



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, July 12, 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 June 7, 2010 *(Attachment - Action)*

End of Consent Calendar

#### **6. REGULAR AGENDA ITEMS:**

**6.A Introduction of Mr. Randell Iwasaki, CCTA Executive Director**

**6.B Approve FY 10/11 SWAT Transportation Demand Management (TDM) Programs and Budget** *(Attachments – Action)*

**6.C Status Update on FY 10/11 Measure J Allocation for Express Bus Program for the Southwest County** *(Attachments)*

**6.D Update on SB 83 Vehicle Registration Fee (VRF) Expenditure Plan**

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

- CCTA summary of actions from Board meeting of 6/16/10
- TRANSPLAN summary of actions from Committee meeting of 6/10/10
- WCCTAC summary of actions from Committee meeting of 5/28/10
- WCCTAC summary of actions from Committee meeting of 6/25/10
- City of San Ramon Notification of a Planning Committee Special Meeting to prepare a recommendation to the City Council on items pertaining to the *General Plan 2030* and Climate Action Plan; and Notice of Public Hearing of Intent to Consider the FEIR for the *General Plan 2030*.

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, September 13, 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](mailto:adillard@ci.danville.ca.us)

**Staff Contact:** Andy Dillard, Town of Danville

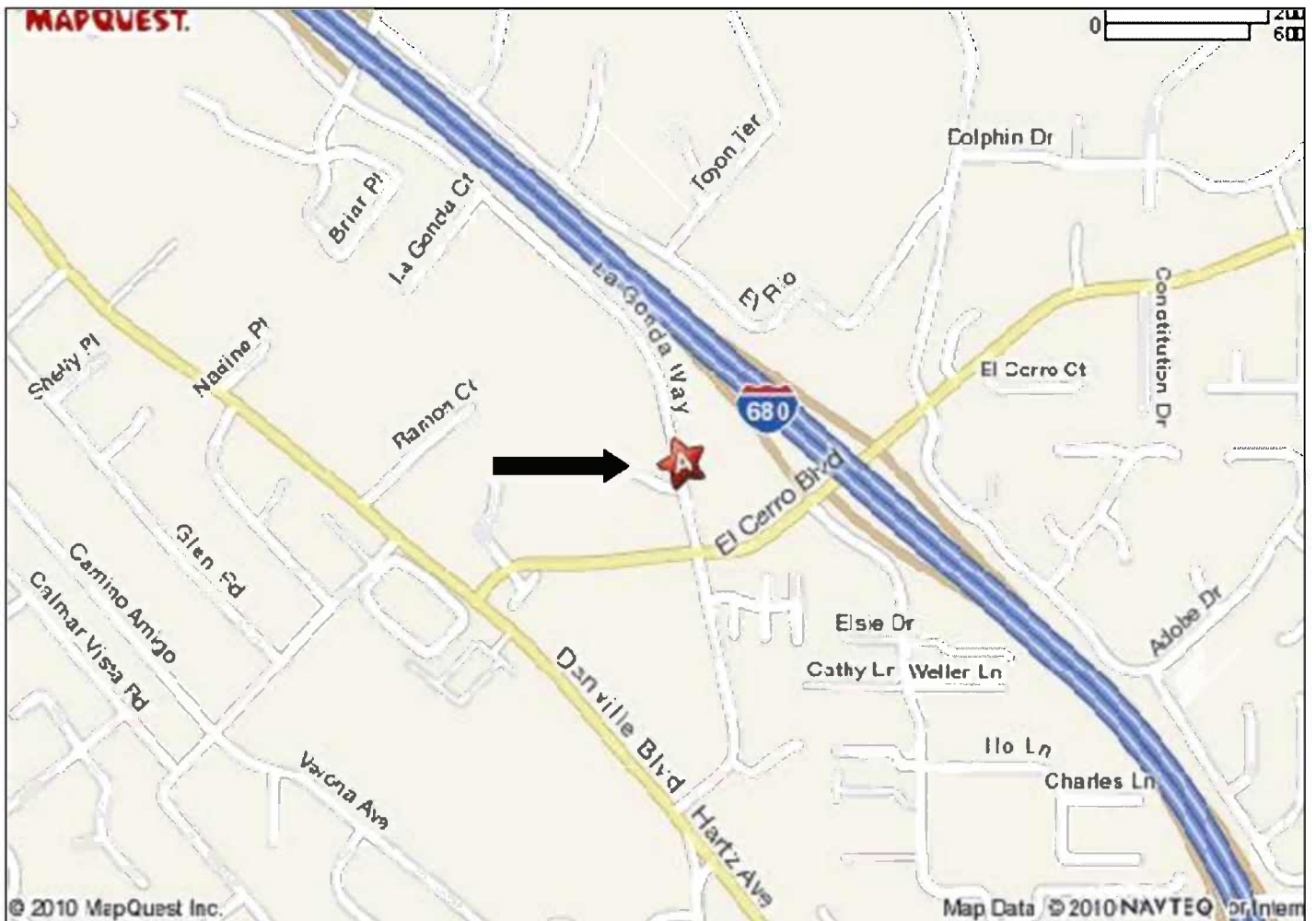
Phone: (925) 314-3384 / E-Mail: [adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

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

***SOUTHWEST AREA TRANSPORTATION COMMITTEE***  
**MEETING LOCATION MAP**

***\*PLEASE NOTE MEETING LOCATION\****

**DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM**  
**510 LA GONDA WAY, DANVILLE**



**ATTACHMENT 5.A**



# SWAT

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## SUMMARY MINUTES

**June 7, 2010 – 3:00 p.m.**

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

**Committee Members Present:** Amy Worth, City of Orinda, Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga; Gayle Uilkema, Contra Costa County; Dave Hudson, City of San Ramon. Newell Arnerich, Town of Danville arrived at approximately 3:30 p.m.

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

**Others present:** Hisham Noeimi, CCTA; Anne Muzzini, CCCTA; Peter Engel, CCTA

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Vice Chair Worth at 3:02 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
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 May 3, 2010  
**ACTION:** Tatzin/Metcalf/unanimous

End of Consent Calendar

**6. REGULAR AGENDA ITEMS:**

**6.A Update on SB 83 Vehicle Registration Fee (VRF) Expenditure Plan Options:** CCTA staff provided an update on the draft Expenditure Plan, based on feedback from the RTPCs and VRF Advisory Committee, and which proposes to allocate the VRF funds in the aggregated countywide percentages as follows:

<b>Category</b>	<b>Allocation</b>	<b>Distribution Method</b>
Local Streets and Roads:	71%	To jurisdictions: Pop & Road Miles
Transit for Congestion Relief:	21%	To RTPCs: Subregional Designations
Bicycle/Pedestrian Safety:	8%	To jurisdictions: Pop & Road Miles

It was explained that, at the SWAT level, these funds would be allocated to Local Streets and Roads (85%), Transit for Congestion Relief (10%), and Bicycle/Pedestrian Safety (5%). With this understanding, the Committee members had a lengthy discussion and provided the following comments:

- Inquired about, and sought clarification of, the formula used for both the initial allocation to the sub-regions, as well as for subsequent distribution of return-to-source funds.
- Expressed a desire to consider a lower administrative fee to maximize the amount of funds available for congestion relief projects and programs.
- Committee members noted that, without a sunset date, requested language be inserted in the VRF expenditure plan that would provide for the necessary updates to accommodate the future transportation needs of the county's transportation network.
- Suggested a summary of the "Proposed Contra Costa VRF Expenditure Plan" table that would be expressed in dollar values, and by city, rather than in percentages and by sub-regions, as this may serve to more directly communicate the local benefits for the voters.
- Requested a more extensive documentation of all comments (both written and spoken) made at the public workshop, including those by Taxpayers Association, who articulated that a pure Local Streets & Roads ballot measure might be more difficult to defeat.
- Reiterated that the concept needs to be feasible to implement, rather than to impose additional obstacles to infrastructure maintenance.

The Committee requested that Authority staff provide the latest updates on the SB 83 Expenditure Plan at the July 12<sup>th</sup> SWAT meeting.

**ACTION:** None

**6.B Approve FY 10/11 Measure J Allocation for Express Bus Program:**

The existing CCCTA Express Bus routes that serve the Southwest County requires the use of Measure J Express Bus Program funds (Program 16 - for program expansion) to maintain existing express bus services within the sub region. The Committee requested additional information regarding the current Express Bus Program, including detailed program budget information, for review and further discussion at the July SWAT meeting.

**ACTION:** None

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

Staff presented the FY 10/11 Draft TDM Programs and Budget. CCCTA staff expressed concerns regarding the proposed reduction in SWAT TDM funding for the ACE Shuttle Program for FY 10/11, and articulated that this would require CCCTA to find dollars from other CCCTA services in order to continue its current service level, or it would possibly require a reduction of ACE shuttle services for the Southwest County.

There were also concerns from the Committee members regarding the line items shown in the draft budget report for prior year expenditures and carry-over dollar amounts. The Committee directed staff to review the budget for accuracy, and to work directly with CCCTA staff to look at other potential funding sources and options, including further analysis of where Measure C/J dollars are allocated in the TDM program, and to come to a consensus on providing Southwest TDM funding for the ACE Shuttle program for FY 10/11.

Committee members expressed their appreciation and were complimentary of staff's efforts in preparing the FY 10/11 Programs and Budget report. A recommendation for approval of the FY 10/11 Southwest TDM Programs and Budget will be presented at the July SWAT meeting.

**ACTION:** None

**7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- 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

**ACTION:** None

**8. DISCUSSION:** The following items were recommended for inclusion on the July 12<sup>th</sup> SWAT Agenda:

- Approve FY 2010/11 TDM Draft Budget
- Update on SB 83 VLF Expenditure Plan
- Continued discussion on Measure J allocation for Express Bus Program for Southwest County

**ACTION:** None

**9. ADJOURNMENT:** The next meeting is scheduled for **Monday, July 12, 2010** at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville, CA.

**ACTION:** Meeting adjourned by Chair Arnerich at 4:50 p.m.

**Staff Contact:**

Andy Dillard

(925) 314-3384 PH

(925) 838-0360 FX

[adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

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**ATTACHMENT 6.B**



# SWAT

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**DATE:** July 12, 2010

**TO:** Southwest Area Transportation Committee

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

**SUBJECT:** **Approval of FY 2010-11 SWAT Transportation Demand Management Programs.**

## RECOMMENDED ACTION

The SWAT Technical Advisory Committee (TAC) recommends approval of FY 2010-11 Transportation Demand Management (TDM) programs and budget.

## BACKGROUND

The Contra Costa Transportation Authority (CCTA) is the designated program manager for the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) programs within Contra Costa. As the Contra Costa County Congestion Management Agency, the Authority is also responsible for the allocation of Measure J Carpool, Vanpool funds.

With the passage of Measure C in 1988 followed by Measure J in 2004, each jurisdiction in Contra Costa County is required to adopt a TDM ordinance or resolution outlining measures that will reduce traffic congestion. By doing so, agencies meet one component of the Measure J Growth Management Program Compliance checklist thereby eligible for Return to Source funding.

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For FY 2010-11 the proposed TDM programs and budget are primarily focused on maintaining existing service levels that meet the goals and objectives to reduce traffic congestion and improve air quality as set forth by the Bay Area Air Quality Management District and Measure J.

Consistent with the proposed budget presented at the June 7, 2010 SWAT meeting, the proposed FY 2010-11 TDM budget is \$74,136 less than FY 2009-10. The Financial Plan for FY 2010-11 is attached. The Plan reflects the SWAT TAC recommendation for program funding allocation. A summary of TDM program allocation is as follows:

<b>Funding Source</b>	<b>FY 2010-11 Allocation</b>	<b>FY 2009-10 Allocation</b>
Transportation Fund for Clean Air (TFCA)	\$227,852	\$295,955
Measure J	\$110,130	\$116,163
Congestion Mitigation Air Quality (CMAQ)	\$ 14,786	\$14,786
<b>Total:</b>	<b>\$352,768</b>	<b>\$426,904</b>

**NEXT STEPS**

1. Forward the FY 2010-11 SWAT TDM programs and budget to the Contra Costa Transportation Authority and Bay Area Air Quality Management District;
2. Enter into an agreement with the Contra Costa Transportation Authority for implementation of the FY 2010-11 TDM Programs.

**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	Proposed	% Change
1 PRIOR YEAR CARRY-OVER	194,617	194,617	217,718	217,718	242,007	24,289
2 REVENUES						
TFCA Funds	271,724	276,724	295,955	295,955	227,852	(68,103)
Measure C/J Funds	129,582	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>\$ 609,013</u>	<u>\$ 605,787</u>	<u>\$ 644,622</u>	<u>\$ 644,622</u>	<u>\$ 594,775</u>	<u>\$ (49,847)</u>
EXPENDITURES						
<b>Countywide Vanpool Incentive Program</b>						
Personnel	30,375	19,333	29,917	15,731	14,186	(15,731)
Postage	1,228	150	1,876	156	1,722	(154)
Marketing & Promotions	16,845	6,491	5,354	-	5,354	-
Passenger Incentives	96,550	23,032	106,518	23,173	83,345	(23,173)
Vanpool Drive Incentives (Bonus Program)	6,498	4,000	11,000	4,000	7,000	(4,000)
Survey Incentives	1,500	132	4,368	1,365	3,000	(1,368)
Program Subtotal:	<u>\$ 152,996</u>	<u>\$ 53,138</u>	<u>\$ 159,033</u>	<u>\$ 44,425</u>	<u>\$ 114,607</u>	<u>\$ (44,425)</u>
<b>Southwest Employer Program</b>						
Personnel	109,969	99,104	75,299	58,764	84,252	8,953
Postage	5,694	1,599	4,895	1,334	4,561	(334)
Marketing & Promotions	10,090	558	6,500	800	7,200	700
Employer Survey (Biennial)	20,200	-	20,200	11,082	9,118	(11,082)
Commuter Fairs/Events	1,000	-	6,032	2,127	4,700	(1,332)
Bike Racks and/or Lockers	45,000	9,678	35,322	3,590	31,732	(3,590)
Printing (Brochures)	-	-	-	-	-	-
ACE Train Monthly Passes	-	-	10,000	5,770	9,231	(769)
Zip Code Maps	-	-	600	-	600	-
Program Subtotal:	<u>\$ 191,953</u>	<u>\$ 110,938</u>	<u>\$ 158,849</u>	<u>\$ 83,466</u>	<u>\$ 151,395</u>	<u>\$ (7,454)</u>
<b>Southwest Student Program</b>						
Personnel	48,264	30,670	50,338	16,789	69,272	18,934
Postage	600	1,031	600	600	1,000	400
Marketing & Promotions	5,000	10,053	7,025	-	12,672	5,647
High School Carpool Incentive Program	11,955	3,955	8,000	4,276	9,000	1,000
Online Ridematching Carpool to School Prog.	16,000	10,500	15,500	9,700	5,800	(9,700)
Student Transit Ticket Program	66,997	55,407	59,590	59,600	60,000	410
Survey Incentives	200	-	400	300	500	100
3 TRAFFIX Program (San Ramon Valley)	-	-	70,000	70,000	67,500	(2,500)
Program Subtotal:	<u>\$ 149,017</u>	<u>\$ 111,616</u>	<u>\$ 211,453</u>	<u>\$ 161,265</u>	<u>\$ 225,744</u>	<u>\$ 14,291</u>
<b>Measure C &amp; J Projects</b>						
Personnel (TDM Administrative Oversight)	1,482	-	1,045	983	1,563	518
SWAT 511 CC - Annual Report and Supplies	708	583	124.35	-	124	(0)
4 Lamorinda School Bus Program	65,000	65,000	70,000	70,000	67,500	(2,500)
Demo Transit Service (D.V. Rte 135)	25,000	25,000	25,000	25,000	25,000	-
5 ACE Shuttle - County Connection	20,000	20,000	15,138	15,138	6,700.00	(8,438)
6 SWAT In-House Commuter Program	2,858	2,278	3,980	2,338	2,142	(1,838)
Program Subtotal:	<u>\$ 115,047</u>	<u>\$ 112,861</u>	<u>\$ 115,287</u>	<u>\$ 113,459</u>	<u>\$ 103,029</u>	<u>\$ (12,259)</u>
Total Program Expenditures:	<u>\$ 609,013</u>	<u>\$ 388,553</u>	<u>\$ 644,622</u>	<u>\$ 402,615</u>	<u>\$ 594,774</u>	<u>\$ (49,848)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ (0)</u>	<u>\$ 217,234</u>	<u>\$ (0)</u>	<u>\$ 242,007</u>	<u>\$ 0</u>	<u>\$ 0</u>

Notes:

Measure J funding allocation is \$6,033 less than FY 2009-10.

TFCA funding allocation is \$68,103 less than FY 2009-10.

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 need to be spent as allocated).

2. Revenues are received on a reimbursement basis.

3. TRAFFIX funding (Measure J portion) reduced by \$2,500 and allocated to ACE shuttle

4. Lamorinda School Bus Funding reduced by \$2,500 and allocated ACE shuttle.

5. ACE shuttle funding reduced by \$8,438

6. For Fy 2010-11, SWAT In-House commuter program funds reduced by \$500; however total funding represents previous years allocation.

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

<b>511 CONTRA COSTA - SWAT SUBREGION Countywide Vanpool Incentive Program</b>	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE	Proposed	\$ Change
1 PRIOR YEAR CARRY-OVER	69,721	69,721	99,858	99,858	114,607	14,750
2 REVENUES						
TFCA Funds	83,275	83,275	59,175	59,175	-	(59,175)
Measure C/J Funds	-	-	-	-	-	-
CMAQ Funds	-	-	-	-	-	-
Total Program Revenues:	<u>\$ 152,996</u>	<u>\$ 152,996</u>	<u>\$ 159,033</u>	<u>\$ 159,033</u>	<u>\$ 114,607</u>	<u>\$ (44,425)</u>
EXPENDITURES						
3 Personnel	30,375	19,333	29,917	15,731	14,186	(15,731)
Postage	1,228	150	1,876	156	1,722	(154)
Marketing & Promotions	16,845	6,491	5,354	-	5,354	-
Passenger Incentives	96,550	23,032	106,518	23,173	83,345	(23,173)
Vanpool Drive Incentives (Bonus Program)	6,498	4,000	11,000	4,000	7,000	(4,000)
Survey Incentives	1,500	132	4,368	1,365	3,000	(1,368)
Total Program Expenditures:	<u>\$ 152,996</u>	<u>\$ 53,138</u>	<u>\$ 159,033</u>	<u>\$ 44,425</u>	<u>\$ 114,607</u>	<u>\$ (44,425)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ 0</u>	<u>\$ 99,858</u>	<u>\$ -</u>	<u>\$ 114,607</u>	<u>\$ (0)</u>	<u>\$ (0)</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. 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	Proposed	\$ Change
1 PRIOR YEAR CARRY-OVER	73,983	73,983	77,437	77,437	75,383	(2,054)
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>\$ 191,953</u>	<u>\$ 188,375</u>	<u>\$ 158,849</u>	<u>\$ 158,849</u>	<u>\$ 151,395</u>	<u>\$ (7,454)</u>
EXPENDITURES						
3 Personnel	109,969	99,104	75,299	58,764	84,252	8,953
4 Postage	5,694	1,599	4,895	1,334	4,561	(334)
Marketing & Promotions	10,090	558	6,500	800	7,200	700
5 Employer Survey (Biennial)	20,200	-	20,200	11,082	9,118	(11,082)
Commuter Fairs/Events	1,000	-	6,032	2,127	4,700	(1,332)
6 Bike Racks and/or Lockers	45,000	9,678	35,322	3,590	31,732	(3,590)
Printing (Brochures)	-	-	-	-	-	-
7 ACE Train Monthly Passes	-	-	10,000	5,770	9,231	(769)
8 Zip Code Maps	-	-	600	-	600	-
Total Program Expenditures:	<u>\$ 191,953</u>	<u>\$ 110,938</u>	<u>\$ 158,849</u>	<u>\$ 83,466</u>	<u>\$ 151,395</u>	<u>\$ (7,454)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u>\$ -</u>	<u>\$ 77,437</u>	<u>\$ (0)</u>	<u>\$ 75,383</u>	<u>\$ 0</u>	<u>\$ 0</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. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to the program).
4. Postage - employer mailings to promote employer program and regional campaigns.
5. Employer Survey - Employer survey completed in FY 2009-10; therefore funding not allocated for FY 2010-11.
6. Bike Racks/Lockers - For FY 2010-11 funding not allocated due to prior years carryover.
7. ACE Train monthly passes - For FY 2010-11 a decrease in funding due to prior year's carryover.
8. 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**

<b>511 CONTRA COSTA - SWAT SUBREGION Southwest Student Program</b>		FY 2008-09		FY 2009-10		FY 2010-11	
		Adopted	Actual	Adopted	Projected YE	Proposed	\$ Change
1	PRIOR YEAR CARRY-OVER	49,548	49,548	39,719	39,719	50,188	10,469
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	8,930	7,350
	CMAQ Funds	-	-	-	-	-	-
	Total Program Revenues:	<u>\$ 149,017</u>	<u>\$ 150,851</u>	<u>\$ 211,453</u>	<u>\$ 211,453</u>	<u>\$ 225,744</u>	<u>\$ 14,291</u>
	EXPENDITURES						
3	Personnel	48,264	30,670	50,338	16,789	69,272	18,934
4	Postage	600	1,031	600	600	1,000	400
5	Marketing & Promotions	5,000	10,053	7,025	-	12,672	5,647
6	High School Carpool Incentive Program	11,955	3,955	8,000	4,276	9,000	1,000
7	Online Ridematching Carpool to School Prog.	16,000	10,500	15,500	9,700	5,800	(9,700)
8	Student Transit Ticket Program	66,997	55,407	59,590	59,600	60,000	410
9	Survey Incentives	200	-	400	300	500	100
10	TRAFFIX Program (San Ramon Valley)	-	-	70,000	70,000	67,500	(2,500)
	Total Program Expenditures:	<u>\$ 149,017</u>	<u>\$ 111,616</u>	<u>\$ 211,453</u>	<u>\$ 161,265</u>	<u>\$ 225,744</u>	<u>\$ 14,291</u>
	REVENUES OVER (UNDER) EXPENDITURES	<u>\$ 0</u>	<u>\$ 39,719</u>	<u>\$ 0</u>	<u>\$ 50,188</u>	<u>\$ 0</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. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to program).
4. Postage - For FY 2010-11 funding was increased due to an increase in the number of participants.
5. Marketing & Promotions - For FY 2010-11 decrease in funding due to a reduction in printing brochures.
6. High School Carpool Incentive Program - For FY 2010-11 allocate additional funding to program due to an increase in number of schools participating.
7. Online Ridematching Carpool to School Prog - For FY 2010-11 funding not allocated as staff develops alternate program in concert with 511 Contra Costa.
8. Student Transit Ticket Prog - For FY 2010-11 increased funding for 1,500 students @ \$20.00 X 2 tickets each.
9. Survey Incentives - For FY 2010-11 increased funding due to higher participation in High School Incentive and Student Transit Programs.
10. TRAFFIX program funding reduced by \$2,500 (Measure J portion) to provide funding for ACE shuttle.

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

<b>511 CONTRA COSTA - SWAT SUBREGION Measure C &amp; J Projects</b>	FY 2008-09		FY 2009-10		FY 2010-11	
	Adopted	Actual	Adopted	Projected YE	Proposed	\$ Change
1 PRIOR YEAR CARRY-OVER	1,365	1,365	704	704	1,829	1,124
2 REVENUES						
TFCA Funds	-	-	-	-	-	-
Measure C/J Funds	113,682	112,200	114,583	114,583	101,200	(13,383)
CMAQ Funds	-	-	-	-	-	-
Total Program Revenues:	<u>\$ 115,047</u>	<u>\$ 113,565</u>	<u>\$ 115,287</u>	<u>\$ 115,287</u>	<u>\$ 103,029</u>	<u>\$ (12,259)</u>
EXPENDITURES						
3 Personnel (TDM Administrative Oversight)	1,482	-	1,045	983	1,563	518
SWAT 511 CC - Annual Report and Supplies	708	583	124	-	124	(0)
Lamorinda School Bus Program	65,000	65,000	70,000	70,000	67,500	(2,500)
Demo Transit Service (D.V. Rte 135)	25,000	25,000	25,000	25,000	25,000	-
4 ACE Shuttle - County Connection	20,000	20,000	15,138	15,138	6,700	(8,438)
5 SWAT In-House Comm. Prog / Emp. Wkshops	2,858	2,278	3,980	2,338	2,142	(1,838)
Total Program Expenditures:	<u>\$ 115,047</u>	<u>\$ 112,861</u>	<u>\$ 115,287</u>	<u>\$ 113,459</u>	<u>\$ 103,029</u>	<u>\$ (12,259)</u>
REVENUES OVER (UNDER) EXPENDITURES	<u><u>\$ (0)</u></u>	<u><u>\$ 704</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 1,829</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 0</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. Personnel is staff time only (office space, furniture, phone, paper, computer and mileage are not charged to program).
4. ACE Shuttle - FY2008-09 the final amount allocated to SWAT for Measure C was less by \$8,226 than projected. As a result, the Authority advanced Measure J funds in the amount \$8,226. The \$20,000 was paid to County Connection in July 2010, along with FY2009-10 allocation of \$15,138.
5. SWAT In-House/Emp. Wkshops - For FY 2010-11 funding decreased due to less Measure J revenues.



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

**511 CONTRA COSTA - SWAT SUBREGION**

**SUMMARY OF FUNDING FOR EACH PROGRAM & PROJECT**

	FY 2010-11									Total FY2010-2011
	Vanpool	Employer	Student	ACE Shuttle	SWAT In House Program	Lamorinda School Bus Program	DV/San Ramon RT35	TDM Admin. Oversight		
REVENUES										
Transportation Fund for Clean Air (TFCA) Funds	-	61,226	166,626							227,852
Measure J Funds	-	-	8,930	6,700	500	67,500	25,000	1,500		110,130
Congestion Mitigation Air Quality (CMAQ) Funds	-	14,786	-							14,786
Total Program Revenues:	\$ -	\$ 76,012	\$ 175,556	\$ 6,700	\$ 500	\$ 67,500	\$ 25,000	\$ 1,500		352,768

**ATTACHMENT 6.C**

<b>Subject</b>	<b>Update on Countywide Express Bus Program – Measure J Program 16</b>
<b>Summary of Issues</b>	<p>As a follow up to the express bus item presented to the SWAT Board in June, CCTA staff is providing this report to clarify the express bus program and suggestions for follow up discussions.</p> <p>The Measure J Expenditure Plan establishes the Express Bus Program (Program 16) funding at 4.3 percent of sales tax revenues. The allocation for the Countywide Express Bus Program is developed collaboratively with representatives of the affected bus transit operators in Contra Costa: AC Transit, County Connection, Tri Delta Transit, and WestCAT. The FY 2010-11 allocation is primarily focused on maintaining existing eligible express bus services in light of recent operating fund reductions. Future allocations will consider findings and recommendation coming out of MTC’s Transit Sustainability Project which will have a regional express bus component. Annual Bus Transit allocations are based on projected sales tax revenues for FY 2010-11.</p>
<b>Recommendations</b>	Information Only

**Background**

Express Bus Program

The Express Bus Program – Expenditure Plan Program 16 – is listed in the Measure J Expenditure Plan as a countywide program (as opposed to a sub-regional program) and as such is allocated by the Authority on an annual basis based on projected sales tax revenue for the year. Bus transit programs, including the express bus program are developed in cooperation with the bus operators through the Bus Transit Coordinating Committee (BTCC) that was established under Measure C.

Specific expenditure plan language for the Express Buss Program is:

**16 Express Bus ..... 4.3% (\$86 million)<sup>1</sup>**

*Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.*

<sup>1</sup> The \$86 million figure is in 2004 dollars for the life of the measure

The above language does not make any specific requirements that the funds in the program be used for new or expanded express bus service or projects.

Express Bus Allocation Process

Other than direction that the Authority will allocate funds to Countywide programs on an annual basis and that bus transit programs will be considered by the BTCC, the express bus program language does not give any direction on how much funding each operator will be allocated annually. In fact the language specifying construction of bus facilities as being an eligible project for funds implies that the funding is available for other entities as long as it is specifically used for express bus facilities. The review and recommendation by the BTCC is in place to ensure that the funding allocation considers a coordinated service model for express bus countywide.

Without specific guidance in the program language regarding allocation, the Authority is left with the sub-regional breakout of funding presented in the “Table of Expenditure Plan Allocation” on pages 4 and 5 of the Expenditure Plan.

The Express Bus Program line item on the table provides the following information in 2004 dollars:

	Distribution of Funding By Subregion					
	\$ millions	%	Central (a)	West (b)	Southwest (c)	East (d)
16 Express Bus	86	4.3%	20.0	40.0	20.0	6.0

From this distribution it is implied that the express bus services or projects should be distributed throughout the county by the following percentages:

Region	Percent of Net Program Revenue
West County	46.50%
Central County	23.26%
Southwest County	23.26%
East County	6.98%

When Authority staff prepares the annual allocation it divides that projected program revenue into the four sub-regions for transit operator review. The operators then use that figure to budget specific express bus routes and projects within each sub-region while at the same time reviewing that actual countywide network.

County Connection provides the bus service in both Central County and Southwest County; therefore they provide routing information for both sub-regions. In West County, two operators, AC Transit and WestCAT provide service so they share the funding. In East County Tri Delta Transit provides the service.

#### Temporary use of funds for existing service

The expenditure plan, as written, does not prohibit the use of the express bus funds for existing express bus and feeder bus services. Staff believes, however, that at the time the expenditure plan was written the intention of the program was to provide a long term funding source to supplement existing funding to enable the implementation of the express bus network presented in the Contra Costa Express Bus Study (CCEBS) which was completed in 2001.

The CCEBS identifies potential revenue sources that could support improving services to meet the enhanced service scenario. These include:

- Transportation Development Act (TDA)
- State Transit Assistance (STA)
- "Other" MTC Blueprint funds
- Measure J funds

TDA and STA funds are also primary operating fund sources that transit operators depend on to provide everyday local bus routes. MTC Blueprint funds were described to be programs such as the Transportation Congestion Relief Program (TCRP) and other like programs that the state could implement over the study horizon. It also included funding from the RTIP and STIP.

Of the described revenue sources in the study, the only existing dedicated funding source for express bus services is Measure J; and it has been significantly reduced as a result of the recession – current calculations project that total Measure J revenues will be 25 percent less than originally expected in 2004. TDA is also a sales tax based source which has seen declining revenues. The STA program eliminated by the state in 2009 has recently been reinstated but is still subject to elimination at any time considering the state's fiscal crisis. MTC does provide some funding for express bus services as part of the northern bridge group of Regional Measure 2; though bridge toll revenues have also dropped off significantly.

Because of the reduction in revenues described above, bus operators have made, in some cases, extensive service cuts. In most cases the cuts have been applied to both local and express routes that are lower or under-performing. There is currently not a revenue scenario for express bus that would allow operators to provide additional or new services.

To further complicate the current situation, MTC is undertaking a major study – the Transit Sustainability Project – which will look at possible restructuring and /or refinements to the existing regional transit

network. One major focus area of the study will be the regional express bus network. We do not know at this time how this study might affect Contra Costa operator services or other funds they receive to provide those services.

Specific to County Connection declines in sales tax revenues that affect TDA and Measure J revenues together with the complete loss of STA resulted in the need to cut millions of dollars from the operating budget. Reductions that took place in the spring of 2008 targeted services with low productivity and high cost per passenger. As part of its decision making process for making these service cuts, the County Connection Board took into consideration how routes were funded. Routes eligible for special funding support were treated differently than routes where all the costs were borne by the TDA and STA funding. Even with this consideration, routes with special funding did require some reductions. Both the 96X and the 97X serving Bishop Ranch were reconfigured and service levels were reduced. With service reductions to the Bishop Ranch routes the contractual obligation of Bishop Ranch to subsidize those routes was also reduced.

Services in the SWAT area exist that get their full support from TDA and STA funding such as the Route #21 and #36 and soon the Route #35. If Measure J Express Bus funds had not been available to offset the expense of the express bus routes, then certainly the express bus program and local service in the SWAT area would have suffered larger losses.

#### FY 2010-11 Allocation

At its June 16, 2009 meeting the Authority approved the FY 2010-11 Express Bus Program allocation along with several other countywide program allocations. The routes approved for funding were consistent with express bus routing in the CCEBS and the requirements of the Measure J expenditure plan.

For the southwest county portion the following County Connection routes were approved:

Route	Route Description	Revenue Hours/Yr
92X	Ace Express. Pleasanton Train Station (ACE), Bishop Ranch, San Ramon Transit Center	2,075
95X	San Ramon Express: San Ramon Transit Center to Walnut Creek BART	2,500
96X	Bishop Ranch Express, North: Walnut Creek BART to Bishop Ranch	7,771
97X	Bishop Ranch Express, South: Dublin BART to Bishop Ranch	2,654

The above routes are supported by several funding sources including Measure J Express bus funds, including passenger fares and private subsidies as follows:

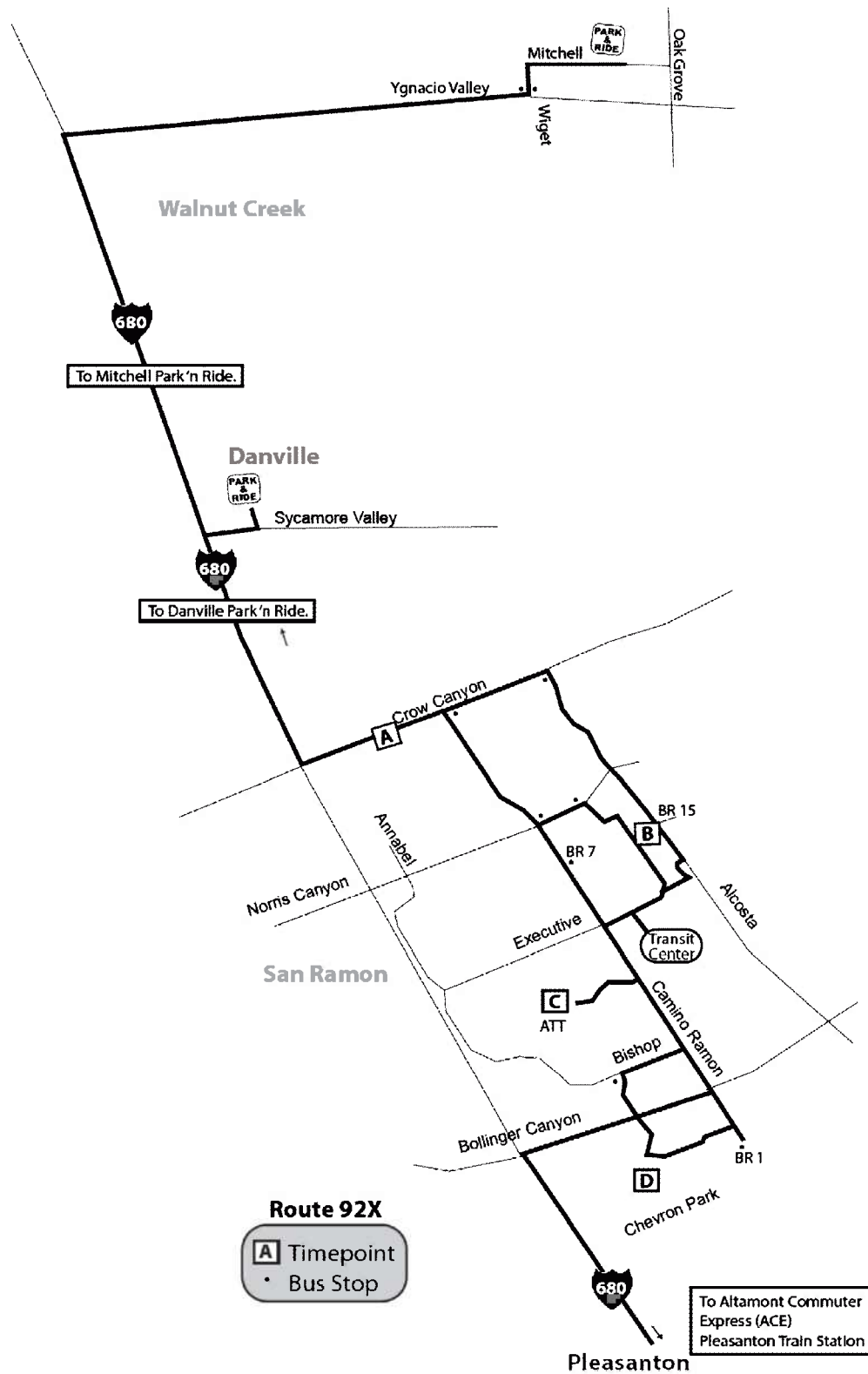
Route	Route Marginal Cost <sup>1</sup>	Revenue Sources				
		Private Sources		Public Subsidy		
		Fares <sup>2</sup>	Contract Revenue <sup>3</sup>	TDA	SWAT TDM Measure J	Meas. J Express Bus (FY10-11)
92X	\$354,215	\$30,907	\$79,213	\$31,975	\$15,000	\$197,120
95X	\$345,892	\$32,232	\$0	\$120,363	\$0	\$193,297
96X	\$850,296	\$105,896	\$211,663	\$289,820	\$0	\$242,917
97X	\$392,047	\$26,248	\$100,337	\$48,587	\$0	\$216,875
TOTAL	\$1,942,449	\$195,283	\$391,213	\$490,745	\$15,000	\$850,209
		Measure J Express Bus Revenues by Sub-Region				
		Southwest Sub-Region:			\$607,292	
		Central Sub-Region:			\$242,917	

<sup>1</sup>Marginal Cost includes driver and supervisor wages and fringes, maintenance wages and fringes, parts, fuel, vehicle insurance. (\$44.21/Total Hr + \$1.95/Total Mi)  
<sup>2</sup>Fare revenue based on current ridership patterns and system average fare per passenger (\$1.20/passenger)  
<sup>3</sup>ACE & Bishop Ranch

**Next Steps**

Authority staff, as well as the bus operators, is aware that there is a long term expectation that the express bus network in the county will be enhanced with the Measure J Express Bus funds. To outline the understandings that were developed as a part of the Measure J process, the Authority intends to update the County Express Bus plan to address how those enhancements will occur within lower than expected funding projections. While this update may not be feasible with the current MTC sustainability project underway, it would be prudent for County Connection and SWAT staff to begin an effort to memorialize discussions that took place in 2004 prior to the Measure J elections and to begin to identify and prioritize express bus services in the sub-region.

Staff will be working with the operators to establish some baseline data from 2004 when the measure passed and prior to the downturn in the economy.

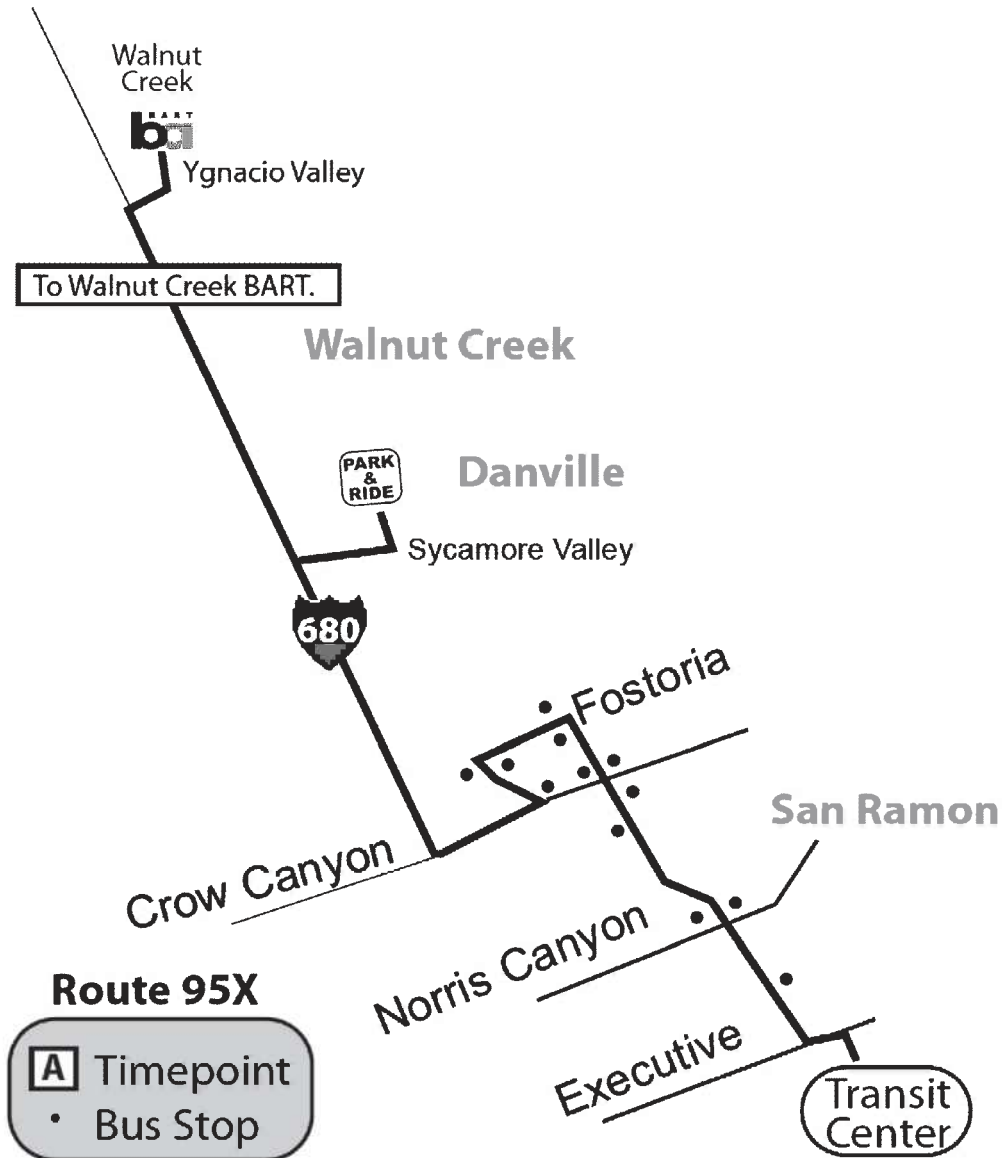




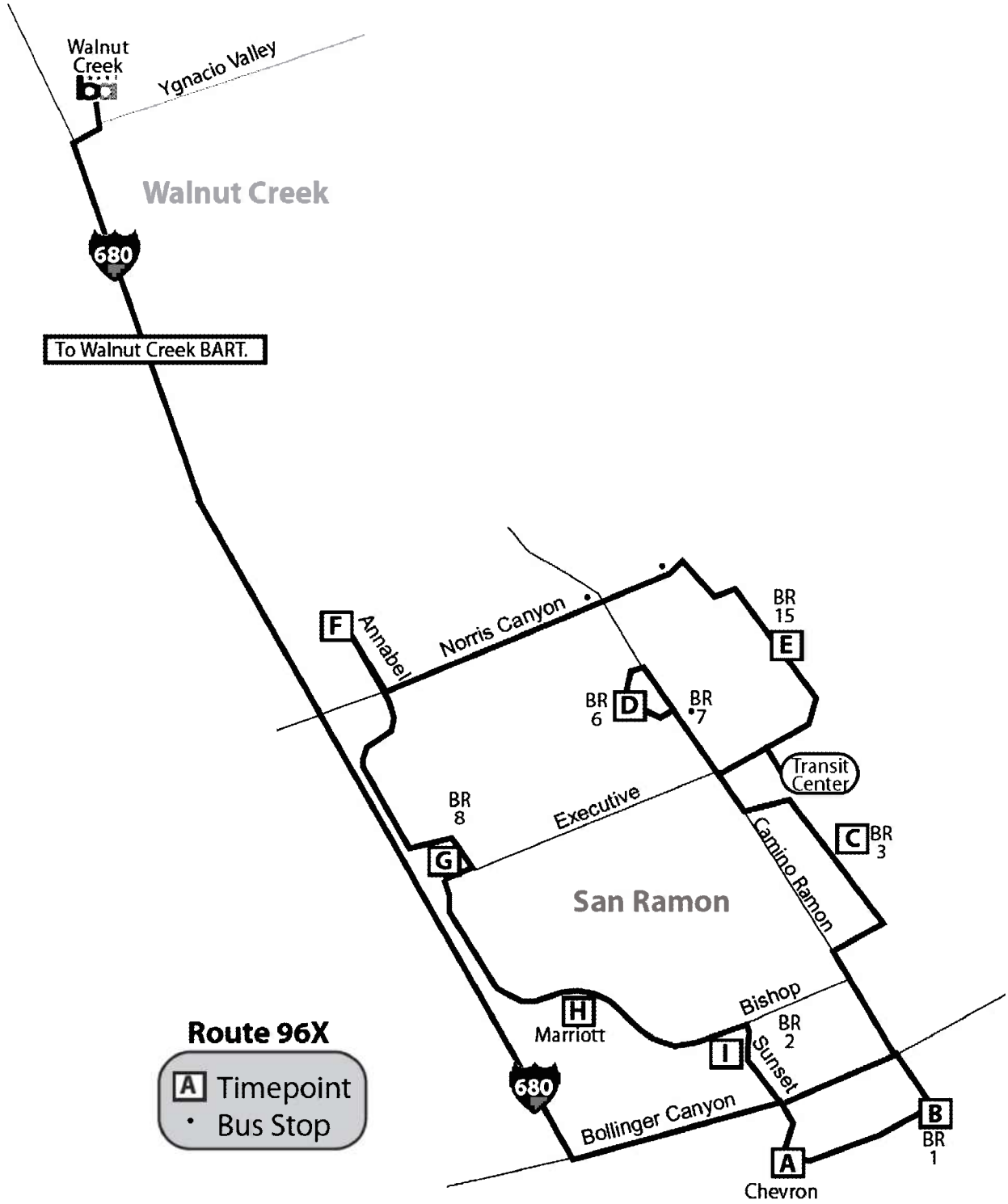


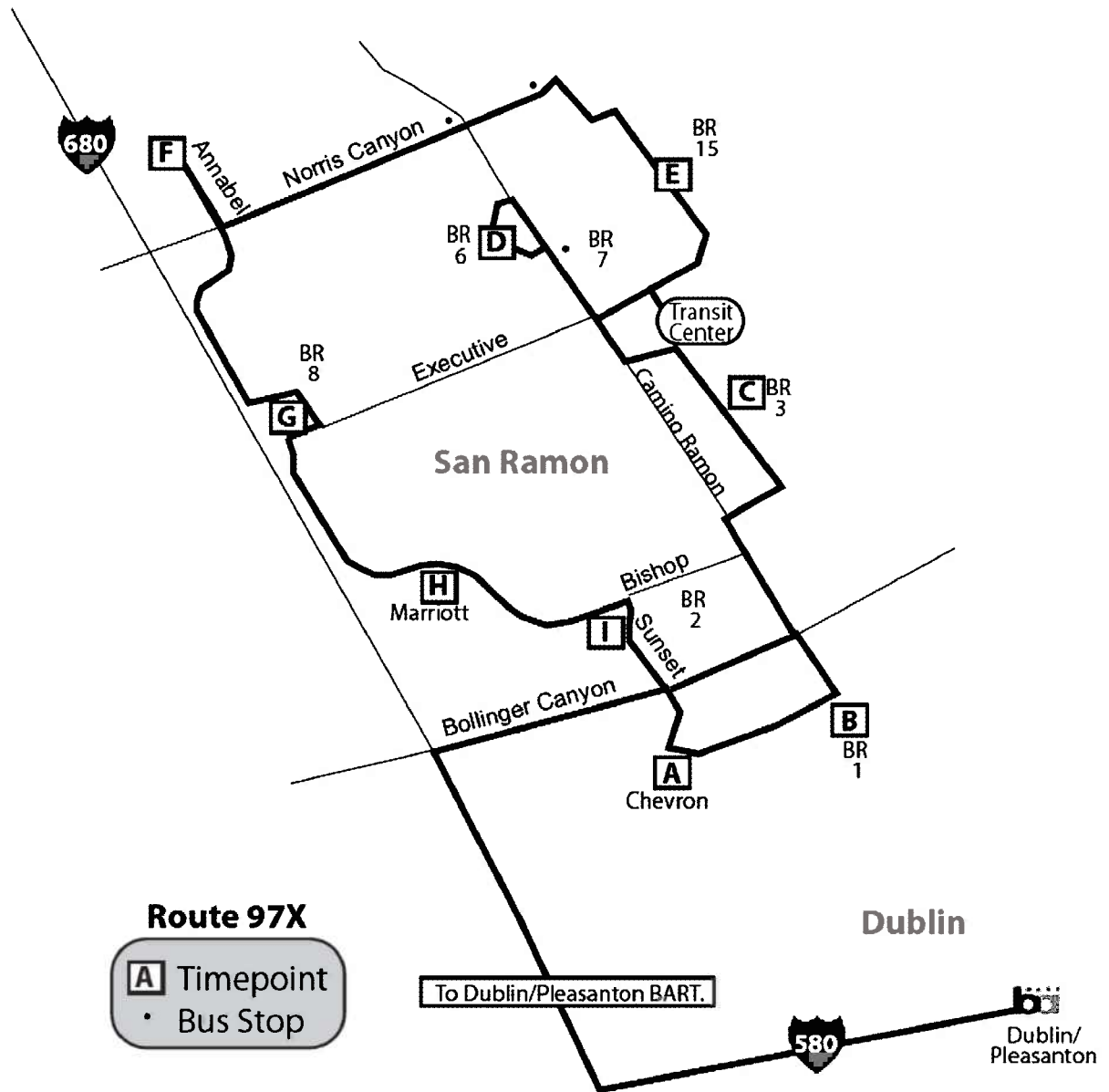
**CCTA REPORT to SWAT**

Meeting Date: July 12, 2010

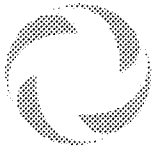


Map not to scale





**ATTACHMENT 7**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Robert Taylor,  
Chair

David Durant,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balco

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce


Maria Vramontes

Randell H. Iwasaki,  
Executive Director

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

## MEMORANDUM

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

From: Randell H. Iwasaki, Executive Director 

Date: June 17, 2010

Re: Items approved by the Authority on June 16, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its June 16, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Authority's Adopts Measure J Urban Limit Line Policies and Procedures for the Implementation Guide.** *The Authority approved a set of policies and procedures for determining local compliance with the ULL requirement of Measure J based upon recommendations by TCC and the Planning Committee. The ULL policies and procedures will be incorporated into new "Section 5" of the Final Measure J Implementation Guide. (Separate Attachment)*
- 2. Adoption of the Final Growth Management Implementation Guide for Measure J.** *The Authority approved Resolution 10-19-G, which formalizes the Authority's adoption of the Implementation Guide for the Measure J Growth Management Program. The updated Guide incorporates new policies and procedures for collaborative planning under Measure J, conducting General Plan Amendment Reviews, and for addressing local compliance with the Measure J ULL requirement. The adopted Final Guide will be posted on the Authority's website.*
- 3. November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects – Draft Expenditure Plan.** *The Authority authorized release of the Draft VRF Resolution and Expenditure Plan. (Separate Attachment)*

4. **2010 Bond Financing Workshop.** *In September, the Authority will need to complete a refinancing of a 2009 bond anticipation note totaling \$200 million. The Board received a presentation on the status of the market update, the interest rate swap, analysis of financing alternatives, and a proposed timetable for issuing the bonds. The Authority gave direction to move forward with a 2010 Bond financing plan calling for the issuance of variable rate or floating rate bonds (to be determined by the APC) and terminating the interest rate swap when the value reaches \$17 million or less. When the swap is terminated, the strategy then calls for issuing conventional, long-term fixed rate bonds. A special Authority Meeting was set for August 18<sup>th</sup> at 6:00 p.m. to provide final authorization of the 2010 Bonds.*
  
  5. **FY 2010-11 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency.** *Following a Public Hearing, the FY 2010-11 Budget was adopted by the Authority.*
-

Note: Incorporates changes from June 16, 2010 Authority meeting

## 5 Urban Limit Line

When approved by the voters in 2004, Measure J added a new requirement to the GMP, namely, that each jurisdiction adopts and complies with a voter-approved Urban Limit Line (ULL). The procedures for establishing a jurisdiction's ULL are outlined in the Measure J Expenditure Plan in Attachment A, "Principles of Agreement for Establishing the Urban Limit Line" (the Principles).

To ensure that local jurisdictions are aware of the ULL requirement, and receive early notification regarding any potential compliance issues, the Authority has adopted the following process:

1. **Process Communications.** To communicate to local jurisdictions the details of the Authority's ULL requirements and, when requested, advise them when actions are being contemplated that could place the jurisdiction at risk of non-compliance with the Measure J GMP ULL requirement, the Authority will:
  - A. **Issue an Annual ULL Policy Advisory Letter.** All local jurisdictions will be advised annually in writing of the requirements for a local jurisdiction to be found in compliance with the ULL requirement of the Measure J GMP. Local jurisdictions must acknowledge having read and understood the letter through the GMP Compliance Checklist.
  - B. **Prepare an Evaluation Letter.** At any time, a local jurisdiction may ask the Authority to evaluate a proposed local action to determine whether that action may conflict with the ULL provisions of the GMP. Similarly, a third party may request that the Authority evaluate a local jurisdiction's proposed action to determine whether that action may conflict with the ULL provisions of the GMP. In response, the Authority would ask that local jurisdiction if the jurisdiction would like the Authority to analyze the proposed action to determine whether any ULL compliance issues are evident. In either scenario, if the local jurisdiction

## FINAL

Note: Incorporates changes from June 16, 2010 Authority meeting

requests the referenced ULL-related evaluation, the Authority will provide the requested evaluation. The Authority will base its evaluation on the consistency of the proposed action with the criteria in Section 2 below. The Authority will document the analysis of the proposed action and convey its findings to the local jurisdiction in an "Evaluation Letter." The Evaluation Letter may include recommendations that could ensure the jurisdiction's compliance with the ULL requirements of Measure J.

- C. **Issue Final Notice of Concern.** If, after receiving an Evaluation Letter, the jurisdiction subsequently approves the proposal without conforming it to the voter-approved ULL, then the Authority will send a "Final Notice of Concern," advising the jurisdiction that, subject to a detailed review of the proposed development project based on the Measure J ULL and the Authority's criteria, the jurisdiction is likely to be found out of compliance with the GMP, until it has a voter approved ULL that includes the proposal or project area.

- 2. **Criteria for Assessing Compliance.** Based on the "Principles", the criteria established for determining whether or not a proposal conforms to the ULL requirement of Measure J are as follows:

- A. The proposed development lies within the physical boundary of the voter-approved ULL; or
- B. The proposed development involves a non-sequential, non-contiguous adjustment to the ULL that does not exceed 30 acres in size as explicitly permitted under the voter-approved ULL; or
- C. The proposed development is necessary to avoid an unconstitutional taking of private property as provided in the voter-approved ULL, or
- D. The proposed development is necessary to comply with state or federal law as provided in the voter-approved ULL;



# FINAL

Note: Incorporates changes from June 16, 2010 Authority meeting

- E. The proposed development is explicitly listed as an exception to the physical ULL boundary in the jurisdiction's voter-approved ULL, or the proposal is found and determined to be consistent with the definition of non-urban uses in the voter-approved ULL. (For example, rural residential and agricultural structures allowed by applicable zoning and facilities for public purposes which are necessary or desirable for the public health, safety or welfare or by state or federal law as provided in the Contra Costa County 65/35 Land Preservation Plan Ordinance.) Such determination shall be made by the local jurisdiction's elected governing body after holding a properly noticed public hearing and making findings based on substantial evidence in the record; if the governing body's decision is legally challenged, the Authority's finding of non-compliance shall be held in abeyance subject to expiration of all applicable appeals periods or exhaustion of all applicable appeals or court challenges;
  
- F. The proposed development (a) does not involve an extension or expansion of urban services (such as water or sewer) across the physical ULL boundary, unless such extension or expansion is to serve solely allowed non-urban uses consistent with 2.E. or (b) is in connection with a development proposal as set forth in 2.C-E.

Proposed developments that do not conform to the above criteria will be further evaluated by the Authority for possible GMP compliance issues.

- 3. **Explanation of Modifications to ULL, or Development for Areas Outside of the ULL.** For modifications to the voter-approved ULL or for a major subdivision or General Plan Amendments in areas outside the ULL, a findings of consistency with the provisions of that ULL shall be made by the local jurisdiction's elected governing body after holding a properly noticed public hearing, and the findings shall be publicly provided by the jurisdiction to explain its degree of consistency with the GMP (including its consistency with the jurisdiction's ULL and General Plan) and

# FINAL

Note: Incorporates changes from June 16, 2010 Authority meeting

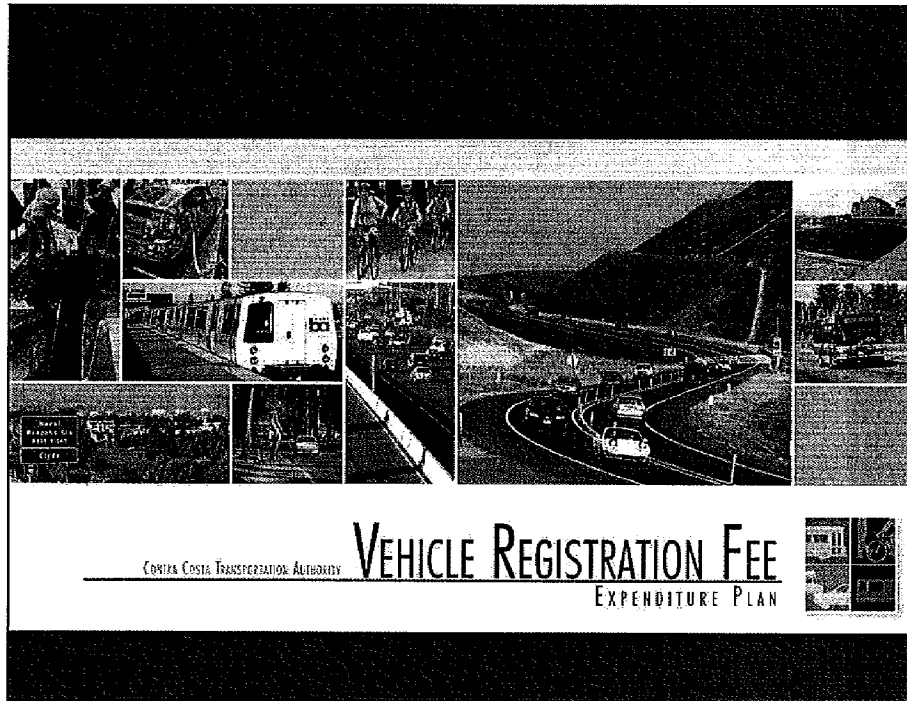
included in the applicable Measure J Compliance Checklist, so that the Authority may determine compliance with the GMP.<sup>1</sup>

4. **Acceptable Discretionary Actions.** For areas beyond the physical boundary of the applicable ULL, the following do not constitute a violation of the ULL provisions, as the actions are discretionary and do not commit a local jurisdiction to development beyond a local voter-approved ULL:
  - i. Planning studies that result in neither administratively approved zoning changes nor general plan amendments nor specific approvals; or
  - ii. Requests for changes to a city's or town's sphere of influence for purposes of considering future voter-approved changes to the applicable ULL and subsequent annexation requests.
5. **Timing of a Finding of Non-Compliance.** The Authority may find a jurisdiction out of compliance with the ULL requirements of Measure J based on its review of the jurisdiction's biennial GMP Compliance Checklist submittal and the above criteria.

Jurisdictions must meet both the requirements listed above and the other requirements listed in Section 8 to be considered in compliance with the GMP. If it has not fulfilled all of the requirements, a jurisdiction may present evidence that the requirements of Measure J have been met in some other way. In such a case, the Authority will decide whether the jurisdiction will be considered in compliance, based on the explanations submitted with the Checklist.

---

<sup>1</sup> A "major subdivision" is any subdivision requiring that both a tentative and final map be completed pursuant to Section 66426 of the California Subdivision Map Act (Govt. Code Section 66310, et seq.)



**PROPOSED NOVEMBER BALLOT MEASURE**

- \$10 VRF Increase
- Traffic Congestion Relief/Pollution Mitigation
- Fee = Majority Vote + Nexus



## EXPENDITURE PLAN DEVELOPMENT

- Polling
- Stakeholders
- VRF Advisory Committee
- Public Workshop
- RTPCs
- CAC
- APC/Authority



## WHERE WE ARE:

- Consensus on Program Categories
  - Local Road Improvement & Repair
  - Transit for Congestion Relief
  - Pedestrian and Bicycle Access & Safety
- Accommodate Regional Priorities
  - Different weighting among categories
- Return to Source
  - Local Road Improvement & Repair
  - Pedestrian and Bicycle Access & Safety



## PROPOSED EXPENDITURE PLAN

### RTPC Recommendations as Basis:

71% Local Road Improvement & Repair  
8% Pedestrian & Bicycle Safety & Access  
 =79% Return to Source

+

21% Transit for Congestion Relief  
 (At Direction of RTPCs)



CCJA

VEHICLE REGISTRATION FEE  
EXPIRES 06/30/11

## RECOMMENDED ALLOCATION OF VRF FUNDS

Program	TRANSPLAN	WCCTAC	TRANSPAC	SWAT	AVG
Local Road Improvement & Repair	80% (\$1.8M)	50% (\$0.9M)	70% (\$1.7M)	85% (\$1.3M)	71% (\$5.7M)
Transit for Congestion Relief	15% (\$0.3M)	40% (\$0.7M)	20% (\$0.5M)	10% (\$0.2M)	21% (\$1.7M)
Pedestrian/Bicycle Safety and Access	5% (\$0.1M)	10% (\$0.2M)	10% (\$0.2M)	5% (\$0.1M)	8% (\$0.6M)



CCJA

VEHICLE REGISTRATION FEE  
EXPIRES 06/30/11

## BENEFIT ANALYSIS

- Finding of Fact regarding Benefit to Fee Payer  
(= Motor Vehicle Owners) (4.A.15-16)
- Consistency with the RTP



## OUTSTANDING ISSUES:

- Proposed Condition on Return-to-Source Funds (GMP Compliance)
- Bike/Ped Amenities as Part of Road Repair Projects
- Administration Costs
  - 5% Allowable v. Actual
  - Reimbursement for EP Development & Ballot Cost



## PROPOSED SOLUTIONS

- Eliminate GMP Compliance Requirement
- Revise Language Incorporating Safety and Access Components for Bike/Ped into Road Repair/Improvements (4.A.15-3)



## PROPOSED USE OF 5% ADMINISTRATION FUNDS

### Staff Proposal:

- Reimburse Authority from 5%:
  - Up to \$150,000 for EP development
  - Cost of placing measure on ballot (per counsel's advice)
- After reimbursements--only actual costs reimbursed (up to 5% per year)
- Remainder back to programs



## POTENTIAL CONFLICT AHEAD...

- 'Hidden Tax Initiative' *could* undo a successful measure:
  - Initiative has over 1.1 million signatures
  - Reclassifies many 'fees' as 'taxes' (fee must benefit fee-payers *exclusively*)
  - More measures would require 2/3 vote
  - Any state law that raises taxes would require 2/3 vote
  - 54% = DOA



## SAFEGUARDS...

- Ensure our measure takes effect first:
  - Initiative effective day after election
  - Referendum effective 30 days after election
  - Specify effective date as election day in measure
  - Resolution instead of Ordinance





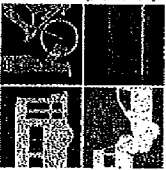
## STAFF RECOMMENDATIONS

Approve in draft form:

- Resolution 10-30-P
- Ballot Measure
- VRF Expenditure Plan
- Benefit Analysis Findings

FINAL APPROVAL IN JULY





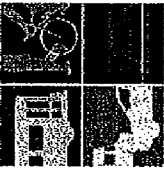
CONTRA COSTA TRANSPORTATION AUTHORITY

# VEHICLE REGISTRATION FEE

## EXPENDITURE PLAN

### Vehicle Registration Fee - Comments Received During May 24, 2010 Public Workshop (General Comments)

Date	Name	E-mail	Comment
1 5/24/10	Workshop Attendee	N/A	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.
2 5/24/10	Workshop Attendee	N/A	The focus of the funds should be on residential roads within individual cities.
3 5/24/10	Workshop Attendee	N/A	Local jurisdictions should determine how to use the money on local roadway improvements.
4 5/24/10	Workshop Attendee	N/A	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.
5 5/24/10	Workshop Attendee	N/A	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?
6 5/24/10	Workshop Attendee	N/A	The CCTA needs to include local taxpayer organizations in VRF process. This is basically a "hidden tax."
7 5/24/10	Workshop Attendee	N/A	Support bicyclists with VRF funds!
8 5/24/10	Workshop Attendee	N/A	Keep in mind seniors and disabled in VRF spending; not everyone can ride a bike.
9 5/24/10	Workshop Attendee	N/A	Include sunset and monitoring provisions in the Expenditure Plans; add accountability by including measurable outcomes.
10 5/24/10	Workshop Attendee	N/A	Go after the bankers and Wall Street. They started these budget restrictions.



# VEHICLE REGISTRATION FEE

## EXPENDITURE PLAN

### Vehicle Registration Fee – Comments Received During May 24, 2010 Public Workshop (Expenditure Plan Options)

Date	Name	E-mail	Comment
1	5/24/10 Workshop Attendee	N/A	I support a new option—"Option C"—in which 100% of funds would be used to improve local roads. This would ensure the most direct benefit to the drivers who would pay the fee. 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.
2	5/24/10 Workshop Attendee	N/A	I also support "Option C" because revenues should be focused on <i>one thing</i> and thus get tangible results, rather than try to do too many things with no tangible results.
3	5/24/10 Workshop Attendee	N/A	Of the three options, the "Local Roads" option provides the most direct benefit to drivers.
4	5/24/10 Workshop Attendee	N/A	The "Local Roads" option provides the most benefits for cyclists (via pothole repair, etc.). The Board needs to identify the "nexus" between cars and bikes: 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.
5	5/24/10 Workshop Attendee	N/A	The "Local Roads" option also provides the most safety benefits for cyclists—drivers don't have to swerve to miss potholes.
6	5/24/10 Workshop Attendee	N/A	I support Option B, which allocates more money to transit, because you can't "build your way out of congestion"; we need to focus on improving transit to get people to drive less.
7	5/24/10 Workshop Attendee	N/A	I also support Option B, we 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.

# VEHICLE REGISTRATION FEE

## EXPENDITURE PLAN

### Vehicle Registration Fee – Comments Received via Email as of June 16, 2010

Date	Name	E-mail	Comment
1	5/24/10 Jim LaFond	[REDACTED]	<p>I read the article in the <i>Contra Costa Times</i> about placing a measure to have a ten dollar fee added to our auto registration. I would be in total favor of this fee if it did not include the clause about traffic flow studies, safety and public transportation. If you are going to have a ten dollar fee to repair roads, then all of the money should go to roadway repair. If passed this fee would only generate 8.5 million dollars which shared with all the cities in the county would only be a few hundred thousand dollars for each city.</p> <p>As the Board is well aware, a few hundred thousand dollars for roadway repair does not go far in fixing roads. Therefore if the Board would make the measure for road repair only you have my vote.</p> <p>If they choose to include all of these other agencies that would do nothing but spread the money so thin that it would not do anything to improve our roads and I will be working to defeat this measure.</p>
2	5/24/10 Anonymous	[REDACTED]	<p>I am just now hearing about this 10.00 dollar charge you want the voters to vote on in November. I am sick and tired of our government coming to us hardworking taxpayers to pay for EVERYTHING in this world...enough is enough!!!! You say this 10.00 will go to fixing the roads but I do not believe it for 1 minute!!! Our government has made so many unbroken promises it makes my head spin...</p> <p>I think a majority of us taxpayers feel all our taxes are going right into the government's pockets and that just isn't right. Maybe you all should take a cut in pay like the rest of us are and then we wouldn't be in such a bind?</p> <p>Also, why am I never polled in these polls? I sure hope this measure doesn't pass because I am fed up with bailing everything and everyone out of financial messes. Maybe send all those illegals back to Mexico and our Country (and our state) would not be so damn broke....did that ever occur to anyone???</p>

# VEHICLE REGISTRATION FEE

## EXPENDITURE PLAN

Date	Name	E-mail	Comment
3	5/27/10 Doug Kell	[REDACTED]	<p>I regret I was unable to attend your public workshop meeting at the Embassy Suites on May 24th. I would be interested in the results of that workshop, if available. Will anything be posted on your website, or are the minutes or a summary available?</p> <p>Since I am a retired senior citizen, I wanted to express my concern with this proposal. It seems unfair that a car collector such as myself would have to incur this additional fee on a number of older cars that are licensed, but rarely driven. Each of my four old cars is driven no more than 250 miles a year. In fact, being retired, I don't drive much at all anymore, preferring to spend most of my time at home in the garden.</p> <p>The real wear and tear on the streets and highways is by commercial vehicles that are on the road all day, every day. There are also individual drivers whose annual mileage is far above the average.</p> <p>No one wants more taxes, but if additional funds are needed for road maintenance it would make more sense to tax those who drive the most. This is best accomplished by a tax at the gas pump.</p> <p>I was wondering if other ways of securing funds have been considered. Also, has a senior exemption or classic car exemption been considered?</p> <p>Thank you for your consideration.</p>
6/16/10	David Pepper	[REDACTED]	<p>As a physician with Contra Costa Regional Medical Center, and avid bicycle commuter, I applaud your efforts to increase Vehicle Registration and use it to provide alternatives to Car based transportation. Given recent events in the Gulf that highlight the true "costs" of Oil addiction beyond the current Global Climate changes it is imperative we create a county that is both friendly and encouraging of healthy transportation. There are also many personal health benefits from encouraging bicycling and walking. I see hundreds of patients with Obesity, Diabetes and Hypertension - all of which would improve with exercise and weight loss. The vehicle registration fee is but a small step towards promoting healthy community.</p> <p>I urge your support of the measure</p>

May 24, 2010

**HAND DELIVERED**

Contra Costa Transportation Authority Board Members  
3478 Buskirk #100  
Pleasant Hill, CA 94523

Re: Proposed November Ballot Item for New Vehicle Registration Fee

Dear CCTA Board Members:

Thank you for offering the public an opportunity to make comment regarding proposed November ballot measure for a new county Vehicle Registration Fee.

I am a resident of Contra Costa and have no relationship whatsoever with CCTA or any of its member agencies or potential contractors or other recipients of proceeds from a new Vehicle Registration Fee. As an independent observer and concerned citizen, I am troubled by CCTA's consideration of a new tax on Contra Costa car owners, particularly given our county's current grim economic conditions.

Contrary to what your polling consultants have told you, my conversations with friends and neighbors in Central County indicate that there is little or no support for this new fee. I urge you to refrain from putting this measure on the ballot and, instead, redouble efforts to find efficiencies and optimize resources currently available. Should you choose to proceed with this ballot measure, expect much public opposition.

Here is a summary of the comments I've received from talking to my Contra Costa friends and neighbors:

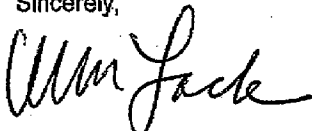
- **Contra Costa taxpayers currently pay to repair and maintain roads, public transit and pedestrian/bike paths. Why isn't the job getting done?** CCTA members agencies need to make a clear business case for why they need \$8.5 million of additional dollars – and why resources currently allocated are insufficient to meet the county's transportation needs. Contra Costa car owners already pay a \$10 county fee as part of the vehicle license tax. Measure J (the extension of Measure C's half-cent sales tax) was supposed to address transportation funding needs. Why should Contra Costa auto owners incur an additional fee on top of those already in place? And why should Contra Costa voters believe CCTA statements that yet another fee is truly necessary?
- **Public agencies are, by definition, inefficient and expensive. Why not privatize, where possible, to squeeze greater value from every dollar spent?** Numerous public agencies (each with their own administrative overhead costs) receive transportation funding through CCTA, thus it's tough for the public to determine the degree of efficiency with which transportation monies currently are spent. Nonetheless, even the most casual observer is aware of the fact that public agencies, such as cities and the County Connection bus system, have employee compensation plans that far exceed those available to private sector employees. Privatization of transportation services could yield the same or better results at lower cost, thus privatization of these services merits serious consideration.
- **Just because you can, doesn't mean you should.** While state law permits CCTA to pursue additional dollars through new fees, that doesn't mean that doing so is the proper course of action for Contra Costa families who are struggling financially in these tough economic times.

Are uses of the proposed Vehicle Registration Fee truly necessary, or are they merely desirable? Good intentions and worthwhile project plans may be nice to contemplate, but they don't necessarily deserve funding.

- **Weary taxpayers are being nickel-and-dimed by all levels of government – and there is a limit to the amount of taxation the public can bear.** At every level of government, taxpayers are being squeezed for more tax dollars. Earlier today State Senate Democrats proposed a \$4.9 billion increase in taxes on cars, alcohol, income and corporate profits. At the same time as federal and state taxes increase, fees charged by cities and other local agencies also are going up. Every legislative session and every ballot brings new tax proposals from schools and other public agencies that inevitably promise to fulfill service needs and “solve” the current funding crisis *du jour*. In “Groundhog Day”-like fashion, these same agencies repeatedly return to the voters for more tax monies, once again promising to “solve” the current funding crisis. Voters increasingly say “enough is enough.”
- **Adding a new fee to struggling households is like adding insult to injury.** Last month the Bureau of Labor Statistics reported the California unemployment to be 12.6%, among the highest in the nation. Home foreclosures continue at record levels in Contra Costa, even as talented workers and companies continue to leave the state in pursuit of more business-friendly conditions. Adding a new Vehicle Registration Fee to Contra Costa is nothing short of government excess and piling-on. An increasingly observant and savvy public knows that a \$10 fee today will inevitably increase in the future, as public agency funding needs and desires are infinite – like black holes.
- **Throwing more money at problems isn't the answer.** Like the boy who cried wolf, Contra Costa citizens increasingly perceive that government has overstepped its bounds. CCTA's pursuit of a “fee”, which requires voter approval by simple majority, rather than a “tax” which requires approval by two-thirds of voters, is an insult to the electorate. No matter the name, it's all money from the public's pocket into that of government and is effectively a tax. Public skepticism of government continues to rise – and for good reason. Public agencies must prioritize needs and reduce overhead expenses in order optimize resources. **Delivery of public services using status quo methods is unacceptable and CCTA would be well-advised to deliver this message to its participating agencies.**

Thank you for offering an opportunity to comment on this important issue.

Sincerely,



Wendy Lack  
Pleasant Hill



# SWAT

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

June 15, 2010

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

RE: SWAT Meeting Summary Report for June 2010

Dear Mr. Iwasaki:

At the **June 7, 2010** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

**Update on SB 83 Vehicle Registration Fee (VRF) Expenditure Options:** CCTA staff provided an update on the draft Expenditure Plan, based on feedback from the RTPCs and VRF Advisory Committee, which proposes to allocate the VRF funds in the aggregated countywide percentages.

<b>Category</b>	<b>Allocation</b>	<b>Distribution Method</b>
Local Streets and Roads:	71%	To jurisdictions: Pop & Road Miles
Transit for Congestion Relief:	21%	To RTPCs: Subregional Designations
Bicycle/Pedestrian Safety:	8%	To jurisdictions: Pop & Road Miles

The Committee members understand that, at the SWAT level, these funds would be allocated to Local Streets and Roads (85%), Transit for Congestion Relief (10%), and Bicycle/Pedestrian Safety (5%).

With this understanding, the Committee members had a lengthy discussion and would like to respectfully forward the following comments for consideration by the Authority:

1. **Funding Allocation:** Committee members inquired about, and sought clarification of, the formula used for both the initial allocation to the sub-regions, as well as for subsequent distribution of return-to-source funds.
2. **Administrative Fee:** Committee members expressed a desire to consider a lower administrative fee to maximize the amount of funds available for congestion relief projects and programs.
3. **Expenditure Plan Updates:** Committee members noted that, without a sunset date, the Committee requested language in the VRF expenditure plan that would provide for the necessary updates to accommodate the future transportation needs of the county's transportation network.



4. ***Voter Benefits:*** Committee members suggested a summary of the "Proposed Contra Costa VRF Expenditure Plan" table that would be expressed in dollar values, and by city, rather than in percentages and by sub-regions. This may serve to more directly communicate the local benefits for the voters.
5. ***Public Workshop Summary:*** Committee members requested a more extensive documentation of all comments (both written and spoken) made at the public workshop, including those by Taxpayers Association, who articulated that a pure Local Streets & Roads ballot measure might be more difficult to defeat.
6. ***'Complete Streets':*** Committee members reiterated that the concept needs to be feasible to implement, rather than to impose additional obstacles to infrastructure maintenance.

The next SWAT meeting is tentatively scheduled for Monday, July 12, 2010 at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville. Please contact me at (925) 314-3384 if you should have any questions.

Sincerely,



Andrew Dillard  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; CCTA, Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Hisham Noeimi, CCTA

# Estimate of VRF Administration Cost

	Costs Advanced by Measure C/J				Total	Admin. %
	Election Costs (pamphlet printing costs, etc.)	Consultant Assistance	Staff Time, Audit Services			
year 1	\$ 200,000	\$ 30,000	\$ 120,000	\$ 350,000	4.1%	
year 2	\$ 200,000	\$ 30,000	\$ 120,000	\$ 350,000	4.1%	
year 3	\$ 200,000	\$ 30,000	\$ 120,000	\$ 350,000	4.1%	
year 4	\$ 200,000	\$ 30,000	\$ 120,000	\$ 350,000	4.1%	
year 5	\$ 200,000	\$ 30,000	\$ 120,000	\$ 350,000	4.1%	
year 6 & on	\$ -	\$ -	\$ 120,000	\$ 120,000	1.4%	

## Tasks To Be Completed

- Set up of Accounts
- Cash and Revenue Management
- Issuance of Checks
- Execution of Agreements
- Annual Transit Allocations
- Annual Budgeting
- Project Monitoring and Compliance Audits
- Invoice Payment
- Annual Financial Statements Audit

COMPARISON OF VEHICLE REGISTRATION FEES TO MEASURE J 18% RETURN TO SOURCE FUNDS

JURISDICTION	Estimated FY2009-10 Measure J Street Maintenance Allocation (18% return to source)	Estimated VRF Revenue Distribution (Road Maintenance and Ped/Bike improvements)	SUM
Antioch	\$ 920,353	\$ 642,358	\$ 1,562,711
Brentwood	\$ 436,086	\$ 256,715	\$ 692,801
Clayton	\$ 215,745	\$ 74,116	\$ 289,861
Concord	\$ 1,200,957	\$ 710,749	\$ 1,911,706
County	\$ 1,932,016	\$ 1,215,107	\$ 3,147,123
Danville	\$ 517,503	\$ 286,133	\$ 803,636
El Cerrito	\$ 322,007	\$ 118,369	\$ 440,376
Hercules	\$ 293,726	\$ 102,349	\$ 396,075
Lafayette	\$ 356,990	\$ 174,697	\$ 531,687
Martinez	\$ 441,802	\$ 220,036	\$ 661,838
Moraga	\$ 257,574	\$ 108,023	\$ 365,597
Oakley	\$ 437,014	\$ 269,340	\$ 706,354
Orinda	\$ 327,133	\$ 152,120	\$ 479,253
Pinole	\$ 271,480	\$ 91,150	\$ 362,630
Pittsburg	\$ 609,542	\$ 398,096	\$ 1,007,638
Pleasant Hill	\$ 437,618	\$ 216,711	\$ 654,329
Richmond	\$ 990,621	\$ 472,485	\$ 1,463,106
San Pablo	\$ 319,580	\$ 115,153	\$ 434,733
San Ramon	\$ 595,684	\$ 344,973	\$ 940,657
Walnut Creek	\$ 690,557	\$ 380,952	\$ 1,071,509
Total	\$ 11,574,000	\$ 6,349,633	\$ 17,923,633

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Fighting for Air

114 Talbot Ave.  
Santa Rosa, CA 95404  
707-527-5864 phone  
707-542-6111 fax

June 16, 2010

Chairman Bob Taylor  
Members of the Contra Costa Transportation Authority  
3478 Buskirk Avenue, Suite 100  
Pleasant Hill, CA 94523

Re: VRF Allocation

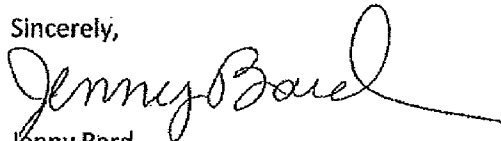
Dear Chairman Taylor and Members of CCTA:

The American Lung Association in California is very pleased that the Contra Costa Transportation Authority is considering a vehicle registration fee on the November ballot. We encourage you to allocate a higher percentage to bicycle, pedestrian and transit improvements, and to adopt the language that the Advisory Committee's subcommittee prepared which requires reasonable bicycle, pedestrian and transit improvement during the course of local streets and roads improvements if a local jurisdiction's adopted plan calls for improvements on these roadways.

Contra Costa County has some of the worst air quality in the Bay Area, contributing to high rates of asthma, cancer and heart disease. ***In Contra Costa County, nearly one in four children (23.7%) between the ages of 5-17 has been diagnosed with asthma.*** The connections between urban design, transportation options, and health outcomes have been known for decades and are now becoming well-documented. Research continues to emerge demonstrating that neighborhoods connected via various transit options and that are easier and safer to traverse by bicycle or on foot will not only help to reduce harmful emissions but can help to significantly improve physical activity and reduce skyrocketing chronic disease rates.

Thank you so much for your leadership in promoting healthier transportation choices for Contra Costa County. Please know that the public health community stands ready to assist you on this important effort.

Sincerely,



Jenny Bard  
Regional Air Quality Director

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 7, 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 May 28, 2010 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Received an update from your staff and made comments on the draft expenditure plan for the Vehicle Registration Fee ballot initiative.
- 2) Authorized the retention of a consultant to identify improvements to the senior and disabled transportation programs of each of the original Measure C service providers using Measure J Program 20b funds (West County Additional Transportation for Seniors and People with Disabilities) for an amount not to exceed \$150,000.
- 3) Confirmed its general support for the development of a demonstration program in Richmond of Cybertran's Ultra Light Rail Transit technology.
- 4) Approved the FY 2010-11 agency work program, including but not limited to RTPC and 511 Contra Costa-related activities, and reviewed the FY 2010-11 preliminary budget.

Contra Costa  
County

AC Transit

Sincerely,



Christina M. Atienza  
Executive Director

BART

WestCAT

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

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 25, 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) Received informational reports on the progress of the Contra Costa vehicle registration fee ballot measure, implementation of SB 375, and adoption of the Measure J Growth Management Plan Implementation Guide.
- 2) Approved to request CCTA to allocate up to \$10,000 in accrued, unallocated Measure J Program 21b funds, half to West Contra Costa Unified School District via WCCTAC and the remaining half to AC Transit, to cover Student Bus Pass Program costs associated with AC Transit's transition from the 31-day youth paper bus passes to Clipper youth smartcards.
- 3) Cancelled the paratransit study to identify improvements to the programs of each of the original Measure C service providers, and deprogrammed the \$150,000 in Measure J Program 20b funds set aside for the study for reallocation back to the operators. Instructed staff to hold a special study session to present issues associated with transportation for seniors and people with disabilities in West County, in order to provide guidance for how to appropriate Program 15 "growth" and Program 20b funds in FY 2011-12 and beyond.
- 4) Authorize staff to enter into contract negotiations with Fehr & Peers to conduct a Transit Enhancement Strategic Plan and Transit Wayfinding Plans.
- 5) Adopted the work program (attached), member agency dues, and budget for FY 2010-11.

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

## WCCTAC FY 2010-2011 WORK PROGRAM

WCCTAC's activities may be grouped into the following four major program areas: Advisory Committee, Transportation Demand Management, Subregional Transportation Mitigation Fee Program, and Other Reimbursable Projects.

***Advisory Committee.*** This program area includes all work related to WCCTAC's function as the Regional Transportation Planning Committee for West County under Measure J, as well as local transportation planning efforts resulting from the agency's JPA function. The program is funded with annual member agency contributions.

1. Participate in regional, countywide, subregional, and local planning efforts as appropriate. Monitor and report on issues that may affect West County. Efforts include but are not limited to:
  - a. Regional express lane network
  - b. Implementation of SB 375, including development of a Sustainable Communities Strategy and Priority Development Areas
  - c. I-80 Integrated Corridor Mobility project and O&M of San Pablo Av Smart Corridor
  - d. West County casinos
  - e. Ferry planning efforts
  - f. Measure J Growth Management Plan Implementation Documents, including General Plan Amendment Review Process
  - g. Richmond Parkway Transit Center improvements
  - h. West County Safe Routes to School and Countywide Safe Routes to School Master Plan
  - i. Corridor plan for State Route 4
  - j. Mobility management studies
  - k. General plan updates for Pinole, Richmond, San Pablo
  - l. Local specific plans involving San Pablo Av, N. Richmond, Appian, Pinole Valley Rd.
  - m. West County Bicycle and Pedestrian Plan
  - n. Alameda County CMA Central/I-80 Corridor Rail study
  - o. SB 83 Vehicle Registration Fee
2. Program and administer as appropriate West County's Measure J projects and programs, including but not limited to:
  - a. Transportation for Livable Communities (West County Share of Countywide & Additional)
  - b. Pedestrian, Bicycle, and Trail Facilities
  - c. Transportation for Seniors and People with Disabilities.
  - d. Low-Income Student Bus Pass Program including transition to Clipper
  - e. Subregional Transportation Needs
3. Monitor Action Plan Compliance. Lead multi-jurisdictional planning efforts to identify impacts of General Plan Amendments and advance goals, objectives, and actions for routes of regional significance. Identify needed revisions to comport with ongoing General Plan Updates in Pinole, Richmond, and San Pablo.

4. Identify subregional transportation needs including opportunities to enhance the integration of transportation and land use in West County. Investigate need to develop a unifying vision for San Pablo Avenue and the status of wBART. Monitor progress of Richmond-Cybertran project.
5. Monitor grant opportunities, prepare grant applications, and facilitate prioritization of West County candidate projects for ongoing grant programs. Identify opportunities to leverage funding.
6. Office administration. Implement improvements to financial management system. Complete FY 2010 audit. Monitor FY 2011 budget. Prepare FY 2012 budget and work plan. Support staff's professional development. Perform tasks necessary to ensure efficient operations.

***Transportation Demand Management.*** This program area includes all work aimed at reducing solo vehicle driving and promoting walking, bicycling, transit, carpooling, and vanpooling, which is coordinated with the larger countywide 511 Contra Costa Program. The program is funded on a reimbursement basis with Measure J and grants from the Air District.

1. Administer and implement countywide Guaranteed Ride Home Program. Update taxi contracts and investigate payment methods.
2. Administer and implement the Employer Outreach Program.
3. Administer and implement the I-80 Transit Commute Incentives Program including Clipper support and youth programs.
4. As appropriate, participate in or administer and implement other TDM programs, including but not limited to: Summer Reading Program, Marina Bay Shuttle Program, Street Smarts.
5. Coordinate with 511 Contra Costa for Countywide School Pool Program.
6. Update local TDM Ordinances, possibly in concert with SCS development.
7. Coordination with Regional 511 Program

***Subregional Transportation Mitigation Fee Program.*** WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. This program comprises eleven capital projects.

1. Administer program. Monitor collection of fees. Review need to update ordinances and/or implementation processes.
2. Prepare strategic plan update.

***Other Reimbursable Projects.*** As a JPA, WCCTAC is able to apply for and receive various grants that facilitate various elements of transportation in West County.

1. Conduct West County Transit Enhancement Strategic Plan project.
2. Conduct West County Wayfinding Plan project.



# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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June 11, 2010

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions at the TRANSPLAN Committee at their meeting on June 10, 2010.

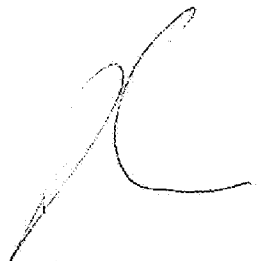
**Update on Vehicle Registration Fee (VRF):** The Committee received a report and discussed the process to place a VRF on the November Ballot. The two recent modifications regarding growth management compliance and inclusion of complete streets language were communicated to the Committee.

**Approval of the 2010/11 TRANSPLAN work program and budget:** The Committee unanimously approved the work program and budget and received a preliminary report on the 2009/10 budget.

On behalf of the committee and me, thank you for taking the time to come to the meeting and share your thoughts on issues facing the region.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, July 8, 2010 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

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

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

## General Plan 2030 Update



NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON  
PLANNING COMMISSION WILL HOLD A  
SPECIAL MEETING ON:

**TUESDAY - JUNE 29, 2010**

**TO PREPARE A RECOMMENDATION TO THE CITY COUNCIL ON 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 and an Urban Growth Boundary adjustment
2. Proposed Climate Action Plan.

**Location:** Citywide (General Plan 2030)

**Applicants:** City of San Ramon (General Plan 2030)

**Property Owners:** Various Property Owners

**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 was circulated for a 45-day review period from April 5, 2010 to May 19, 2010 and a public hearing to solicit comments was held by the Planning Commission on May 4, 2010.

**Posting Period:** June 18, 2010 to June 29, 2010

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

**Commencing at 7:00 p.m. on Tuesday, June 29, 2010**

The General Plan 2030 is available for review at [www.sanramon.ca.gov](http://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 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.

  
Patricia Edwards, City Clerk

Dated: June 18, 2010

NOTICE OF RESPONSE TO COMMENTS/FINAL ENVIRONMENTAL  
IMPACT REPORT AVAILABILITY and  
SPECIAL PUBLIC HEARING NOTICE TO CONSIDER THE FINAL  
ENVIRONMENTAL IMPACT REPORT (FEIR)



**TO:** Interested Agencies and Parties

**FROM:** City of San Ramon, Planning Division  
2226 Camino Ramon  
San Ramon, CA 94583

**SUBJECT:** Response to Comments/Final Environmental Impact Report Availability and  
Public Hearing Notice of Intent to Consider the Final Environmental Impact Report (FEIR)

**Project Title:** *Planning the City's Future - The General Plan 2030* - (State Clearinghouse No. 2000082002)  
**Project Location:** Citywide and 19251 San Ramon Valley Blvd.

**Project Description:** *Planning the City's Future - The General Plan 2030* (GPA 09-400-001). Consider proposed amendment to 2020 General Plan including changes to policies and maps, Urban Growth Boundary, and procedures for amending the General Plan; and a proposal to re-designate the El Nido Property (GPA 09-400-002) from Parks to Multi-Family High Density Residential; and a Climate Action Plan

**Project Impacts:** Implementation of the project has the potential to generate environmental impacts in a number of areas. Impacts for the following topics would be significant without implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures noted in this EIR are implemented: Aesthetics, Light and Glare; Agricultural Resources, Air Quality/Greenhouse Gas Emissions, Biological Resources; Cultural Resources; Geology, Soils and Seismicity; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use, Noise; Population and Housing, Public Services and Recreation, Transportation, and Utilities Systems. The proposed project would result in a significant cumulative impact to Air Quality and Population; as the project would not be consistent with the Association of Bay Area Government's growth projections which is considered a significant cumulative impact since it may present inconsistency with regional planning efforts.

**Lead Agency:** The City of San Ramon is the Lead Agency and has prepared a Draft Environmental Impact Report (DEIR), received written and oral comments regarding the Draft Environmental Impact Report and responded to each of these comments in the attached document, known as the Response to Comments.

This document constitutes both a formal transmittal of the Response to Comment document and a Public Hearing Notice of Intent to Consider the Final Environmental Impact Report (FEIR) pursuant to the State CEQA Guidelines Sections 15089, 15090, 15092 as well as the City of San Ramon CEQA Guidelines, Section VII.H.

A **public hearing** before the Planning Commission to consider a recommendation on the Final Environmental Impact Report to the City Council is scheduled for June 29, 2010, at 7:00 p.m., in the City Council Chamber, 2222 Camino Ramon, San Ramon, California, 94583.

Additional copies of the Response to Comment document can be found on the City of San Ramon's website at [www.sanramon.ca.gov](http://www.sanramon.ca.gov) and are also available for public review at the following locations:

City of San Ramon  
Planning/Community Development Dept.  
Planning Services Division  
2226 Camino Ramon  
San Ramon, CA 94583

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

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

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

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

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

Date: June 18, 2010  
Posting Period: June 18, 2010 to June 29, 2010

Signature Lauren Barr, Senior Planner  
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