



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE MEETING AGENDA

**Monday, June 7, 2010
3:00 p.m.**

Danville Town Offices – Large Conference Room
510 La Gonda Way, Danville, CA

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of May 3, 2010 *(Attachment - Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Update on SB 83 Vehicle Registration Fee (VRF) Expenditure Options *(Attachments)*

6.B Approve FY 2010-11 Measure J Allocation for Express Bus Program
(Attachments – Action)

6.C Review and Comment on Draft FY 10/11 SWAT TDM Budget *(Attachments)*

7. WRITTEN COMMUNICATIONS: Consider Actions as Appropriate (*Attachments*)

- 511 Southwest County TDM Monthly Report
- CCTA summary of actions from Board meeting of 05/19/10
- WCCTAC summary of actions from Committee meeting of 04/30/10
- TRANSPAC summary of actions from Committee meeting of 05/13/10
- City of San Ramon – Notification of Public Hearing on items pertaining to the General Plan 2030 Update

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, July 12, 2010, or other meeting as deemed appropriate.

CERTIFICATION

I, Marie Sunseri, City Clerk of the Town of Danville, hereby certify that the foregoing agenda was posted for the noted meeting at the Danville Town Offices and the Danville Public Library in the Town of Danville 72 hours in advance.



Marie Sunseri, City Clerk, Town of Danville

In compliance with the Americans with Disabilities Act, the Town of Danville will provide special assistance for disabled citizens on behalf of SWAT. If you need special assistance to participate in this meeting, please contact the Town of Danville City Clerk at (925) 314-3388. Notification 48 hours prior to the meeting will enable the Town of Danville to make reasonable arrangements to ensure accessibility to this meeting. [28CFR 35.102-35.104 ADA Title II]

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or adillard@ci.danville.ca.us

Staff Contact: Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: adillard@ci.danville.ca.us

Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT

ATTACHMENT 5.A



SWAT

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

SUMMARY MINUTES

May 3, 2010 – 3:00 p.m.

**Danville Town Offices, Large Conference Room
510 La Gonda Way
Danville, CA**

Committee Members Present: Newell Arnerich, Town of Danville; Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga; Gayle Uilkema, Contra Costa County; Dave Hudson, City of San Ramon

Staff members present: Leah Greenblat, John Cunningham, Lori Salamack, Lisa Bobadilla, Richard Yee, Andy Dillard, Tai Williams

Others present: Hisham Noeimi, CCTA; Arielle Bourgart, CCTA; Eric Zell, CCTA; Deidre Heitman, BART

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting convened with a quorum at 3:05 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** Committee Member Metcalf recognized and congratulated retiring CAC TAC member Charles Hogle for his many years of outstanding public service. Chair Arnerich announced that CCTA Director Randell Iwasaki will attend the July SWAT meeting.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT minutes of February 1, 2010.
ACTION: Hudson/Tatzin/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A 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, recommended 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)

The RTPC Flexible Funds would be allocated annually by each RTPC, in any 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 Committee also motioned that an update on the latest discussions on the SB 83 VRF Expenditure Options be presented at the June SWAT meeting.

ACTION: Tatzin/Metcalf/Unanimous

7. WRITTEN COMMUNICATIONS:

The following written communication items were made available:

- Bike to Work Day, Thursday, May 13th
- CCTA summary of actions from Board meetings of 02/17/10 and 03/17/10
- TRANSPAC summary of actions from Committee meetings of 03/11/10 and 04/15/10
- City of Lafayette – release of Draft Downtown Lafayette Specific Plan EIR
- City of San Ramon – Notification of General Plan 2030 Update
- City of San Ramon – Notice of Availability/Completion of Draft EIR for the General Plan 2030
- City of San Ramon – Notification for Request for Comments for Budget Rental Development

ACTION: None

8. DISCUSSION:

The following items were recommended for inclusion on the June 7th SWAT Agenda:

- Review FY 2010/11 TDM Draft Budget
- Update on SB 83 VLF Expenditure Options
- Discuss Measure J Return to Source Criteria

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for **Monday, June 7, 2010** at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville, CA.

ACTION: Meeting adjourned by Chair Arnerich at 4:15 p.m.

Staff Contact:

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Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT

ATTACHMENT 6.A

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:

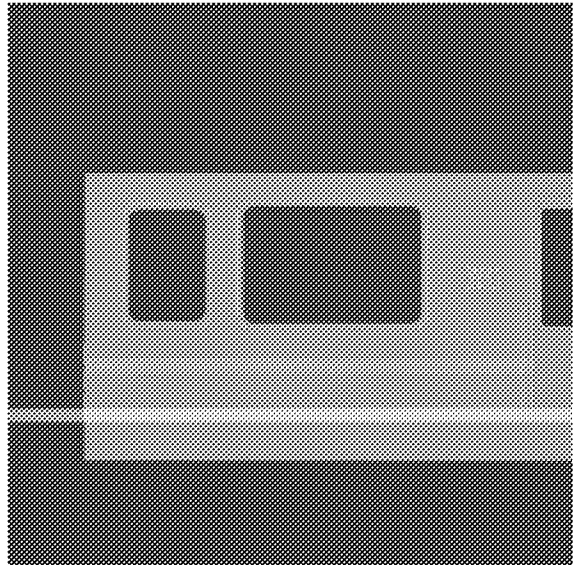
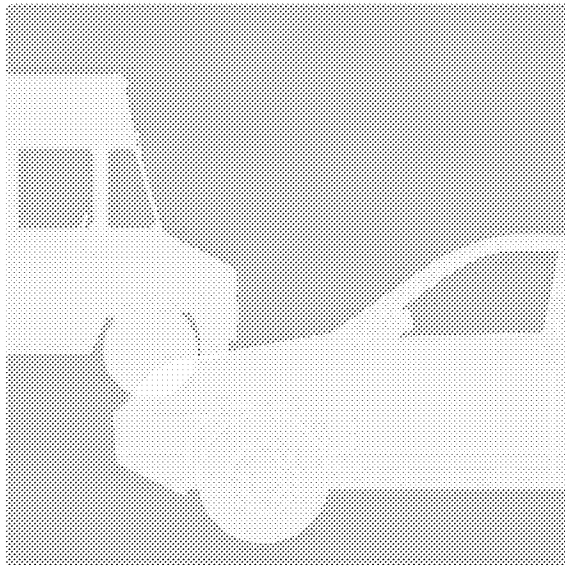
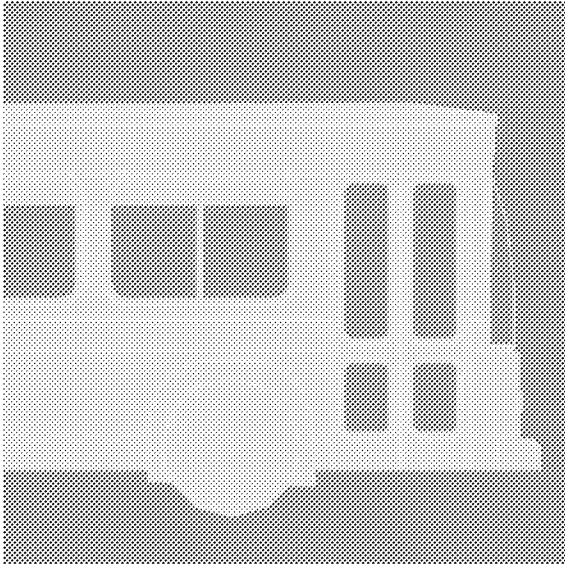
NOES:

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



Costa Rica 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

<p>Local Road Improvement and Repair Program</p> <p>PROGRAM GOAL: Improve roadway condition 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 (e.g. “complete streets”)</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>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 maximized.</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	
<p>Roadway safety improvements for motor vehicles, pedestrians and bicyclists</p>	<p>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.</p>
<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>	<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>
<p>Motor vehicle pollution mitigation, such as the National Pollutant Discharge Elimination System (NPDES) permit fees</p>	<p>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.</p>
<p><u>Consistency with Regional Transportation Plan</u> 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"> • 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><u>Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)</u> 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"> • 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. 	

<p>Transit for Congestion Relief Program</p> <p>PROGRAM GOAL: Improve transit access to schools and jobs to reduce reliance on automobile usage, thereby reducing congestion and pollution.</p> <p>This program would provide funding to maintain and improve transit access to schools and jobs. <i>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.</i></p>	
<p>Eligible Projects Could Include:</p> <p>Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas</p> <p>Rapid bus facilities</p> <p>Transit priority treatments on local roadways</p> <p>Park-and-ride facility improvements</p>	<p style="text-align: center;">Relationship to Fee Payer</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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> 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> 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:

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

Relationship to Fee Payer

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.

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.

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)
TRANSPAN				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

Countywide	Local Road Repair & Improvements	Transit for Congestion Relief	Pedestrian & Bicycle Safety & Access	Total by Subregion
	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 *	\$62,300,000
18% of Budgeted Revenues	\$11,574,000
Plus Local Street Funds adjustment from previous year	\$0
Budget Allocation	\$11,574,000

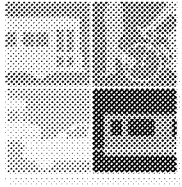
Table II - Distribution of Available Funds to Cities and Contra Costa County

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	100,384	9.54%	\$ 456,823	229.1	7.59%	\$ 363,530	\$ 920,353
Brentwood	50,614	4.81%	\$ 230,384	66.6	2.21%	\$ 105,702	\$ 436,086
Clayton	107,84	1.03%	\$ 49,086	42.0	1.39%	\$ 66,659	\$ 215,745
Concord	323,776	11.77%	\$ 563,401	338.7	11.23%	\$ 537,566	\$ 1,200,967
County	173,573	16.50%	\$ 780,068	656.5	21.77%	\$ 1,041,948	\$ 1,932,016
Danville	42,623	4.05%	\$ 194,036	140.8	4.87%	\$ 223,467	\$ 517,503
El Cerrito	23,320	2.22%	\$ 106,147	73.0	2.42%	\$ 115,860	\$ 292,007
Hercules	24,324	2.31%	\$ 110,719	52.8	1.75%	\$ 83,007	\$ 293,726
Lafayette	23,962	2.28%	\$ 109,072	93.2	3.09%	\$ 147,918	\$ 356,990
Martinez	56,144	3.44%	\$ 164,520	117.7	3.70%	\$ 177,282	\$ 441,802
Moraga	16,136	1.53%	\$ 73,457	53.0	1.76%	\$ 84,117	\$ 257,574
Oakley	33,210	3.16%	\$ 151,164	17.7	3.88%	\$ 185,850	\$ 437,014
Orinda	17,542	1.67%	\$ 79,847	92.8	3.08%	\$ 147,286	\$ 327,133
Pinole	19,193	1.83%	\$ 87,363	53.0	1.78%	\$ 84,117	\$ 271,480
Pittsburg	63,652	6.05%	\$ 289,728	138.5	4.59%	\$ 219,814	\$ 609,542
Pleasant Hill	93,377	3.17%	\$ 151,925	117.0	3.88%	\$ 185,693	\$ 437,618
Richmond	103,577	9.85%	\$ 471,462	264.3	8.76%	\$ 419,159	\$ 990,621
San Pablo	31,190	2.87%	\$ 141,968	48.9	1.62%	\$ 77,612	\$ 319,580
San Ramon	59,002	5.61%	\$ 268,665	143.1	4.74%	\$ 227,119	\$ 595,684
Walnut Creek	65,306	6.21%	\$ 297,258	184.8	6.13%	\$ 293,299	\$ 690,557
Total	1,051,674	100.00%	\$ 4,787,000	3,016.2	100.00%	\$ 4,787,000	\$ 11,574,000

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

Road Miles: 2007 Caltrans California Public Road Data at <http://www.dot.ca.gov/hq/tsp/hpms/data/library.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.

ATTACHMENT 6.B



SWAT

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

DATE: June 7, 2010

TO: Southwest Area Transportation Committee

FROM: SWAT Technical Advisory Committee

SUBJECT: **Approval of FY 2010-11 Measure J Allocation for the Express Bus Program**

RECOMMENDED ACTION

The SWAT Technical Advisory Committee (TAC) recommends approval of Measure J Express Bus funding allocation, intended for expanded express bus service, for purposes of baseline express bus operations in SWAT in FY 2010-11.

BACKGROUND

The Measure J Expenditure Plan established the Express Bus Program (Program 16) funding at 4.3% of sales tax revenues. The percentage of these program funds allocated to the SWAT subregion was intended to provide expanded express bus service along the I-680 corridor, consistent with the recommendations of the I-680 Options Analysis.

Given the significant drop in transit operating revenues, compounded by similar decline in sales tax revenue, County Connection is requesting authorization to utilize the SWAT express bus funds for purposes of maintaining existing express bus routes in the southwest area in FY 2010-11.

County Connection understands that, inherent in this funding request, is a commitment to expand express bus service beyond 2004 baseline levels, when Measure J sales tax revenue meets or exceeds projections.

NEXT STEPS

Pending approval of SWAT, the funding allocation request will be presented to the Authority Board on June 16, 2010.

ATTACHMENT 6.C



SWAT

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

DATE: June 7, 2010

TO: Southwest Area Transportation Committee

FROM: SWAT Technical Advisory Committee
By: Darlene Amaral, SWAT Transportation Analyst

SUBJECT: 511 Contra Costa - SWAT FY 2010-11 Transportation Demand Management (TDM) Program and Budget

RECOMMENDED ACTION

The SWAT TAC recommends approval of the FY 2010-11 SWAT TDM programs and budget and authorizes staff to submit applications to the Contra Costa Transportation Authority for Transportation Fund for Clean Air (TFCA), Measure J Commute Alternative and Congestion Mitigation Air Quality (CMAQ) funds.

BACKGROUND

The Contra Costa Transportation Authority (CCTA) is the oversight agency for funding the 511 Contra Costa Transportation Demand Management (TDM) programs. Through the Regional Transportation Planning Committee (RTPC), the three sub-regional TDM staff members administer the 511 Contra Costa TDM Programs as well as local projects and programs.

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). For jurisdictions within Contra Costa County to receive Local Street Maintenance and Improvement funds, both Measure C and Measure J requires each City, Town, and the unincorporated areas of Contra Costa County, to complete and submit a biennial Compliance Checklist. One element of the compliance checklist is the implementation of a TDM program that promotes transportation alternatives such as carpooling, vanpooling, public transit, and telecommuting to name a few.

Measure J and the Bay Area Air Quality Management District (BAAQMD) allocates funding for purposes of implementing TDM related programs that meet the goals and objectives to reduce traffic congestion and improve air quality.

FISCAL ANALYSIS

The proposed SWAT TDM Financial Plan for FY 2010-11 is attached. A summary of TDM program funding for FY 2010-11 is as follows:

TFCA	\$227,852
Measure J	\$110,130
CMAQ	<u>\$14,786</u>
TOTAL:	\$352,768

The program allocation for FY 2010-11 is less than FY 2009-10 by a total of \$74,136. The TDM programs are not immune to the drop in sales tax revenues. As a result, the FY 2010-11 TDM program allocations from both Measure J and the Bay Area Air Quality Management District's Transportation Fund for Clean are lower than previous years.

While the funding allocations are lower than previous years, SWAT TDM staff has recommended maintaining funding levels for a number of “core” SWAT programs including:

1. Lamorinda School Bus Program
2. TRAFFIX
3. Student Transit Ticket Program
4. High School Carpool Incentive Program

NEXT STEPS

1. Forward the FY 2010-11 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority. Subsequently, authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District.
2. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority. Subsequently, the CCTA will enter into an agreement with the City of San Ramon for the implementation and oversight of the SWAT TDM programs for FY 2010-11.

ATTACHMENT

1. SWAT TDM Program FY 2010-11 Financial Plan.

**511 CONTRA COSTA PROGRAM
FY 2010-11 Budget Proposal**

511 CONTRA COSTA - SWAT SUBREGION SUMMARY OF PROGRAMS & PROJECTS	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE ³	Proposed	% Change
1 PRIOR YEAR CARRY-OVER	-	194,617		327,234	284,830	
2 REVENUES						
TFCA Funds	271,724	276,724	295,955	295,955	227,852	(68,103)
Measure C/J Funds	121,356	121,356	116,163	116,163	110,130	(6,033)
CMAQ Funds	13,090	13,090	14,786	14,786	14,786	-
Total Program Revenues:	<u>\$ 406,170</u>	<u>\$ 605,787</u>	<u>\$ 426,904</u>	<u>\$ 754,138</u>	<u>\$ 352,768</u>	<u>\$ (74,136)</u>
EXPENDITURES						
Countywide Vanpool Incentive Program						
Personnel	15,875	19,333	18,875	12,331	-	(18,875)
Postage	1,100	150	800	121	-	(800)
Marketing & Promotions	11,525	6,491	-	-	-	-
Passenger Incentives	48,275	23,032	33,000	17,673	-	(33,000)
Vanpool Drive Incentives (Bonus Program)	5,000	4,000	5,000	2,000	-	(5,000)
Survey Incentives	1,500	132	1,500	1,365	-	(1,500)
Program Subtotal:	<u>\$ 83,275</u>	<u>\$ 53,138</u>	<u>\$ 59,175</u>	<u>\$ 33,490</u>	<u>\$ -</u>	<u>\$ (59,175)</u>
Southwest Employer Program						
Personnel	76,076	99,104	68,012	45,752	68,012	-
Postage	694	1,599	800	331	1,000	200
Marketing & Promotions	5,000	558	1,500	-	1,500	-
Employer Survey (Biennial)	20,200	-	-	8,082	-	-
Commuter Fairs/Events	1,000	-	500	1,579	500	-
Bike Racks and/or Lockers	15,000	9,678	-	2,740	-	-
Printing (Brochures)	-	-	-	-	-	-
ACE Train Monthly Passes	-	-	10,000	1,970	5,000	(5,000)
Zip Code Maps	-	-	600	-	-	(600)
Program Subtotal:	<u>\$ 117,970</u>	<u>\$ 110,938</u>	<u>\$ 81,412</u>	<u>\$ 60,452</u>	<u>\$ 76,012</u>	<u>\$ (5,400)</u>
Southwest Student Program						
Personnel	34,869	30,670	35,909	11,969	35,909	-
Postage	600	1,031	600	435	1,000	400
Marketing & Promotions	5,000	10,053	7,025	-	5,647	(1,378)
High School Carpool Incentive Program	8,000	3,955	-	3,976	5,000	5,000
Online Ridematching Carpool to School Prog.	10,000	10,500	10,000	7,000	-	(10,000)
Student Transit Ticket Program	40,800	55,407	48,000	59,600	60,000	12,000
Survey Incentives	200	-	200	200	500	300
TRAFFIX Program (San Ramon Valley)	-	-	70,000	70,000	70,000	-
Program Subtotal:	<u>\$ 99,469</u>	<u>\$ 111,616</u>	<u>\$ 171,734</u>	<u>\$ 153,180</u>	<u>\$ 178,056</u>	<u>\$ 6,322</u>
Measure C & J Projects						
Personnel (TDM Administrative Oversight)	1,482	-	1,045	983	2,000	955
SWAT 511 CC - Annual Report and Supplies	500	583	-	-	-	-
Lamorinda School Bus Program	65,000	-	70,000	135,000	70,000	-
Demo Transit Service (D.V. Rte 135)	25,000	-	25,000	50,000	25,000	-
ACE Shuttle - County Connection	11,774	-	15,138	35,138	-	(15,138)
SWAT In-House Commuter Program	1,700	2,278	3,400	1,065	1,700	(1,700)
Program Subtotal:	<u>\$ 105,456</u>	<u>\$ 2,861</u>	<u>\$ 114,583</u>	<u>\$ 222,186</u>	<u>\$ 98,700</u>	<u>\$ (15,883)</u>
Total Program Expenditures:	<u>\$ 406,170</u>	<u>\$ 278,553</u>	<u>\$ 426,904</u>	<u>\$ 469,308</u>	<u>\$ 352,768</u>	<u>\$ (74,136)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ -</u>	<u>\$ 327,234</u>	<u>\$ -</u>	<u>\$ 284,830</u>		

Notes:

1. Prior year carry over reflects a combination of funding for specific expenditure line items. Therefore, some line items will reflect an excess of funding spent (funds needs to be spent as allocated).
2. Revenues are received on a reimbursement basis.
3. Projected YE expenditures are based on the February/March 2010 TDM bill.

**511 CONTRA COSTA PROGRAM
FY 2010-11 Budget Proposal**

511 CONTRA COSTA - SWAT SUBREGION Countywide Vanpool Incentive Program	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE ³	Proposed	\$ Change
¹ PRIOR YEAR CARRY-OVER	-	69,721	-	99,858	125,542	
² REVENUES						
TFCA Funds	83,275	83,275	59,175	59,175	-	(59,175)
Measure C/J Funds	-	-	-	-	-	-
CMAQ Funds	-	-	-	-	-	-
Total Program Revenues:	<u>\$ 83,275</u>	<u>\$ 152,996</u>	<u>\$ 59,175</u>	<u>\$ 159,033</u>	<u>\$ -</u>	<u>\$ (59,175)</u>
EXPENDITURES						
⁴ Personnel	15,875	19,333	18,875	12,331	-	(18,875)
Postage	1,100	150	800	121	-	(800)
Marketing & Promotions	11,525	6,491	-	-	-	-
Passenger Incentives	48,275	23,032	33,000	17,673	-	(33,000)
Vanpool Drive Incentives (Bonus Program)	5,000	4,000	5,000	2,000	-	(5,000)
Survey Incentives	1,500	132	1,500	1,365	-	(1,500)
Total Program Expenditures:	<u>\$ 83,275</u>	<u>\$ 53,138</u>	<u>\$ 59,175</u>	<u>\$ 33,490</u>	<u>\$ -</u>	<u>\$ (59,175)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ -</u>	<u>\$ 99,858</u>	<u>\$ -</u>	<u>\$ 125,542</u>	<u>\$ -</u>	<u>\$ -</u>

Notes:

FY2010-11 Funding will not be allocated to the Vanpool Program. The Vanpool Program however, will continue in FY 2010-11 using prior years funding.

1. Prior year carry over reflects a combination of funding for specific expenditure line items. Therefore, some line items will reflect an excess of funding spent (funds needs to be spent as allocated).
2. Revenues are received on a reimbursement basis.
3. Projected YE expenditures are based on the February/March 2010 TDM bill.
4. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to the program).

**511 CONTRA COSTA PROGRAM
FY 2010-11 Budget Proposal**

511 CONTRA COSTA - SWAT SUBREGION Southwest Employer Program	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE ³	Proposed	\$ Change
1 PRIOR YEAR CARRY-OVER	-	73,983		77,437	98,397	
2 REVENUES						
TFCA Funds	92,146	92,146	66,626	66,626	61,226	(5,400)
Measure C/J Funds	12,734	9,156	-	-	-	-
CMAQ Funds	13,090	13,090	14,786	14,786	14,786	-
Total Program Revenues:	<u>\$ 117,970</u>	<u>\$ 188,375</u>	<u>\$ 81,412</u>	<u>\$ 158,849</u>	<u>\$ 76,012</u>	<u>\$ (5,400)</u>
EXPENDITURES						
4 Personnel	76,076	99,104	68,012	45,752	68,012	-
5 Postage	694	1,599	800	331	1,000	200
Marketing & Promotions	5,000	558	1,500	-	1,500	-
6 Employer Survey (Biennial)	20,200	-	-	8,082	-	-
Commuter Fairs/Events	1,000	-	500	1,579	500	-
7 Bike Racks and/or Lockers	15,000	9,678	-	2,740	-	-
Printing (Brochures)	-	-	-	-	-	-
8 ACE Train Monthly Passes	-	-	10,000	1,970	5,000	(5,000)
9 Zip Code Maps	-	-	600	-	-	(600)
Total Program Expenditures:	<u>\$ 117,970</u>	<u>\$ 110,938</u>	<u>\$ 81,412</u>	<u>\$ 60,452</u>	<u>\$ 76,012</u>	<u>\$ (5,400)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ -</u>	<u>\$ 77,437</u>	<u>\$ -</u>	<u>\$ 98,397</u>	<u>\$ -</u>	<u>\$ -</u>

Notes:

1. Prior year carry over reflects a combination of funding for specific expenditure line items. Therefore, some line items will reflect an excess of funding spent (funds needs to be spent as allocated).
2. Revenues are received on a reimbursement basis.
3. Projected YE expenditures are based on the February/March 2010 TDM bill.
4. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to the program).
5. Postage - increased funding due to an increase of employer participation.
6. Employer Survey - Employer survey completed in FY 2009-10; therefore funding not allocated for FY 2010-11.
7. Bike Racks/Lockers - For FY 2010-11 funding not allocated due to prior years carryover.
8. ACE Train monthly passes - For FY 2010-11 a decrease in funding due to prior year's carryover.
9. Zip code maps - For FY 2010-11 funding not allocated due to prior year's carryover.

**511 CONTRA COSTA PROGRAM
FY 2010-11 Budget Proposal**

511 CONTRA COSTA - SWAT SUBREGION Southwest Student Program		FY 2008-09		FY 2009-10		FY 2010-11	
		Adopted	Actual	Adopted	Projected YE ³	Proposed	\$ Change
1	PRIOR YEAR CARRY-OVER	-	49,548		39,235	57,789	
2	REVENUES						
	TFCA Funds	96,303	101,303	170,154	170,154	166,626	(3,528)
	Measure C/J Funds	3,166	-	1,580	1,580	11,430	9,850
	CMAQ Funds	-	-	-	-	-	-
	Total Program Revenues:	\$ 99,469	\$ 150,851	\$ 171,734	\$ 210,969	\$ 178,056	\$ 6,322
	EXPENDITURES						
4	Personnel	34,869	30,670	35,909	11,969	35,909	-
5	Postage	600	1,031	600	435	1,000	400.00
6	Marketing & Promotions	5,000	10,053	7,025	-	5,647	(1,378.00)
7	High School Carpool Incentive Program	8,000	3,955	-	3,976	5,000	5,000.00
8	Online Ridematching Carpool to School Prog.	10,000	10,500	10,000	7,000	-	(10,000.00)
9	Student Transit Ticket Program	40,800	55,407	48,000	59,600	60,000	12,000.00
10	Survey Incentives	200	-	200	200	500	300.00
	TRAFFIX Program (San Ramon Valley)	-	-	70,000	70,000	70,000	-
	Total Program Expenditures:	\$ 99,469	\$ 111,616	\$ 171,734	\$ 153,180	\$ 178,056	\$ 6,322
	REVENUES OVER (UNDER) EXPENDITURES	\$ -	\$ 39,235	\$ -	\$ 57,789	\$ -	\$ -

Notes:

1. Prior year carry over reflects a combination of funding for specific expenditure line items. Therefore, some line items will reflect an excess of funding spent (funds needs to be spent as allocated).
2. Revenues are received on a reimbursement basis.
3. Projected YE expenditures are based on the February/March 2010 TDM bill.
4. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to program).
5. Postage - For FY 2010-11 funding was increased due to an increase in the number of participants.
6. Marketing & Promotions - For FY 2010-11 decrease in funding due to a reduction in printing brochures.
7. High School Carpool Incentive Program - For FY 2010-11 allocate funding to program due to an increase in number of schools participating.
8. Online Ridematching Carpool to School Prog - For FY 2010-11 funding not allocated as staff develops alternate program in concert with 511 Contra Costa.
9. Student Transit Ticket Prog - For FY 2010-11 increased funding for 1,500 students @ \$20.00 X 2 tickets each.
10. Survey Incentives - For FY 2010-11 increased funding due to higher participation in High School Incentive and Student Transit Programs.

**511 CONTRA COSTA PROGRAM
FY 2010-11 Budget Proposal**

511 CONTRA COSTA - SWAT SUBREGION Measure C & J Projects	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE ³	Proposed	\$ Change
1 PRIOR YEAR CARRY-OVER	-	1,365		110,704	3,102	
2 REVENUES						
TFCA Funds	-	-	-	-	-	-
Measure C/J Funds	105,456	112,200	114,583	114,583	98,700	(15,883)
CMAQ Funds	-	-	-	-	-	-
Total Program Revenues:	<u>\$ 105,456</u>	<u>\$ 113,565</u>	<u>\$ 114,583</u>	<u>\$ 225,287</u>	<u>\$ 98,700</u>	<u>\$ (15,883)</u>
EXPENDITURES						
4 Personnel (TDM Administrative Oversight)	1,482	-	1,045	983	2,000	955
SWAT 511 CC - Annual Report and Supplies	500	583	-	-	-	-
Lamorinda School Bus Program	65,000	-	70,000	135,000	70,000	-
Demo Transit Service (D.V. Rte 135)	25,000	-	25,000	50,000	25,000	-
5 ACE Shuttle - County Connection	11,774	-	15,138	35,138	-	(15,138)
6 SWAT In-House Comm. Prog / Emp. Wkshops	1,700	2,278	3,400	1,065	1,700	(1,700)
Total Program Expenditures:	<u>\$ 105,456</u>	<u>\$ 2,861</u>	<u>\$ 114,583</u>	<u>\$ 222,186</u>	<u>\$ 98,700</u>	<u>\$ (15,883)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ -</u>	<u>\$ 110,704</u>	<u>\$ -</u>	<u>\$ 3,102</u>	<u>\$ -</u>	<u>\$ -</u>

Notes:

1. Prior year carry over reflects a combination of funding for specific expenditure line items. Therefore, some line items will reflect an excess of funding spent (funds needs to be spent as allocated).
2. Revenues are received on a reimbursement basis.
3. Projected YE expenditures are based on the February/March 2010 TDM bill.
4. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to program).
5. ACE Shuttle - For FY 2010-11 funding not allocated due to decrease in Measure J revenues.
6. SWAT In-House/Emp. Wkshops - For FY 2010-11 funding decreased due to less Measure J revenues.

ATTACHMENT 7

SWAT
511 Southwest Contra Costa County
Transportation Demand Management Program

Date: June 7, 2010
To: SWAT
From: Darlene Amaral, SWAT TDM Program Analyst
RE: 511 Southwest Contra Costa TDM Program Update

Major Activities

Employer Outreach

- AT&T, San Ramon – Staff continues to attend monthly on-site tabling at AT&T. The purpose is to provide commuter information during the peak lunch period from 11:00am to 1:00pm. A regular presence at AT&T generates significant interest in commute alternative programs.
 - February 9, 2010
 - March 9, 2010
 - April 13, 2010
 - May 11, 2010
- DVC San Ramon Campus, San Ramon – Monday, March 22nd, in concert with County Connection, staff attended the event from 9:00am – 11:00am.
- Lamorinda Earth Day Celebration 2010, Lafayette – Sunday, April 25th, Staff attended this event from 11:00am – 4:00pm. There were a significant number of residents who stopped by and picked up information regarding commute alternatives and flyers for the bike to work day scheduled on May 13, 2010
- Giga-toncis, San Ramon – Tuesday, April 27th, Staff attended a Benefit Fair from 11:00am – 1:00pm. Staff had an opportunity to promote the 511 Contra Costa programs and Bike to Work Day to approximately 50 employees.
- Lafayette Library and Learning Center, Lafayette – Tuesday, April 28th, Staff held an Employer Transportation Commuter Fair. This was an opportunity for transportation vendors to come together to promote their programs to the employers in the Lamorinda area. There were approximately 40 attendees at this event. See attached flyer.
- San Ramon Valley Employer Summit, San Ramon – Monday, May 3rd, Staff held a San Ramon Valley Employer Summit for employers throughout the San Ramon Valley. The purpose of this summit was to educate employers about commute programs. This summit was not only geared to help retain and attract employees and increase employee productivity, but for employers to take advantage of the benefits that would help them reduce payroll taxes, ease parking congestion and decrease traffic congestion. There were approximately 50 attendees at this event. See attached flyer.

- Moraga Community Fair, Moraga – Saturday, May 8th, Staff attended this event with County Connection from 11:00am – 6:00pm. There were a significant number of residents who were interest to find out more about commute alternative programs as well as the bike to work day event.

Upcoming Events:

- AT&T, San Ramon – Tuesday, June 8th, Staff will be on-site with other transportation vendors to provide commuter information from 11:00 am to 1:00 pm.

Other Projects/Programs

Bike to Work Day 2010

Bike to Work Day was on **Thursday, May 13th**. There were 43 energizer stations set up throughout Contra Costa County, with 7 of them located in Southwest Contra Costa County. Approximately 2,000 bicyclists stopped for some refreshments and picked up information regarding 511 Contra Costa.

Host Organization	Energizer Station Location	Time Station open
City of San Ramon	San Ramon Transit Center	6:00-9:00 a.m.
Bishop Ranch Transp. Centre	Iron Horse Trail/Bollinger Canyon	6:00-9:00am & 3:00-5:00pm
Town of Danville	Iron Horse Trail/Hemme Avenue	7:00-9:00 a.m.
Lafayette Bike/Ped Advisory Committee	Lafayette Plaza (Mt. Diablo Blvd/Moraga Rd.)	6:30-8:30 a.m.
Town of Danville	Iron Horse Trail/Paraiso Drive	7:00-9:00 a.m.
Lafayette Chamber /Green Committee	Lafayette Plaza (Mt. Diablo Blvd/Moraga Rd.)	3:00-5:00pm
City of Orinda	Orinda (Moraga Way/Brookwood Rd)	6:00-8:00 a.m.

Student Program

A number of surveys are underway to determine the effectiveness of our Student Programs throughout the SWAT region. Surveys have been distributed to:

- Student Transit Ticket Program - Staff is in the process to survey the students who participated in the Student Transit Ticket Program for the current school year. There were 1,490 students who participated.
- Carpool to School On-line Ridematching Program - Staff is in the process to survey the families who participated in the Carpool to School Program for the current school year. There were 314 families who participated.

SWAT High Schools - Carpool Incentive Program for students

Staff is currently working in collaboration with California High School, Miramonte High School, and Campolindo High School to continue the Carpool Incentive Program for students. For the 2010/11 school year, San Ramon Valley High School in Danville will be joining the program. The Carpool Incentive Program provides a \$10.00 gas card for each student (drivers) who sign up to Carpool to School. Each participant along

with their passengers are also included in a weekly drawing (\$5.00 gift cards – Starbucks, Peets, Jamba Juice, Cold Stone, etc.).

Bicycle Racks and Lockers

Funds are available to SWAT jurisdictions to install bike racks and/or bike lockers. **These funds are on a first come, first serve basis.** To date, the following employers have expressed interest in bike racks and/or lockers:

- Saint Mary's College, Moraga - bike racks to be installed in different locations on campus. Staff has a meeting on Wednesday, June 2nd to discuss the details.
- AT&T, San Ramon – additional bike lockers to be installed in four different locations. Staff is waiting for the final number of bike lockers in order to move forward with a quote.

MARK YOUR CALENDAR!

You and your employees are invited to attend this upcoming Transportation Commuter Fair.

511 Contra Costa incentives are FREE to eligible commuters!

Lamorinda Transportation Commuter Fair Wed. April 28, 11:30am-1:30pm Lafayette Library & Learning Center Community Hall (3491 Mt. Diablo Blvd & First Street)

The Transportation Commuter Fair will benefit all employers and employees who travel to, through or from Contra Costa County.

Lamorinda employers and employees are especially encourage to attend. Visit our booths to learn how to improve your commute.

Stop by to:

- * Lower your Commuter Costs
- * Apply for a Free Guaranteed Ride Home
- * Discover Available Parking Options
- * Get ready for Bike to Work Day May 13, 2010
- * Register for the "Spare the Air 2010" Program
- * Get FREE Lunch and Goodies!
- * Save you & your Employer Money
- * Find Alternatives to Driving
- * Find a Carpool or Vanpool Partner

*Sponsor by 511 Contra Costa in cooperation with the Contra Costa Transportation Authority and the Bay Area Air Quality Management District Transportation Fund for Clean Air.



For more information contact::

Darlene Amaral - Lamorinda 511 Contra Costa Representative - 925-973-2655 - damaral@511contracosta.org - www.511contracosta.org



San Ramon Valley Transportation Summit 2010

Sal Castaneda, Award winning TV News Reporter from the Bay Area's own



San Ramon Mayor H. Abram Wilson & Danville Mayor Mike Doyle

Randy Rentschler, Metropolitan Transportation Commission (MTC) Director of Legislation and Public Affairs



Date: Monday, May 3, 2010
Time: 8:30 am to Noon
Location: San Ramon Community Center
12501 Alcosta Blvd
San Ramon, CA 94583

Breakfast included

Registration required—ENTER TO WIN AN APPLE 3RD GENERATION IPOD TOUCH

The City of San Ramon, Town of Danville, and 511 Contra Costa invite you to attend an informational San Ramon Valley Transportation Summit.

Come and learn about:

- No cost and low cost commuter programs
- Ways to help you retain or attract employees & increase employee productivity
- Methods to reduce payroll taxes
- Strategies to reduce traffic to and from your work site

To register for this **FREE** summit, please **RSVP by April 28th** and you will be entered into a drawing to win an Apple 3rd Generation iPod Touch (must be present to win). You can either email damaral@511contracosta.org or call Darlene Amaral at 925-973-2655.

**Sponsored by 511 Contra Costa in cooperation with the Contra Costa Transportation Authority and the Bay Area Air Quality Management District Transportation Fund for Clean Air.



**San Ramon Valley
Transportation Summit 2010
(Subject to change)**

Purpose: To learn from colleagues and Transportation Demand Management (TDM) Professionals about commuter programs that not only help retain and attract employees and increase employee productivity, but also can reduce payroll taxes, ease parking congestion and decrease traffic congestion.

Who: San Ramon Valley Employers
Property Managers (multi-tenant buildings)
City/Town Representatives

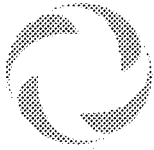
When: Monday, May 3, 2010

Where: San Ramon Community Center (Terrace Room)
12501 Alcosta Blvd

Time: 8:30 AM – Noon
*Breakfast included

Tentative Schedule and Topics:

- 8:30 – 9:00** Sign-In - Continental Breakfast
- 9:00 – 9:15** Welcome - Opening Remarks
- Mayor H. Abram Wilson & Mayor Mike Doyle
- 9:15 – 9:45** Randy Rentschler, Metropolitan Transportation Commission (MTC) Director of Legislation and Public Affairs will discuss current transportation topics such as:
- Senate Bill 375
 - Hot Lane Study I-680 / 580 Corridor
 - Transit Sustainability Study
- 9:45 – 10:00** Break
- 10:00 – 10:30** Sal Castaneda, KTVU Channel 2 News
Open forum discussion with topics to include:
- Toll bridge fee increases and the subsequent impact on Bay Area carpoolers
 - The pressing issues facing commuters in the San Ramon Valley
- 10:30 – 11:15** Panel Discussion
- Resources available to employers
- 11:15 – Noon** Closing remarks - Raffle
Networking and Vendor Tables



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Robert Taylor,
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David Durant,
 Vice Chair

Jarret Abelson

Newell Americh

Ed Balco

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

Mania Viramontes

Randell H. Iwasaki,
 Executive Director

3478 Buskirk Avenue
 Suite 100
 Pleasant Hill
 CA 94523
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MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 John Cunningham, TRANSPAN
 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*

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.*



El Cerrito

April 30, 2010

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

At its meeting today, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Welcomed you to your new position at CCTA, and expressed their eager anticipation to working with you in your new capacity.
- 2) Unanimously supported Option A of the Vehicle Registration Fee Draft Expenditure Plan Allocation Options, which would allocate fees 50% to local roads, 40% to transit, and 10% to pedestrian and bicycle initiatives, with a special emphasis on prioritizing investments on local roads that are coordinated with existing bicycle, pedestrian, and transit access plans.
- 3) Received an update on the status of WCCTAC's requests of Richmond concerning the Point Molate Casino Resort to provide mechanisms for incorporating additional traffic mitigations if necessary, exacting STMP fees, and reimbursing WCCTAC's legal fees.
- 4) Accepted the fiscal audits for years ended June 30, 2008 and June 30, 2009.
- 5) Approved for circulation to member agencies the proposed member dues and work program for FY 2010-11, the latter including work on the Vehicle Registration Fee, implementation of the Sustainable Communities Strategy, programming of several Measure J programs, and a potential study to assess West County's subregional transportation needs.
- 6) Received an announcement regarding ongoing work on integrating Translink/Clipper with the Measure J Student Bus Pass Program.

Contra Costa County

AC Transit

BART

WestCAT

Sincerely,

Christina M. Atienza
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT

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

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

General Plan 2030 Update



NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON CITY COUNCIL AND PLANNING COMMISSION WILL HOLD A JOINT PUBLIC HEARING ON:

TUESDAY - JUNE 1, 2010

TO CONSIDER THE FOLLOWING:

1. General Plan Amendment (GPA 09-400-001) filed on February 24, 2009 - *Planning the City's Future - The General Plan 2030* including changes to policies and maps, Urban Growth Boundary, and procedures for amending the General Plan;
2. General Plan Amendment (GPA 09-400-002) filed on June 16, 2009 to re-designate the El Nido Property from Parks to Multi-Family High Density Residential;
3. Proposed Climate Action Plan.

Location: Citywide (General Plan 2030) and 19251 San Ramon Valley Blvd (El Nido Property)

Applicants: City of San Ramon (General Plan 2030) and Randall Planning and Design, Inc. (El Nido Property)

Property Owners: Various Property Owners and El Nido Trust

CEQA: A Draft EIR (SCH# 2000082002) has been prepared for the project pursuant to Sections 15146 and 15162 of the California Environmental Quality Act Guidelines and circulated for a 45-day review period from April 5, 2010 to May 19, 2010.

Posting Period: May 21, 2010 to June 1, 2010

SAID HEARING will be held by the City of San Ramon City Council and Planning Commission in the Council Chamber at 2222 Camino Ramon, San Ramon:

Commencing at 7:00 p.m. on Tuesday, June 1, 2010

The General Plan 2030 is available for review at www.sanramon.ca.gov and also at the following locations:

City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583

San Ramon Community Center
12501 Alcosta Boulevard
San Ramon, CA 94583

Dougherty Station Community Center
17011 Bollinger Canyon Road
San Ramon, CA 94582

San Ramon Senior Center
9300 Alcosta Boulevard
San Ramon, CA 94583

Dougherty Station Library
17017 Bollinger Canyon Road
San Ramon, CA 94582

San Ramon Library (Marketplace)
100 Montgomery Street
San Ramon, CA 94583

If you challenge these applications in court, you may be limited to only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council and Planning Commission at, or prior to, the public hearing.

If you have any questions regarding this notice, please contact the Planning Services Division at (925) 973-2560.

A handwritten signature in cursive script that reads "Patricia Edwards".

Patricia Edwards, City Clerk

Dated: May 21, 2010