings and the monthly meetings of its two committees (the Administration and Projects Committee, and the Planning Committee). This task will continue.

Task 7. Participate as needed in refining the East County portion of the countywide travel demand forecasting model and/or in adapting the model for local application. CCTA completed the model update and combine the four sub-regional models into one countywide version in 2003. Ongoing refinements or consultation may be needed. The Measure C/J Growth Management Program requires local jurisdictions to consult with the TAC when they use or adapt the model for local general plan amendments or CEQA review of large development proposals.

Task 8: Decennial Model Update: Related to Tasks 1 and 7 above is the CCTA led effort to conduct the Decennial Model Update to the travel forecasting model. A major update was completed in 2003. The preliminary recommendation from CCTA staff, consultants and the Technical Model Working Group is that this update should be streamlined. Despite a streamlined approach, there will be a need for facilitation and participation from the RTPCs.

Task 9. Participate in planning the Concord Naval Weapons Station Community Reuse Project. The TRANSPLAN staff person has a seat on the transportation working group for the Reuse Project being managed by the City of Concord. Transportation Working Group meetings are no longer being held but input from affected jurisdictions is still critical. In 2010/11 this activity will involve the review of the critical General Plan Amendment proposal (and associated environmental documents). Participation on the anticipated fair share cost traffic study is also anticipated. This activity consumed a substantial amount of staff time in 2009.

Task 10. Climate Change Legislation: Provide updates and reports to the Committee on the planning implications of California climate change legislation (SB375, AB32, SB97) and CCTA progress on addressing these issues in their countywide planning efforts. Work on SB 375 has begun in 2009/2010, and is expected to increase substantially in 2010/2011.

Proposed 2010/2011 Budget

The proposed TRANSPLAN budget for FY 2010/11 is slightly less than last years budget at \$67,752. This amounts to contributions of \$13,550 from each of the five member jurisdictions.

This budget includes 30 hours of my time per month, ten hours of secretarial time per month, and eight hours of the minutes-taker's time per month. The budget also includes a small amount for office supplies and mailing costs, and a reserve for contingencies. I have removed the graphics technician line item as it has not been used during my tenure with TRANSPLAN.

The breakdown of the proposed budget is shown in Table 1 below.

Consistent with Committee direction from past years, I will bill the jurisdictions for the difference in this years actual cost (any overrun will be added to the 2010/11 invoice or a surplus being deducted). Please see the 2009/10 report further below, I anticipate coming in under budget this year.

Table 1. Proposed TRANSPLAN Budget for FY 2010/11

Item	FY 2010/11 Budget	% of Total Budget
Transportation planner (30 hours per month)	\$48,190	71%
Secretary (10 hours per month)	\$9,322	14%
Minutes taking (8 hours per month)	\$6,240	9%
Subtotal for personnel costs	\$63,752	
Office supplies and services	\$1,500	2%
Contingency	\$2,500	4%
Total budget	\$67,752	
Per Jurisdiction Contribution:		
\$ 13,550	\$67,752	100%

2009/2010 Preliminary Budget Report

A complete report for this year's budget will not be available until September when the last quarter reports are available. The first three quarters I was on track to be over budget. This was due to activities and special meetings related to the CCTA Strategic Plan Update, the Concord Naval Weapons Station review, and to a lesser extent the completion of the Action Plan update. However, recent meeting cancellations have brought us on target to come in under budget. As indicated above, this will be reflected in the 2010/11 invoice.