



El Cerrito

WCCTAC Technical Advisory Committee (TAC) MEETING NOTICE AND AGENDA

Hercules

DATE & TIME: Thursday, July 8, 2010, 9:00 – 11:00 a.m.

LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane)
San Pablo, California
Accessible by AC Transit lines #72 and 72R

Pinole

Richmond

1. **Call to Order and Self-Introductions – John Rudolph, Chair**
2. **Public Comment.** The public is welcome to address the TAC on any item that does not otherwise appear on the agenda. *Please fill out a speaker card.*
3. **Meeting Summary and Sign-in Sheet from the June 10 Meeting. (Attachment)**
4. **I-80 ICM – 20 minutes.** Project staff will provide an update on the project. Berkeley, San Pablo, and WCCTAC staff met with the project team on June 30 and made several requests to facilitate participation by the local agencies. *(ACCMA, Caltrans, WCCTAC Staff – Attachment – Information/Discussion)*
5. **Update on Vehicle Registration Fee Ballot Measure (SB 83) – 10 minutes.** CCTA's Administration and Projects Committee on July 1 moved to recommend to the full Authority Board the adoption of the attached resolution, ballot measure, expenditure plan, and benefit analysis findings. A public hearing will be held on July 21 prior to adoption. The TAC will consider whether, if the measure passes in November, it would recommend a set-aside for the annual O&M costs of the I-80 ICM. *(Staff – Attachment – Information/Discussion)*
6. **Programming West County Measure J Additional TLC (25b); Additional Pedestrian, Bicycle, and Trail (26b); and Subregional Transportation Needs (28b) – 15 minutes.** The TAC will discuss options and issues for programming the subject fund sources. *(Staff – Attachment – Discussion)*
7. **State Route 4 Corridor Management Plan – 10 minutes.** TRANSPAC, TRANSPAN, and WCCTAC in partnership have agreed to develop the subject plan, building off recently completed studies. CCTA has set aside \$150,000 to retain a consultant to conduct the project. A draft of the preliminary scope of work that is proposed to be included in the request for proposals is attached for the TAC's review. *(Staff – Attachment – Discussion)*

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

8. **West County Bicycle and Pedestrian Plan – 10 minutes.** The TAC will discuss the need and purpose of this initiative, given existing city-wide and county-wide plans. (*Staff – No Attachment – Discussion*)
9. **Project Updates and Announcements – 15 minutes**
 - a. Transit Enhancement Strategic Plan and Wayfinding Sign Plan – *No Attachment*
 - b. SB 375: The Regional Advisory Working Group will meet on July 6 at 9:30 a.m. at MTC. RAWG agendas are here: <http://www.onebayarea.org/calendar.htm> – *Attachment*
 - c. TDM / 511 Contra Costa – *No Attachment*
 - d. Safe Routes to School – *No Attachment*
 - e. Grant Opportunity: Cities and counties are eligible to apply to the Sustainable Communities Planning Grant & Incentives Program. Applications are due August 31, 2010. Eligible proposals include but are not limited to specific plans/infill plans/zoning ordinances, climate action plans, targeted general plan updates or elements, and other implementation instruments for AB 32 and SB 375. See http://www.sgc.ca.gov/planning_grants.html for additional information.

10. Other Business.

11. Adjournment.

Next WCCTAC-TAC meetings:

- **Note: No TAC meeting in August**
- **September 9, 2010, 9:00 a.m.**
- **October 14, 2010, 9:00 a.m.**

Next WCCTAC Board meetings:

- **July 30, 2010, 8:00 a.m.**
- **Note: No Board meeting in August**
- **September 24, 2010, 8:00 a.m.**

In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact John Rudolph at 510.215.3042 or Valerie Jenkins at 510.215.3217 prior to the meeting. If you have special transportation requirements and would like to attend the meeting, please call WCCTAC (see phone numbers above) at least 48 hours in advance to make arrangements. Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please turn off all cellular phones and pagers during the meeting. A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.



TO: WCCTAC Technical Advisory Committee **DATE:** June 17, 2010
FR: John Rudolph JR
RE: **Summary of June 10, 2010 WCCTAC-TAC Meeting**

1. I-80 Integrated Corridor Mobility Project: Corridor System Management Plan: Bijan Yarjani, ACCMA, presented the draft CSMP and received comments from the TAC.

Staff indicated that the TAC had not had time to review the presentation, which was sent out the evening of June 9, and reminded presenters that TAC agenda packets are distributed seven days prior to TAC meetings. ACCMA staff commented on delays created in the document approval process set in place by the Project Leadership Team (PLT) and Executive Steering Committee (ESC).

Members of the TAC expressed concern that there is a lack of local feedback in the development of the CSMP; and that owing to variations in project scope among the many deliverables presented for comment and review so far, there is uncertainty what is in the project and what is not in.

ACCMA staff offered to (1) provide brief monthly verbal updates to the TAC on the CSMP and other components of the I-80 ICM Project, (2) send to WCCTAC staff a one-page summary of documents provided so far and revisions underway, (3) set up individual meetings with the jurisdictions, and (4) provide to agencies a compendium of comments provided by all agencies on all documents so far.

2. I-80 ICM Project: Ramp Metering: Randy Durrenberger, Kimley-Horn Associates, on behalf of ACCMA, presented the latest draft Ramp Metering Plan and received comments from the TAC. Members of the TAC expressed interest in the San Mateo model, whereby local jurisdictions in collaboration with Caltrans and the CMA, developed scenarios for assessing success, including before and after studies and thresholds for turning the system off.

3. Richmond-San Pablo 23rd Street Project/Action Plan: Adèle Ho and Frank Penry, San Pablo, presented a re-striping plan that would narrow the roadway from four lanes to two lanes with a two-way left-turn lane to facilitate the movement of bicyclists and pedestrians, calm traffic, and address congestion and safety issues. San Pablo described its plan in the contexts of collaborative work with Richmond and potential effects on MTSOs, specifically LOS, in the West County Action Plan. The plan is proposed as a pilot project, with re-evaluation in six months.

Members of the TAC provided comments on bike lanes, parking lanes, coordination with Richmond, and transit operations. AC Transit expressed concern about potential adverse impacts on bus operations resulting from lane width, traffic volumes, bike safety, and liability. The TAC agreed that in this instance a change in the Action Plan is not necessary, as long as AC Transit's concerns are appropriately addressed. Moving forward, as other jurisdictions develop plans that may affect the Action Plan, review by the TAC will be a first step in determining potential modification of the Action Plan.

4. Vehicle Registration Fee Update: Staff referenced a handout, emailed on June 8, detailing APC's consideration and discussion of the proposed ballot measure, expected to be considered by the Authority in June and voted upon in July. Some members of the TAC expressed concern that the process of developing and vetting the expenditure plan had been so accelerated that staff had not had time to provide analysis for their elected officials of one option or another under consideration.

5. Urban Limit Line and Growth Management Program: Staff distributed a handout announcing that the "Proposal for Adoption" Measure J Growth Management *Implementation Guide* is available for review prior to CCTA's expected adoption on June 16.

6. Adjournment until July 8, 2010, at 9:00 a.m.

The next **regular WCCTAC-TAC meetings** will be:

- Thursday July 8, 2010 at 9:00 a.m.
- Thursday September 9, 2010 at 9:00 a.m.

The next **WCCTAC Board meetings** will be:

- Friday June 25, 2010 at 8:00 a.m.
- Friday July 30, 2010 at 8:00 a.m.

WCCTAC Technical Advisory Committee Meeting: June 10, 2010

NAME	INITIALS	AGENCY	EMAIL	PHONE
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FRANK PENRY		SAN PABLO		707 523 1010
HAMID MOSTOUFI		BERKELEY		510-981-6403
Erik Amin		Caltrans		510-246-6053
BIJAN YARJANI		ACCMA		510.350.2328

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WCCTAC

West Contra Costa Transportation Advisory Committee

TO: WCCTAC-TAC

DATE: July 1, 2010

FR: Christina Atienza, Executive Director *cma*

RE: **Summary of Latest Requests to I-80 ICM Project Team**

San Pablo and WCCTAC staff were invited to attend a meeting in Berkeley, called by the project team as part of a series of planned one-on-one meetings with local agencies. The following requests were made to the project team to facilitate participation of the local agencies:

- **Prepare and circulate for review a detailed implementation plan, including proposed project phasing, next steps, and timelines.** Berkeley staff reiterated concern about not implementing speed harmonization for recurring congestion. Given Caltrans' hesitation to implement for recurring congestion additional freeway operational strategies beyond adaptive ramp metering for the initial phase of the project, Berkeley staff suggested that a possible compromise is for the initial phase of the project to focus only on non-recurring congestion, for which all freeway operational strategies are proposed to be implemented.
- **Prepare and circulate for review an agreement, likely a memorandum of understanding, for how the system will be operated and maintained.** Issues raised included the need for: a commitment from Caltrans to operate and maintain all freeway elements of the project, an improved process over what exists today for the San Pablo Avenue Smart Corridor for providing detailed information on the uses of O&M funds, and periodic performance monitoring and reporting. Berkeley staff also reiterated the request for a copy of the I-580 ramp metering agreement with Pleasanton, which contains provisions for all-green operations and conditions for turning off the system, and the need for a detailed before and after study for ramp metering.
- **Copy local agencies on Project Leadership Team (PLT) and Executive Steering Committee (ESC) agendas and minutes to provide opportunities for the local agencies to flag potential issues.** Issues were raised about how accurately local agency interests were being represented by the CMAs and the need for better communication.
- **Prepare and circulate for review an overall plan for the project, covering project development, construction, implementation, and operations and maintenance stages, and outlining major tasks and deliverables under each stage.** The plan should clearly show the proposed sequencing of tasks and include an estimated timeline. The intent of the plan is to serve as a roadmap for the lifecycle of the project from development to O&M that is agreed upon by all parties.

In addition, it was clarified at the meeting that the overall project managers are Cristina Ferraz (Caltrans) and John Hemiup (ACCMA), and that any and all questions and concerns pertaining to the project may be forwarded to them. Ms. Ferraz also offered to provide regular updates, as a standing agenda item, at the WCCTAC-TAC meetings.

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Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: July 1, 2010

Subject	November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee to Fund Transportation Programs and Projects – Adoption of Contra Costa County Transportation Improvement Measure and Expenditure Plan
Summary of Issues	<p>At their June meeting, the Authority members adopted, in draft form, a Ballot Measure, Expenditure Plan and Benefit Analysis findings for a \$10 <i>Vehicle Registration Fee Increase</i> that would be imposed annually on vehicles registered in Contra Costa.</p> <p>Countywide, approximately 71% of fee proceeds would be directed to Local Road Improvement and Repair, 21% to Transit for Congestion Relief, and 8% to Pedestrian/Bicycle Safety and Access projects. Both Local Road and Pedestrian/Bicycle funds would be returned to jurisdictions based on population and lane mile formula. The remaining funds (21%) would be directed to transit projects recommended by the Regional Transportation Planning Committees (RTPCs).</p> <p>Since the June meeting, minor revisions - shown in <i>italics</i> - were made to Resolution 10-30-P (Attachment A). Non-substantive edits have been made to the other attachments to correct typos and provide clarity.</p>
Recommendations	Staff recommends the Authority adopt in final form Resolution 10-30-P, the Ballot Measure, Expenditure Plan, and Benefit Analysis Findings. Prior to adoption, a public hearing is required by SB 83.
Financial Implications	If approved by the voters, a \$10 vehicle registration fee increase could generate up to \$8.5 million for transportation purposes in Contra Costa.
Options	The Authority could elect to approve an alternative Expenditure Plan or make changes to any of the documents presented.
Attachments	<ul style="list-style-type: none"> A. Resolution 10-30-P B. Contra Costa County Transportation Improvement Measure C. Final Expenditure Plan D. Final Benefit Analysis Findings E. Funding Estimates by Jurisdiction Based on Approved Expenditure Plan

Changes from Committee

Background

At their June 16, 2010 meeting, the Authority members adopted, in draft form, a Ballot Measure, Expenditure Plan, and findings of the Benefit Analysis for a \$10 *Vehicle Registration Fee Increase* that would be imposed annually on motor vehicles registered in Contra Costa.

The Measure is a culmination of five months of intensive effort involving stakeholders, advocacy groups, and the public (see *Attachment B* for the Measure). At the start of the effort, the Authority formed an Expenditure Plan Advisory Committee that comprised representatives from the business community, the Authority's Citizen Advisory Committee and Technical Coordinating Committee, the four Regional Transportation Planning Committees, the City-County Engineering Advisory Committee, transit operators, fee payers (AAA), the East Bay Bicycle Coalition, open space advocates (Save Mount Diablo) and the Environmental Community (TRANSFORM). In addition to public opinion polls conducted in April 2010, a public workshop was held on May 24, 2010 to help inform the process.

If passed, the Measure would provide up to \$8.5 million per year for transportation projects and programs in Contra Costa. The draft Expenditure Plan is based on recommendations from the Expenditure Plan Advisory Committee, which took into consideration input from the four RTPCs (see *Attachment C* for the Expenditure Plan). It addresses the diverse needs of the four sub-regions of the county and the need for additional funding to improve Contra Costa's aging transportation infrastructure and, in particular, local roads, which are integral to several modes of transportation including transit and bicycles.

Countywide, approximately 71% of the fee proceeds will fund Local Road Improvement and Repair, 21% will be directed to Transit for Congestion Relief, and 8% to Pedestrian/Bicycle Safety and Access projects. Both Local Road and Pedestrian/Bicycle funds (totaling 79%) would be returned to jurisdictions based on population and lane mile formula. The remaining funds (21%) would be programmed for transit projects as recommended by the RTPCs (see *Attachment E* for Funding Estimates by Jurisdiction).

SB 83 requires that the ballot Measure resolution (*Attachment A*) 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 (i.e., motor vehicle owners) and that the projects and programs be consistent with the Regional Transportation Plan. *Attachment D* provides detailed documentation of the benefit analysis.

Staff recommends that the Authority adopt Resolution 10-30-P (*Attachment A*), ballot Measure (*Attachment B*), Expenditure Plan (*Attachment C*), and Benefit Analysis Findings (*Attachment D*).



RESOLUTION 10-30-P

RESOLUTION OF THE CONTRA COSTA TRANSPORTATION AUTHORITY CALLING AND PROVIDING FOR A SPECIAL ELECTION ON NOVEMBER 2, 2010 TO SUBMIT TO THE VOTERS THE CONTRA COSTA COUNTY TRANSPORTATION IMPROVEMENT MEASURE

WHEREAS, the Contra Costa Transportation Authority (Authority), a countywide transportation planning agency acting as the designated Contra Costa Congestion Management Agency, deems it advisable to submit to the voters of Contra Costa County, at a special election to be held on November 2, 2010, a measure to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs, pursuant to section 65089.20 of the Government Code and section 9250.4 of the Vehicle Code; and

WHEREAS, *the Authority views this measure as an opportunity to further the objectives inherent in Contra Costa's voter-approved transportation sales tax (Measure J, 2004); and*

WHEREAS, *those objectives include, among others, the maintenance and upgrade of local streets and roads; transit as a means of reducing traffic congestion; improved safety and access to the transportation system for bicyclists and pedestrians; and adherence to agreed-upon growth management principles and policies such as urban growth boundaries; and*

WHEREAS, *the Authority considers the funds potentially generated by this measure to be an augmentation of existing federal, state and local funding sources currently available for transportation purposes; and that these new funds would help enable local agencies in Contra Costa to accomplish additional transportation improvements that would not otherwise be funded or fully funded; and*

WHEREAS, *the Authority recognizes the requirement that projects and programs funded with proceeds of the vehicle registration fee increase must provide a direct benefit to the motor vehicle owners paying the fee; and*

WHEREAS, *the Authority recognizes that the factors that serve as the basis for the allocation of funds and the determination of direct benefit to fee payers are dynamic and may change in the future; and that, accordingly, at such time as the Expenditure Plan is amended (not sooner than 5 years from the effective date of the measure), the Authority may take into account such factors as changes in population densities and lane miles within each jurisdiction, the number of registered vehicles and the contribution of those vehicle registration fees by jurisdiction;*

NOW THEREFORE BE IT RESOLVED by the Authority that the measure attached as Appendix A, known as the Contra Costa County Transportation Improvement Measure, shall be submitted to the voters within Contra Costa County at a special election to be held and conducted on November 2, 2010, and that the Registrar of Voters be, and hereby is, directed to publish such notice as may be required by law for the time and in the manner so required, and to place the same on the ballot at an election to be held throughout Contra Costa County on November 2, 2010.

BE IT FURTHER RESOLVED that such measure will appear in summarized form on the ballot as follows:

CONTRA COSTA COUNTY TRANSPORTATION IMPROVEMENT MEASURE

To repair and maintain local streets and roads; improve traffic flow, bicycle, pedestrian and driver safety; and improve public transportation efficiency; shall a local vehicle registration fee of ten dollars be established in Contra Costa County with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

BE IT FURTHER RESOLVED that the Contra Costa County Board of Supervisors is hereby requested to consolidate this election with the statewide general election and any other elections to be held within Contra Costa County on November 2, 2010, and that it include in its proclamation or notice of the special election that Article 3 of Chapter 2 of Division 9 of the Elections Code relating to arguments concerning county measure applies, and the County Counsel is directed to prepare an impartial analysis.

BE IT FURTHER RESOLVED that the Contra Costa County Board of Supervisors is requested to permit the Registrar of Voters to render all services specified by Elections Code section 10418 relating to the election, for which services the Authority agrees to reimburse the County.

BE IT FURTHER RESOLVED that, pursuant to Elections Code section 10418, all proceedings related to, connected with, and incidental to the election shall be regulated and performed in accordance with the provisions of law regulating the statewide election.

BE IT FURTHER RESOLVED that the Authority hereby adopts the Expenditure Plan attached as Appendix B allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee, and that the Expenditure Plan be attached to the Measure when submitted to the voters.

BE IT FURTHER RESOLVED that, based on the benefits analysis presented to the Authority on July 21, 2010, a copy of which is attached hereto as Appendix C, the Authority adopts a finding of fact that the projects and programs to be funded by the fee increase as contained in the attached Expenditure Plan have a relationship or benefit to persons who will be paying the fee, and further finds that the projects and programs are consistent with the regional transportation plan adopted pursuant to Government Code Section 65080.

BE IT FURTHER RESOLVED that, upon passage of the Measure, the Authority shall contract with the Department of Motor Vehicles to collect the fee imposed by the Measure.

Robert Taylor, Chair

This RESOLUTION was entered into at a meeting of the Contra Costa Transportation Authority held July 21, 2010 in Pleasant Hill, California

Attest: _____
Danice J. Rosenbohm, Executive Secretary



CONTRA COSTA
transportation
authority

A MEASURE PROVIDING FOR TRANSPORTATION IMPROVEMENT IN CONTRA COSTA COUNTY THROUGH A TEN DOLLAR VEHICLE REGISTRATION FEE

Section 1. Title

This Measure shall be known as the "Contra Costa County Transportation Improvement Measure." If passed, the entity implementing the Measure will be the Contra Costa Transportation Authority, acting as the designated Contra Costa County Congestion Management Agency (hereafter the "Authority").

Section 2. Period of Fee

This Measure 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 Measure 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 (hereafter the "Vehicle Registration Fee") at which the Measure has been approved by the voters, unless otherwise terminated by the voters of Contra Costa County.

Section 3. Purpose

This Measure authorizes 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 Authority has adopted an 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 attached hereto and incorporated herein by this reference as though fully set forth herein.

The purposes of this Measure 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.

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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 Measure 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 Authority and repaid from the fee. Any such contract payment shall be repaid, with no restriction on the funds, to the 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 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. No Use Outside Contra Costa County

The proceeds of the fees imposed by this Measure shall be spent only inside the limits of Contra Costa County, except for instances where the proposed expense is matched by funding from the county where the expenditure of fee proceeds is proposed to be made and the Authority finds that such expenditure would provide a benefit to or otherwise have a relationship with those who pay the fee in Contra Costa County. None of the proceeds, outside 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 7. 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. Amendments to the Expenditure Plan shall be approved by a two-thirds vote of the Authority's 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 8. 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 Measure. The costs associated with bonding will be borne only by the project and programs included in the Expenditure Plan, and such costs of issuance will be subject to public comment before approving any bond sale.

Section 9. Severability

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

Section 10. Effective Date

This Measure shall take effect immediately upon closing of the polls in Contra Costa County on the day of the election at which the Measure is adopted by a majority of the electors voting. Notwithstanding this effective date, 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.

**CONTRA COSTA COUNTY
TRANSPORTATION IMPROVEMENT MEASURE**

EXPENDITURE PLAN

EXPENDITURE PLAN PROGRAMS

The Plan identifies three types of programs that 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 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
- 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 of the proceeds will be determined based on its population as indicated in the most current data available from the State Department of Finance.
- To accommodate the diversity of needs within the county, each sub-region’s share of the fee 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%
 Countywide (approximate): 71%, 21%, 8%

On aggregate countywide, 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).
- A local jurisdiction's eligibility for Local Road Improvement and Repair funds is contingent upon its incorporating into its road improvement and repair projects facilities and amenities that are practicable and recognized as contributing to that jurisdiction's policies pertaining to the improvement of access and safety for bicycles, pedestrians and transit. For purposes of this requirement, 'practicable' means that the jurisdiction will, in good faith, take steps to implement its adopted bicycle and pedestrian plans and policies.
- Funding for projects and programs in the Transit for Congestion Relief category will be allocated by the Authority per recommendations of the four Regional Transportation Planning Committees as to where their respective share of the funds should be programmed. The RTPC shares 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 to the persons paying the fee.

BENEFIT ANALYSIS FINDINGS

<p>Local Road Improvement and Repair Program</p> <p>PROGRAM GOAL: Improve roadway conditions and traffic flow to reduce congestion and pollution.</p> <p>This program would provide funding for improving, maintaining and rehabilitating local roads. <i>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></p>	
<p>Eligible Projects Could Include:</p> <p>Street repaving and rehabilitation, including curbs, gutters and drains, as well as accommodation of bicycles and pedestrians on local roadways</p> <p>Traffic signal maintenance and upgrades, including bicycle and pedestrian treatments</p> <p>Signing and striping on roadways, including bicycle lanes and crosswalks</p> <p>Sidewalk installation and repair</p> <p>Bus stop improvements, including bus pads, turnouts and striping</p>	<p style="text-align: center;">Relationship to Fee Payer</p> <p>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.</p> <p>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 optimized.</p> <p>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.</p> <p>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.</p> <p>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.</p>

Local Road Improvement and Repair Program	
Roadway safety improvements for motor vehicles, pedestrians and bicyclists	<p>In order for roadways to be safe and effective for motor vehicles (and other users) to travel, improvements are occasionally 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.</p>
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	<p>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.</p>
Motor vehicle pollution mitigation, such as the National Pollutant Discharge Elimination System (NPDES) permit fees	<p>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.</p>
<p>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:</p> <ul style="list-style-type: none"> • 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). <p>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:</p> <ul style="list-style-type: none"> • 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:

Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas

Relationship to Fee Payer

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 out 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

<p>Transit use incentives, such as student bus passes</p>	<p>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.</p>
<p>School bus programs run by cities/towns and/or county</p>	<p>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. Reducing the drop-off and pick-up activity eases localized traffic congestion around school sites. Less vehicular traffic also reduces air pollution.</p>
<p>Access improvements to BART and Capitol Corridor stations, including feeder bus service</p>	<p>Improving access to BART and Capitol Corridor rail stations by all travel modes – driving, drop-off/pick-up, walking, bicycling, transit transferring – can provide a more attractive alternative to solo driving. When persons choose to drive to stations and use rail transit rather than drive for a longer trip, they help to reduce regional traffic congestion and air pollution. When persons going to rail stations choose to use other modes rather than to drive, they help to reduce localized traffic congestion and air pollution.</p>

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:

- 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.

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:

- 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.*

	Relationship to Fee Payer
<p>Eligible Projects Could Include:</p> <p>Pedestrian and bicycle access improvements to schools, activity centers and transit hubs including installation and maintenance of crosswalks, sidewalks, lighting and traffic signal treatments</p>	<p>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.</p>
<p>Safety improvements for bicycle and pedestrian facilities on local roads</p>	<p>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.</p>
<p>Improvements to multi-use trails parallel to congested highway corridors.</p>	<p>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.</p>

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 aid and encouragement.

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WCCTAC

West Contra Costa Transportation Advisory Committee

TO: WCCTAC Technical Advisory Committee **DATE:** July 1, 2010
FR: John Rudolph JR
RE: Next Steps for Programming Measure J 25b, 26b, and 28b

Background. At its April 2010 meeting, the TAC agreed that there is a need for 25b and 26b funding in each jurisdiction for current and future projects, and 28b funding may be suitable for a West County wide Community Based Transportation Plan and/or wBART study.

Current Information. The TAC asked for up-to-date estimates of current funding availability, which CCTA staff have provided. Preliminary estimates of revenue, in escalated \$ x 1000, are shown below, and program descriptions from Measure J are provided in Attachment A.

Measure J Program	FY09		FY10		FY11		FY12		FY13	
	Yearly	Cumulative	Y	C	Y	C	Y	C	Y	C
12 CC-TLC*	\$170	\$170	\$776	\$946	\$791	\$1738	\$815	\$2554	\$840	\$3394
25 WC-TLC	\$12	\$12	\$57	\$70	\$59	\$129	\$60	\$189	\$62	\$251
13 PBT*	\$140	\$140	\$643	\$783	\$655	\$1439	\$675	\$2115	\$696	\$2811
26 WC-PBT	\$5	\$5	\$26	\$31	\$26	\$57	\$27	\$84	\$27	\$112
28 WC Needs	\$41	\$41	\$189	\$230	\$192	\$423	\$198	\$622	\$204	\$826

**Approximate West County share.*

Discussion questions for the TAC.

- (1) The TAC may consider tying 25b to 12, and 26b to 13. For Program 12, eligible projects for each jurisdiction will be recommended by the RTPC. For Program 13, the numbers above indicate only the countywide competitive portion of Program 13 and excludes EBRPD allocation; further, Measure J does not specify RTPC involvement and CCTA has not yet developed guidelines.
- (2) The TAC may consider issuing a separate Call for Projects for 25b and 26b, in which case evaluation criteria and programming cycles would need to be determined.
- (3) The TAC may consider allocating 25b and 26b to jurisdictions by formula such as road miles, population, or some other factor or combination of factors, such as linkage to PDAs, the Action Plan, the Transit Enhancement Strategic Plan, or other subregional effort.
- (4) The TAC may re-assess 28b in the context of the suggested eligible projects described in Measure J, suggest candidate projects, and affirm or modify its support in April for a subregional CBTP and/or wBART study.

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Attachment A: Measure J Program Descriptions

12 Transportation for Livable Communities Project Grants

The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encouraging the use of alternatives to the single occupant vehicle and promote walking, bicycling and or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program.

Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority. Eligible projects will be recommended to the Authority by each subregion based on a three- or five-year funding cycle, at the option of the RTPCs. Subregional programming targets will be based on the relative population share of each in 2009, and adjusted every five years thereafter. Criteria are to include flexibility so that urban, suburban and rural communities can be eligible.

13 Pedestrian, Bicycle, and Trail Facilities

Pedestrian, bicycle, and trail facilities, including regional trails are an important component of the regional transportation system. Two-thirds of the funds are to complete projects in the Countywide Bicycle and Pedestrian Plan. Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. Moreover, where it is appropriate, routine accommodation for pedestrians and bicyclists should be incorporated in construction projects funded from these other categories.

One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this category.

25b Additional Funding for Livable Communities

This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified

by WCCTAC. WCCTAC will propose programming specific projects through the Authority's Strategic Plan. Grants will be provided subject to compliance with the Authority's GMP.

26b Additional Pedestrian, Bicycle and Trail Facilities

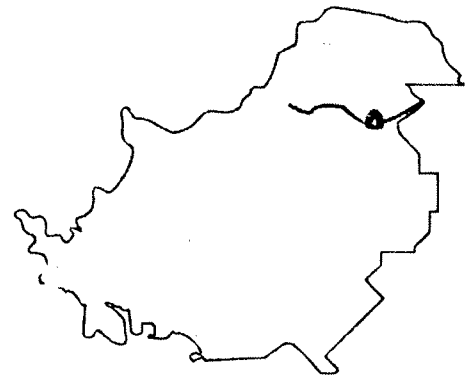
WCCTAC will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County.

28b Subregional Transportation Needs

WCCTAC will propose programming these funds to any project or program eligible under the provisions of the Act. Such projects may include: (1) planning work or environmental studies for a project; (2) implementation of recommended transportation projects in a regional study or plan (including, but not limited to, the El Sobrante Transportation and Land Use Plan, the Richmond-Area Community-Based Transportation Plan, the El Portal Gateway Plan, the Montalvin Manor Community Plan, the Safe Communities Program, etc.); (3) bus and/or BART improvements; (4) neighborhood traffic calming improvements; (5) transportation/transit information in languages other than English; and/or (6) other eligible transportation investments. WCCTAC will coordinate with the appropriate local jurisdictions/agencies to plan and implement the projects in this category.

ROUTE DESCRIPTION

State Route 4 is a four-lane grade-separated highway that extends from Interstate 80, through an interchange with Cummings Skyway, east through an interchange with Interstate 680, and continues through eastern Contra Costa County into the Central Valley Area. State Route 4 is a major east-west thoroughfare throughout Contra Costa County and is a four-lane freeway east of Cummings Skyway.



ROUTE ACTION PLAN GOAL

WCCTAC and its partner agencies will work to improve traffic operations on State Route 4 through infrastructure improvements and design initiatives. They will also enhance routes and safety for transit and bicyclists along the corridor.

State Route 4 MTSOs		Prior TSO Status
1	Maintain LOS "E" or better on all segments of SR-4. <i>[Measured using the 1994 HCM Special Report 209 v/c ratio methodology.]</i>	Achieved in 2007 LOS D or better measured

State Route 4 Key Objectives		New Objective?
A	Complete design and construction of SR-4 interchange with Willow Avenue.	Yes
B	Maintain bicycle access along SR-4 or adjacent to SR-4 as part of full freeway construction project.	Yes
C	Develop design options for improvements to the I-80/SR-4 interchange	Yes
D	Partner with TRANSPAC and TRANSPLAN to develop a Corridor Management Plan	Yes

State Route 4 Actions		Responsibility
1.i	Plan and implement SR-4 full freeway construction between Interstate 80 and Cummings Skyway.	Caltrans, CCTA, WCCTAC, Hercules
A.i	Coordinate SR-4/Willow Avenue interchange project (including the possibility of a dedicated bus way) and seek full funding for construction through Measure J and other programs.	Caltrans, CCTA, WCCTAC, Hercules
B.i	Plan and implement SR-4 full freeway construction between I-80 and Cummings Skyway including designation of a new frontage road south of the freeway to provide local business and bicycle access between the City of Hercules and Franklin Canyon.	Caltrans, CCTA, WCCTAC
C.i	Initiate a PSR for the I-80/SR-4 interchange	Caltrans, CCTA, WCCTAC, Hercules
D.i	Plan for and implement recommendations from the Corridor Management Plan	Caltrans, CCTA, WCCTAC

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DRAFT of PRELIMINARY SCOPE OF WORK

SR 4 Corridor Management Plan

1.1. SCOPE OF WORK

Three of the Regional Transportation Planning Committees in Contra Costa adopted an action in their respective Action Plans to develop a Corridor Management Plan for SR4 from I-80 in the City of Hercules to SR 160 in the City of Antioch. The Corridor Management Plan is intended to 1) compile and evaluate previously identified projects along the corridor; 2) consider new projects, including transit facilities and arterial improvements; 3) support local community goals for Priority Development Areas (PDAs) along the corridor; and 4) seeks to recommend a Multi-Modal Transportation Service Objective(s) (MTSOs) for the SR 4 corridor. It is anticipated that this corridor-level plan will be developed through a collaborative, multi-jurisdictional/RTPC planning process.

The study area includes the SR 4 freeway from I-80 in the City of Hercules to SR 160 in the City of Antioch. The study area includes, but is not limited to, the freeway mainline, interchanges, HOV lanes, HOV connectors, ramps, parallel and supporting arterials, and intersections.

As a significant body of work already exists for this corridor, the CONSULTANT shall use, to the greatest extent possible, existing data and reports as resources to provide the background information needed to develop the SR 4 Plan. The collection of new field data is limited to intermittent field observations to confirm existing data. Modeling work involves use of the Authority's Countywide Model, and a FREQ model. The scope of work includes the following:

1. Corridor Plan Initiation
 - a. Study Team Kick-off Meeting
 - b. Preliminary meetings with Corridor Technical Advisory Committee (C-TAC) and Corridor Policy Advisory Committee (C-PAC)
 - c. Information and Data Collection
 - d. Preparation of Detailed Workslope, Schedule, and Budget
2. Review and Synthesize Existing Data, Studies, and Tools
 - a. Recently completed studies
 - i. Corridor Action Plans (West, Central, and East)
 - ii. CSMP
 - iii. FPI
 - iv. Related Transit studies and plans
 - I. Hercules Downtown Specific Plan
 - II. Martinez Intermodal Facility Future Phases
 - III. Pacheco Transit Hub (planned construction)
 - IV. Pittsburg BART Station Area Plan
 - V. Antioch e-BART Station Area Plan
 - b. Analysis of Existing Conditions

DRAFT of PRELIMINARY SCOPE OF WORK

1.1.1. Task Descriptions

Task 1: Corridor Plan Initiation

Objective: *To refine the scope of work and schedule for the SR 4 Plan development effort by collecting existing information, establishing contacts with key stakeholders, and setting the timeframe for work to be done and documents prepared*

In Task 1, the Consultant shall develop a detailed work program refining the scope of work, work tasks, products and work schedule. This work program shall also include a schedule for meetings and milestones. The first step will be to hold preliminary meetings with key stakeholders to identify primary objectives and concerns within each segment of SR 4. The stakeholders will include the Regional Transportation Planning Committees, a Corridor Policy Advisory Committee (C-PAC), and a Corridor Technical Advisory Committee (C-TAC). The work program shall include details of methodology, expected sequence of tasks, subtasks and important deliverables. The schedule shall identify target dates for completion of work tasks and deliverables. The consultant shall also prepare a task budget for the SR 4 Plan effort.

The Consultant shall review the draft detailed work program with Authority staff the C-TAC, and the P-TAC, and refine it in response to comments received.

Deliverable Draft Detailed Scope, Schedule and Budget
 Final Detailed Scope, Schedule and Budget

Task 2: Review and Synthesize Existing Data, Studies, and Tools

Objective: *To collect and synthesize existing information and, where necessary, generate additional information needed to form the basis for analysis of the SR 4 Corridor Management Plan.*

In Task 2, the Consultant shall undertake a complete and thorough evaluation of existing data, studies, and available tools, and synthesize that information into a working set of tools and data. Some updates and expansion of the existing data may be needed to refine the short-term and long-term horizon year scenarios. In the case where there is a conflict between two or more sources of data, the Consultant shall reconcile the conflict and fully document the assumptions and rationale for the reconciliation.

The data collection task will also involve test running the Countywide Model and the FREQ model to determine whether the previous study results can be replicated.

Particularly important will be the identification of projects, both specific projects and general project types that the R-TAC find most important and that should be considered for funding through the CTP.

DRAFT of PRELIMINARY SCOPE OF WORK

Deliverable Draft synthesis of existing, near-term, and long-term conditions, including proposed improvement projects and programs.

Task 3: Review of Potential Congestion Mitigation Strategies and Proposed Projects

Objective: *To review and analyze potential congestion mitigation strategies and proposed projects that will serve to mitigate the impacts of existing congestion and future growth through a balanced, multi-modal approach.*

In this task, the Consultant shall review and evaluate potential congestion mitigation strategies that were developed through previous studies, including the Action Plans, the CTP, and the CSMP. In addition, the Consultant shall develop further multimodal strategies that could serve to mitigate the impacts of existing congestion and future growth.

An important part of this task is to evaluate transit options for the West/Central commute segment of the SR 4 corridor (I-80 to I-680). This segment currently has limited transit service. Opportunities for connections between the Hercules and Martinez Transit Centers should be explored, as well as connections to BART along the I-80 corridor. The evaluation of transit options will include consideration of capital and operating costs.

Deliverable Technical Memorandum on Potential Congestion Mitigation Strategies

Task 4: Analyze Alternative MTSOs and Additional Improvements

Objective: *To analyze alternative MTSOs and recommend changes to the adopted MTSOs for the SR 4 corridor based upon an evaluation of proposed projects and programs for the near-term and long-term scenarios*

As described in Section 2.2.3 above, the West, Central, and East County Action Plans each have different MTSOs for SR 4. The purpose of this task is to determine, based upon the information developed in Tasks 2 and 3 above, whether and how the MTSOs should be revised. Analysis of the MTSOs may involve the development of qualitative or quantitative performance criteria that can be applied to interpret the benefits of different MTSOs in terms of mode share and other factors. This task involves, at a minimum, the following steps:

1. An overview of the adopted MTSOs and the level of performance for the near-term and long-term
2. Options for modifying the MTSOs.
3. Consultation with the C-TAC on proposed changes to the MTSOs

DRAFT of PRELIMINARY SCOPE OF WORK

4. Analysis of the performance of the SR 4 corridor using the proposed MTSOs and other performance criteria

Deliverable Technical memorandum on existing and proposed MTSOs

Task 5: Potential Action Plan Amendments

Objectives: *To develop recommendations for potential amendments to the Action Plan Updates*

In this task, the Consultant shall develop recommended projects, programs, actions, measures, and MTSO(s) for consideration in the Action Plans. This task may require sensitivity analysis of different MTSOs and use of performance criteria for evaluation.

Deliverable Technical Memorandum with recommended amendments to the Action Plans

Task 6: Develop SR 4 Corridor Management Plan

Objective: *To produce a final plan document that fully documents the analysis, methodology, and recommendations of the Corridor Management Plan*

In Task 6, the Consultant shall issue a Draft Plan, and seek comments and feedback from all involved parties. The Consultant shall meet with Authority staff and the C-TAC and the C-PAC to review comments received on the public review draft and agree on how to incorporate comments into the recommended final plan document. With support from Authority staff, Consultant shall prepare a "response to comments" document and prepare a recommended final document that reflects the approach developed with the SR 4 Plan. The C-TAC will review an administrative draft of the final recommended plan. Based upon the input receive from the C-TAC, the Consultant must prepare drafts of the recommended final plan document for review by the C-PAC, the RTPCs, the TCC, the Planning Committee, and the Authority. The Consultant shall incorporate comments from all interested parties into the final adopted documents.

Deliverable Draft SR 4 Corridor Management Plan
Comments and Responses Document
Final SR 4 Corridor Management Plan

Task 7: Meetings, Administration and Documentation

Objective: *To inform the stakeholders about the planning process and the plan recommendations, to gather input on Plan-related issues, to administer the project, and document proceedings.*

Issued (Date)

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DRAFT of PRELIMINARY SCOPE OF WORK

Task 7 will take place concurrent with and in support of the preceding tasks. In this task, the CONSULTANT team shall organize, staff and manage the C-TAC and C-PAC meetings. This task will also include meetings with the TCC, the RTPCs, and the Authority Board.

The Consultant shall meet throughout the process with both the C-TAC, the C-PAC and the RTPCs to get input on the direction the Plan should take. The Consultant team may also need to meet individually with local staff to obtain or clarify information.

The Consultant will be responsible for preparing meeting agendas, meeting materials, and meeting minutes. Authority staff will be available to assist with meeting coordination and venue.

Deliverable	Meeting preparation and follow-up materials Invoicing Progress Reports Budget summary
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1.1.2. Modeling Assumptions

The proposed scope makes the following assumptions regarding computer modeling:

1. In addition to the existing conditions scenario (2008), the Future Scenarios will include a near-term forecast (2015-2020) which does not include the CNWS, and a long-term forecast (2035-2040) which does include the CNWS.
2. The travel demand forecasting undertaken for the SR 4 CSMP remains valid and shall be incorporated into this SR 4 Plan.
3. The FREQ models previously developed for the SR 4 CSMP will be made available for use in this study.
4. The impacts of the proposed CNWS will be evaluated by using the information developed in the City of Concord's EIR for that project. The Countywide Model runs developed for the CNWS will be made available to the consultant for that purpose.
5. The Countywide Model runs will be used "as is," while the FREQ runs will be adjusted to reflect changes resulting from the development of the CNWS and to evaluate proposed transportation improvement projects.

SR4 Corridor Management Plan SOW.rev 1

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**SUSTAINABLE COMMUNITIES STRATEGY
REGIONAL ADVISORY WORKING GROUP
July 6, 2010, 9:30 a.m. to Noon
Joseph P. Bort MetroCenter, 1st Floor, Auditorium
101 - 8th Street, Oakland, CA 94607**

Estimated Time
for Agenda Item

-
- | | |
|--|------------------|
| 0. Pre-Meeting – Transportation Modeling Tutorial (David Ory, MTC)
<i>Staff will provide an overview of the transportation models used for travel forecasting and scenario analysis.</i> | 9:00 a.m. |
|--|------------------|
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- | | |
|--|-------------------|
| 1. Convene Meeting (Ted Droettboom, Joint Policy Committee)
<i>Regional agency staff will outline today's meeting agenda, recap comments from previous meeting, and highlight upcoming agenda items.</i> | 9:30 a.m. |
| 2. May 25, 2010 RAWG Summary Notes | |
| 3. Public Participation Plan Update* (Catalina Alvarado, MTC and Joanna Bullock, ABAG)
<i>MTC and ABAG will prepare an update to MTC's Public Participation Plan to add in specific outreach and public meeting elements required for the SCS pursuant to SB 375</i> | 9:45 a.m. |
| 4. Draft Greenhouse Gas Targets (Doug Kimsey, MTC)
<i>The California Air Resources Board will release draft greenhouse gas targets on June 30, 2010. Staff will report on the draft targets and discuss their implications.</i> | 10:15 a.m. |
| 5. Regional Housing Target (Henry Gardner and Paul Fassinger, ABAG)
<i>Regional agency staff will describe key underlying assumptions in the basecase forecast and solicit input from the working group on how to define the housing target.</i> | 11:00 a.m. |
| 6. Correspondence and Planning Materials | |
| 7. Next Steps/Other Business/Public Comments | 11:55 a.m. |

Next meeting on:

Tuesday, August 3, 2010 at 9:30 a.m.

MetroCenter, 1st Floor Auditorium, 101-8th Street, Oakland 94607

The Regional Advisory Working Group (RAWG) is comprised of local government planning, Congestion Management Agencies, and transit agency staffs and stakeholder groups. RAWG provides input to regional agency staff on Regional Transportation Plan/Sustainable Communities Strategy work elements. Group discussion follows each staff presentation.

* Agenda Items attached

**Agenda Items with attachments to be distributed at the meeting.

Staff Liaisons: Ashley Nguyen, MTC, 510.817.5809 and Christy Riviere, ABAG, 510.464.7923

Website: www.OneBayArea.org

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GHG Targets – Important Dates

- July 9 MTC Planning Committee with ABAG Administrative Committee and Joint Policy Committee
- July 21 CARB GHG Target Workshop in Oakland
- July 28 Commission
- July 29 SCS Executive Working Group
- August 3 RAWG
- September 10 MTC Planning Committee with ABAG Administrative Committee and Joint Policy Committee
- September 22 Commission
- September 30 CARB adopts targets