



CONTRA COSTA  
**transportation  
 authority**

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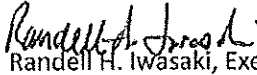
Julie Pierce

Maria Viramontes

Randell H. Iwasaki,  
 Executive Director

## MEMORANDUM

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

From:   
 Randell H. Iwasaki, Executive Director

Date: August 9, 2010

Re: Items approved by the Authority on July 21, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its July 21, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Acceptance of Caltrans Initial Study, Adoption of Negative Declaration, and Filing of Notice of Determination With Respect to the I-80/San Pablo Dam Road Project (Project 7002).** The Authority approved certification of the I-80/San Pablo Dam Road Project environmental document for the Authority's use and authorized the Executive Director to file a *Notice of Determination*. **Resolution 10-31-P.**
2. **State-Local Partnership Program (SLPP) - Project Nomination for FY 2010-11.** The Authority approved Resolution 10-33-P, nominating the State Route 4 East Widening: Somersville Road to SR 160 (Project 3001) for SLPP funding. Nominations for the FY 2010-11 SLPP program are due to the California Transportation Commission by August 15<sup>th</sup>, 2010. **Resolution 10-33-P**
3. **2009 Measure J Strategic Plan:**  
**Amendment No. 1 to the 2009 Measure J Strategic Plan.** The Authority approved Resolution 10-34-P, the first amendment to the Measure J Strategic Plan, reprogramming funding from the Marsh Creek Road Upgrade and the Pine Hollow Road Widening to the Old Marsh Creek Road Overlay Project. The amendment also adds the Mokelumne Bike/Pedestrian Crossing to the scope of work for the SR4 Bypass. **Resolution 10-34-P.**

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**Policy and Procedures with Respect to Compliance Audit of Recipients of Measure J Funds.** The Authority approved Resolution 08-05-A, Rev. 1, clarifying the policy and procedure based on existing proponent contract language which meets the audit objective to verify reimbursement requests are valid and authorized by appropriate proponent staff. **Resolution 08-05-A, Rev. 1.**

4. **I-680/Norris Canyon Carpool/Bus Ramps (Project 8003).** The Project Study Report for the I-680/Norris Canyon Carpool/Bus Ramps project has been completed. At the APC meeting in July, staff provided a brief overview of the report and update on the status of the project.
5. **Legislation.** At the APC meeting in July, staff reported that the *Local Taxpayer Public Safety and Transportation Protection Act of 2010* initiative (Proposition 22), sponsored by the League of California Cities, the California Transit Association and the Alliance for Jobs, was qualified for the November, 2010 ballot. The Authority has taken a 'support' position on this initiative. The 'Hidden Tax Initiative,' sponsored by the California Chamber of Commerce and taxpayer associations, has also qualified for the November ballot.
6. **Authorization for the Executive Director to Sign the SR 24 CSMP for Submittal to the California Transportation Commission (CTC).** The Executive Director was authorized to sign the SR24 Corridor System Management Plan (CSMP) for submittal as amended, incorporating changes in the Executive Summary to address the TCC's concerns that projects and strategies recommended in the document do not represent a firm commitment to a program of projects, and further revisions to acknowledge the cooperative effort of various stakeholders along the SR24 corridor.
7. **November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee to Fund Transportation Programs and Projects – Adoption of Contra Costa Transportation Improvement Measure and Expenditure Plan.** Following a Public Hearing, the Authority approved Resolution 10-30-P, the November Ballot Measure, Expenditure Plan, and Benefit Analysis Findings for a \$10 Vehicle Registration Fee Increase that would be imposed annually on vehicles registered in Contra Costa. **Resolution 10-30-P**
8. **Request for Approval to Issue RFQ 10-13 and 10-14 to Re-establish the Authority's Consultants Eligibility Lists for Design and Environmental/ Preliminary Engineering Services.** The Authority approved the issuance of RFQ 10-13 and 10-14.
9. **The City of Pittsburg's Calendar Years (CY) 2008 & 2009 Growth Management Program (GMP) Compliance Checklist.** The City of Pittsburg has submitted its Calendar Years 2008 & 2009 Biennial Growth Management Program Compliance Checklist for allocation of local street maintenance and improvement funds. An allocation of \$609,542 is subject to the Authority's finding that the City of Pittsburg complies with the GMP. In light of Pittsburg's recent decision to withdraw from the East Contra Costa Regional Fee and Financing Authority (ECCCRFFA), the Authority agreed to postpone action on this item

August 9, 2010

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until September, to allow staff to gather more information, seek the advice of legal counsel, and allow the Planning Committee the opportunity to discuss the matter.



**EXECUTIVE DIRECTOR'S REPORT**  
**July 21, 2010**

**Route 4 Loveridge Road Interchange Project:** June 7, 2010

Several staff members, Commissioners and I attended the groundbreaking event that started the construction of this important project.

**Society for the Advancement of Value Engineering (SAVE):** June 8, 2010

I provided the keynote speech at the international SAVE conference in Long Beach, California. There were attendees from all over the world and from different industries. My speech focused on how value engineering (VE) has moved beyond being used to save money on a project, but is now an integral part of the project delivery process. I used the Bay Bridge as an example of how VE helped deliver both the SAS contract and the "eye bar" repair.

**Transportation Research Program staff visit:** June 10, 2010

Each year, members of the TRB staff visit California to determine what kinds of research transportation officials will need in the future. They will visit Caltrans and a few Transportation Agencies. This year, Rick Pain and Chuck Nelsner visited CCTA. Rick and Chuck's focus is safety. We met with them and provided our research needs in Contra Costa. *Several of our staff members are now listed as "friends" of various committees.*

**Contra Costa Public Managers' Association:** June 10, 2010

I met with this group of City Managers, assistants and County officials for the monthly gathering. Randall Carlton attended with me and we discussed matters of common interest, including our anticipated Vehicle Registration Fee ballot measure.

**Strategic Highway Research Program (SHRP2):** June 16 - 18, 2010

I provided the SHRP2 Oversight Committee with an update on the Technical Coordinating Committee research projects. I also met individually with Victor Mendez, Administrator, Federal Highway Administration (FHWA), Jeff Paniati, Executive Director, FHWA, John Horsley, Executive Director, AASHTO, Robert Skinner, Executive Director, Transportation Research Board, and Robert Bertini, Deputy Administrator, Research Innovative Technology Administration. We discussed Contra Costa Transportation Authority and our focus on improving our transportation system in Contra Costa County and how the Federal government can help.

**Mineta Transportation Institute (MTI) Board Meeting and Graduation Ceremony:** June 25 - 26, 2010

I attended the MTI Board Meeting and graduation ceremony. In addition to Secretary Mineta, John Horsley (Executive Director, AASHTO), Steve Heminger, Cindy McKim (Director, Caltrans), Bill Millar (President, American Public Transportation Association), and Ed Wytkind (President, Transportation Trades Dept., AFL-CIO) are members of the board and are relevant to the work that we perform. There are other private sector members of the board. The guest speaker was Senator Alan Lowenthal. Updates were given on the State budget, Federal reauthorization, Caltrans, and the MTI research program. Senator Lowenthal agreed to meet with a group of CCTA Commissioners in the future when we visit Sacramento.

**Institute of Transportation Engineers Western States Meeting:** June 28, 2010

I gave the keynote lunch speech at the ITE meeting in San Francisco. There were approximately 350 people at the luncheon including Martin Engelmann. My speech focused on three areas: what it was like to manage Caltrans; managing in good budgets versus poor budgets; and the future of transportation.

**New Office Tour:** June 30, 2010

I toured the Authority's new office and viewed the status of the construction. The project is on track for completion for our first day of operation on July 26<sup>th</sup>. I'm also pleased to advise the Board that the new Boardroom will be available much earlier. Instead of February 2011, our new Boardroom will be ready for our use in the August to September 2010 timeframe. The 12-month rent free terms of our new lease also apply to the new the Boardroom. Every effort will be made to have the new Boardroom ready for the September Authority meetings. As an interim solution, our existing Boardroom furniture will be reused. Staff is working with the APC on a permanent solution for new Boardroom and audiovisual requirements.

**ITS America Membership:** In July, the Executive Director enrolled the Authority as a member in ITS America. The annual dues are \$1,150.00. Membership in ITS America will allow the agency to stay apprised of the latest in technological developments for intelligent transportation systems.

**Caldecott Tunnel Project:** Authority staff worked with Caltrans staff to facilitate a resolution between the County and Tutor-Saliba, the Caldecott Tunnel Contractor, related to the siting of temporary Tutor-Saliba construction trailers without obtaining needed permits from the County in advance. Currently we understand that the matter will be heard before the County Planning Commission.

**MTC's Climate Change Grant Initiative Program:** We submitted four grant applications for this \$31 million grant program. One of our proposals – the Spontaneous Ridesharing Pilot Program – made it to the second round of competition. If the \$1 million grant proposal request is approved, it would be applied toward the development of a program that would leverage Web and mobile technologies to facilitate the formation of instant carpools in a safe, reliable environment.



## Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: July 1, 2010

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

## Administration and Projects Committee Meeting STAFF REPORT

July 1, 2010

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Changes from Committee	None
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**Background**

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

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

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

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

SB 83 requires that the ballot Measure resolution (*Attachment A*) adopted by the Authority contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee (i.e., motor vehicle owners) and that the projects and programs be consistent with the Regional Transportation Plan. *Attachment D* provides detailed documentation of the benefit analysis.

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



CONTRA COSTA  
**transportation  
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**RESOLUTION 10-30-P**

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

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

*WHEREAS, the boundaries of the Authority, which are the same as the boundaries of Contra Costa County, are the same as at the time of the jurisdiction's previous election; and*

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

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

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

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

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

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



Resolution 10-30-P  
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time and in the manner so required, and to place the same on the ballot for a majority vote at an election to be held throughout Contra Costa County on November 2, 2010.

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

**CONTRA COSTA TRANSPORTATION IMPROVEMENT MEASURE**

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

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

**BE IT FURTHER RESOLVED** that the Contra Costa County Board of Supervisors is requested to permit the Registrar of Voters to render all services specified by Elections Code section 10418 relating to the election, for which services the Authority agrees to reimburse the Elections Division of the County in full upon presentation of its bill, regardless of the outcome of the election.

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

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

**BE IT FURTHER RESOLVED** that the full text of the measure, as set forth in Appendix A, including the full text of the expenditure plan, as set forth in Appendix B, shall be completely printed in the Voter Information Pamphlet. The full text of the measure begins with the first word on Appendix A and ends with the last word on Appendix B.

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

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

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Robert Taylor, Chair

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

Attest: \_\_\_\_\_  
Danice J. Rosenbohm, Executive Secretary



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

### Section 1. Title

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

### Section 2. Period of Fee

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

### Section 3. Purpose

This Measure authorizes a ten dollar fee to be imposed in perpetuity for transportation-related projects and programs in Contra Costa County that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee and that are consistent with an expenditure plan allocating revenue to said projects and programs and the regional transportation plan adopted pursuant to California Government Code section 65080. The Authority has adopted an Expenditure Plan allocating the revenue from the fee to transportation-related programs and projects that provide a benefit to or have a relationship with the persons who pay the fee, which Expenditure Plan is attached hereto and incorporated herein by this reference as though fully set forth herein.

The purposes of this Measure are further as follows:

- a. To authorize a ten dollar increase in motor vehicle registration, to be imposed in perpetuity, in accordance with California Government Code section 65089.20.

b. To improve, construct, maintain and operate certain transportation projects and programs as identified in the Expenditure Plan adopted by the Authority, and as that Plan may be amended from time to time pursuant to applicable law. These Expenditure Plan programs and projects include but are not limited to those that have the following purposes:

1. Providing matching funds for funding made available from other sources.
2. Creating or sustaining congestion mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(A).
3. Creating or sustaining pollution mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(B).

#### Section 4. Contract with Department of Motor Vehicles

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

#### Section 5. Use of Proceeds

- a. The proceeds of the fees governed by this Measure shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof.
- b. The Authority will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan. All projects must comply with the Expenditure Plan and provide a benefit to or otherwise have a relationship with the persons paying the fee.
- c. Pursuant to California Government Code section 65089.20, not more than five percent of the fees shall be used for administrative costs associated with the programs and projects.
- d. Pursuant to California Vehicle Code section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles to collect the fee upon registration or renewal of registration of a motor vehicle shall be advanced by the Authority and repaid from the fee. Any such contract payment shall be repaid, with no restriction on the funds, to the Authority as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in California Government Code section 65089.20(d).
- e. The costs of placing the Measure authorizing imposition of the fee on the ballot as advanced by the Authority, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Vehicle Registration Fee,

may be paid or repaid from the proceeds of the fee, and shall be counted towards the 5% limit on administrative costs. At the discretion of the Authority, these costs may be amortized over a period of years.

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

#### Section 6. No Use Outside Contra Costa County

The proceeds of the fees imposed by this Measure shall be spent only inside the limits of Contra Costa County, except for instances where the proposed expense is matched by funding from the county where the expenditure of fee proceeds is proposed to be made and the Authority finds that such expenditure would provide a benefit to or otherwise have a relationship with those who pay the fee in Contra Costa County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, or any routine license fees, permit fees or taxes, shall be available to or taken by the State of California.

#### Section 7. Amendments

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

#### Section 8. Bonding Authority

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

#### Section 9. Severability

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

## Section 10. Effective Date

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

**CONTRA COSTA TRANSPORTATION IMPROVEMENT MEASURE****EXPENDITURE PLAN****EXPENDITURE PLAN PROGRAMS**

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

**Local Road Improvement and Repair (71%)**

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

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

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

**Transit for Congestion Relief (21%)**

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

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

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

**Pedestrian and Bicycle Access and Safety (8%)**

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

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

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

**IMPLEMENTATION OF THE EXPENDITURE PLAN**

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

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

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

Southwest: 85%, 10%, 5%  
 East: 80%, 15%, 5%  
 Central: 70%, 20%, 10%  
 West: 50%, 40%, 10%  
 Countywide (approximate): 71%, 21%, 8%



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

- Funding for Local Road Improvement and Repair, and Pedestrian and Bicycle Access programs will be annually distributed to local jurisdictions by formula weighted 50% by population (as published by the California Department of Finance) of each jurisdiction and 50% by the centerline road miles (as determined by the most recent State Controller's Report of Financial Transactions for Streets and Roads).
- A local jurisdiction's eligibility for Local Road Improvement and Repair funds is contingent upon its incorporating into its road improvement and repair projects facilities and amenities that are practicable and recognized as contributing to that jurisdiction's policies pertaining to the improvement of access and safety for bicycles, pedestrians and transit. For purposes of this requirement, 'practicable' means that the jurisdiction will, in good faith, take steps to implement its adopted bicycle and pedestrian plans and policies.
- Funding for projects and programs in the Transit for Congestion Relief category will be allocated by the Authority per recommendations of the four Regional Transportation Planning Committees as to where their respective share of the funds should be programmed. The RTPC shares will be determined based on population (as published by the California Department of Finance).
- Each Jurisdiction receiving funds shall submit periodic reports illustrating how the funded projects comply with the Expenditure Plan and provide a benefit to or otherwise have a relationship to the persons paying the fee.

**BENEFIT ANALYSIS FINDINGS**

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

<b>Local Road Improvement and Repair Program</b>	
<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 occasionally required. This includes improvements for sight distance, drainage, and related intersection and corridor design treatments. This also extends to good bicycle and pedestrian treatments to inform drivers and other users where the safer areas on the pavement would be. The result of these improvements is improved safety for all roadway users with an anticipated reduction in incidents on a roadway, which in turn reduces the occurrence of nonrecurring congestion each time an incident occurs.</p>
<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>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><b><u>Consistency with Regional Transportation Plan</u></b>          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"> <li>• Maintain pavement condition index (PCI) of 75 or greater for local streets and roads.</li> <li>• Reduce fatalities from motor vehicle collisions by 15 percent.</li> <li>• Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each).</li> <li>• Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each).</li> </ul>	
<p><b><u>Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)</u></b>          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"> <li>• Increase the capacity of existing highways and arterial roads through capital investments and operational enhancements.</li> <li>• Work with jurisdictions and other agencies to identify and implement strategies for managing congestion and increasing multi-modal mobility.</li> <li>• Improve the highway and arterial system consistent with a countywide plan to influence the location and nature of anticipated growth.</li> </ul>	

<p><b>Transit for Congestion Relief Program</b></p> <p><b>PROGRAM GOAL: Improve transit access to schools and jobs to reduce reliance on automobile usage, thereby reducing congestion and pollution.</b></p> <p><i>This program would provide funding to maintain and improve transit access to schools and jobs. Fee payers benefit from the operation of desirable, effective transit service. Because transit currently carries a substantial number of peak hour work, school and shopping trips in congested corridors, transit can contribute to reducing traffic congestion and air pollution. Many regional transit riders drive to stations, so providing good access benefits those drivers. Transit service can be made more attractive with priority treatments on local roadways and access improvements to transit stations. Programs that encourage transit ridership, such as school bus programs, can also be effective in reducing both corridor and site-related congestion.</i></p>	
<p><b>Eligible Projects Could Include:</b></p> <p>Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas</p>	<p style="text-align: center;"><b>Relationship to Fee Payer</b></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>Rapid bus facilities</p>	<p>Transit priority treatments on local roadways</p>
<p>Park-and-ride facility improvements</p>	<p>Park-and-ride facilities provide strategic intercept points for getting solo drivers out of congested roadways earlier to either form carpools or use public transit instead. If no places to park are available or if the facilities are not well-maintained or designed safely, drivers may choose to make their entire trip by driving alone, resulting in more congestion and air pollution.</p>

<b>Transit for Congestion Relief Program</b>	
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. Reducing the drop-off and pick-up activity eases localized traffic congestion around school sites. Less vehicular traffic also reduces air pollution.
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 – can provide a more attractive alternative to solo driving. When persons choose to drive to stations and use rail transit rather than drive for a longer trip, they help to reduce regional traffic congestion and air pollution. When persons going to rail stations choose to use other modes rather than to drive, they help to reduce localized traffic congestion and air pollution.
<p><b>Consistency with Regional Transportation Plan</b> 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"> <li>• Achieve an average age for all transit asset types that is no more than 50 percent of their useful life.</li> <li>• Increase the average number of miles between service calls for transit service in the region to 8,000 miles.</li> <li>• Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent.</li> <li>• Reduce emissions of fine particulates (PM<sub>2.5</sub>) by 10 percent.</li> <li>• Reduce emissions of coarse particulates (PM<sub>10</sub>) by 45 percent.</li> <li>• Reduce carbon dioxide (CO<sub>2</sub>) emissions to 40 percent below 1990 levels.</li> </ul> <p><b>Included in County Transportation Plan (“Countywide Comprehensive Transportation Plan”)</b> 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"> <li>• Help fund the expansion of existing transit services, and maintenance of existing operations, including BART, bus transit, school buses and paratransit.</li> <li>• Advocate for stable sources of funds for transit operations.</li> <li>• Link transit investments to increased coordination and integration of public transit services, and improved connections between travel models.</li> <li>• Support transit-oriented and pedestrian-friendly developments.</li> <li>• Promote formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.</li> </ul>	

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

**Pedestrian and Bicycle Safety and Access**

**Consistency with Regional Transportation Plan**

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

- Reduce bicycle and pedestrian fatalities attributed to motor vehicle collisions by 25 percent (each).
- Reduce bicycle and pedestrian injuries attributed to motor vehicle collisions by 25 percent (each).
- Reduce daily per-capita vehicle miles traveled (VMT) by 10 percent.
- Reduce carbon dioxide (CO<sub>2</sub>) emissions to 40 percent below 1990 levels.

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

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

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

FUNDING ESTIMATES BY JURISDICTION BASED ON APPROVED 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 Miles)	Total by Subregion (by Pop Share)
<b>TRANSPLAN</b>				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
<b>WCCTAC</b>				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
<b>SWAT</b>				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
<b>TRANSPAC</b>				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
<b>Total</b>	<b>1,051,674</b>	<b>100.0%</b>	<b>3,016</b>	<b>\$ 5,729,322</b>	<b>\$ 1,725,367</b>	<b>\$ 620,311</b>	<b>\$ 8,075,000</b>

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





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**Authority Board Meeting MINUTES**

**MEETING DATE:**

June 16, 2010

**MEMBERS PRESENT:**

Robert Taylor (Chair), David Durant (Vice Chair), Janet Abelson, Newell Arnerich, Ed Balico, Jim Frazier, Federal Glover, Joel Keller, Mike Metcalf, Julie Pierce, Bob Simmons, Gayle Uilkema, Maria Viramontes, Amy Worth

**STAFF PRESENT:**

Martin Engelmann, Arielle Bourgart, Susan Miller, Amin AbuAmara, Brad Beck, Randall Carlton, Peter Engel, Jack Hall, Matt Kelly, Hisham Noeimi, Stan Taylor (Authority Counsel), Danice Rosenbohm (Executive Secretary)

**MINUTES PREPARED BY:**

Danice Rosenbohm

- A. **CONVENE MEETING:** *Chair Taylor* convened the meeting at 6:00 p.m.
- B. **PLEDGE OF ALLEGIANCE:**
- C. **PUBLIC COMMENT:** There were no public comments on items not on the Agenda.
- D. **PUBLIC HEARING:** Authority Budget for FY 2010-11 (Agenda Item 4.A.17)

Erick Cheung, Finance Manager, gave a brief presentation summarizing the FY 2010-11 Authority Budget. He stated that there had been no substantive changes to the budget since the APC recommended adoption in May, however a few minor typographical corrections had been made. Following the presentation, *Chair Taylor* opened the Public Hearing. There were no public comments, and the Public Hearing was closed.

**ACTION:** *Commissioner Viramontes* moved to approve the FY 2010-11 Budget, seconded by *Commissioner Frazier*. The motion passed unanimously, 11-0.

- 1.0 **APPROVAL OF MINUTES:** Authority Minutes of May 16, 2010.

**ACTION:** *Commissioner Pierce* moved to approve the Minutes of May 16, 2010, seconded by *Commissioner Viramontes*. The motion passed unanimously, 11-0.

- 2.0 **CONSENT CALENDAR:** Consent Items recommended by the following committees:

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*ACTION: Commissioner Abelson moved to accept the Consent Calendar, seconded by Commissioner Viramontes. The motion passed unanimously, 11-0.*

**2.A. Administration & Projects Committee:**

- 2.A.1 Monthly Project Status Report.**
- 2.A.2 Monthly Accounts Payable Invoice Report for April 2010.** This report also includes the summary of payroll and benefits costs by organizational unit.
- 2.A.3 Monthly Investment Report for April 2010.** The Authority's Investment Policy requires this report which provides a summary of investment transactions.
- 2.A.4 Proposed Actions to Various Funding Resolutions.** Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date or reflect actual construction bid amounts, or be terminated if the activity that was funded has been completed. Recommended changes are summarized.
- 2.A.5 Listing of Construction Change Orders (CCOs) Greater Than \$25,000.** Authority policy requires that this list be submitted to the APC for information.
- 2.A.6 Consultant Agreement Amendments.** Staff has identified a number of Consultant Agreements which have expired or are due to expire within the upcoming months. Staff seeks authorization to extend the terms of these Agreements. No other changes are proposed, and there are no financial implications to the amendments.
- 2.A.7 Approval of the Authority's Investment Policy for FY 2010-11.** Authority procedures require an annual review of the Authority's Investment Policy. The purpose of the policy is to establish a systematic program and guidelines for the investment of Authority funds. The annual review ensures that the policy is consistent with State regulations and prudent investment strategies. The review has been completed and no changes or amendments are recommended at this time. **Resolution 10-29-A.**
- 2.A.8 Update of Authority Asset Capitalization Threshold.** The Authority defines capital assets as equipment, the accounting system, and leasehold improvements with an individual cost of more than \$1,000 and an estimated useful life of three to five years depending on the asset type. Current best practices from the Government Finance Officers Association recommend \$5,000 as a more cost effective capitalization threshold.
- 2.A.9 Selection of Jurisdictions and Firms for Measure C or J Compliance Audits for FY 2009-10.** Each year, three recipients of Measure C or J funds are selected for a Compliance Audit consistent with Authority policy. The compliance audits are

*Authority Board Meeting MINUTES**June 16, 2010**Page 3 of 13*

performed by an independent auditor to assure that Authority funds have been expended in accordance with specified purposes.

- 2.A.10 Acceptance of Independent Auditor's Report on Transportation Fund for Clean Air (TFCA) Program.** The Authority is the designated Program Manager in Contra Costa County for the expenditure of TFCA Program funds. The Program calls for an independent compliance audit to be conducted every two years. The Authority's reporting of TFCA Program funds is in compliance with applicable rules and regulations.
- 2.A.11 State Route 4 (w) Gap Closure Segments I, II, and III (Project 1501) – Amendments to Cooperative Agreements 90.15.03, 90.15.05, and 90.15.01 with Caltrans.** Staff seeks authorization to extend the terms of these cooperative agreements to June 30, 2011. No other changes are proposed and there are no additional funds involved with the amendments.
- 2.A.12 Caldecott Tunnel Improvement Project (Project 1698/1001) – Amendment No. 4 to Cooperative Agreement 90.16.01 with State of California to Provide Environmental Studies and Preliminary Engineering Services.** Staff seeks authorization to extend the term of this Cooperative Agreement to December 31, 2010. No other changes are proposed, and there are no financial implications to the amendment.
- 2.A.14 Office Relocation Project.** On May 19th the Authority delegated approval authorization to the APC for actions associated with the Authority's office relocation to 2999 Oak Road in Walnut Creek. The APC recommended approval of the following:
- 2.A.14.1 Approve Contract for Purchase of Telephone System from Packet Fusion.** On April 14, 2010, Request for Proposal 10-5 was issued to obtain proposals for the purchase and installation of a telecommunication system. The Authority received five proposals for a VoIP system, and the ShoreTel solution submitted by Packet Fusion was found to be the most responsive and cost effective.
- 2.A.14.2 Approve Contract for Moving Services.** On May 21, Request for Proposal 10-9 was issued to obtain proposals for moving services to provide the labor, materials, special handling, and supervision to relocate boxes, computers, equipment, furniture, files and miscellaneous items. The proposal submitted by Alexander's Mobility services was found to be the most responsive and cost effective.
- 2.A.14.3 Approval of Contracts for the Installation of Technology Cabling Infrastructure and Audiovisual System.** On May 19, 2010, Request for Proposal 10-10 and 10-11 were issued to obtain proposals for the

engineering, provision of materials and components, and installation associated with the technology requirements for the new office, including cabling and components for telephones, computers, network equipment, controls and audiovisual systems. Following analysis of proposal submitted, staff recommends a contract with WBE for the technology infrastructure, and either Coda or WBE for the audiovisual system depending on the outcome of interviews to be conducted.

**2.A.14.4 Approve Tenant Improvement Change Orders.** The Authority has requested design refinements to improve pathways of travel, install power assist doors, millwork, trenching for plumbing and electrical conveyances and other miscellaneous changes. The construction related tenant improvements will be installed by the landlord's general contractor RS Construction. In May, the Authority delegated authorization to the APC to approve tenant improvements and other required changes.

**2.A.18 Note:** Due to time constraints at the June 3, 2010 APC Meeting, discussion of APC Agenda Item 18 regarding I-680/Norris Canyon Carpool/Bus Ramps (Project 8003) was been deferred to July.

**2.B Planning Committee:**

**2.B.1 Approval of Contra Costa County's Calendar Year (CY) 2008 & 2009 Growth Management Program (GMP) Compliance Checklist.** Contra Costa has submitted its Calendar Years 2008 & 2009 Growth Management Program Compliance Checklist for allocation of Measure J Local Street Maintenance and Improvement (LSM) Funds. An allocation of \$1,932,016 in FY 09-10 LSM funds will be paid out, following Authority approval of the GMP Compliance Checklist.

**2.B.2 Approval of FY 2010-11 Measure J Allocation for the Countywide Bus Services Program (Program 14).** The Measure J Expenditure Plan establishes the Bus Service Program (Program 14) funding at 5% of sales tax revenues. The annual allocation for the countywide Bus Services Program is developed collaboratively with representatives of the affected bus transit operators in Contra Costa: AC Transit, County Connection, Tri Delta Transit, and WestCAT. Program funds are intended to continue to support services funded under Measure C. **Resolution 10-20-G**

**2.B.3 Approval of FY 2010-11 Measure J Allocation for the Countywide Transportation For Seniors and People with Disabilities (Program 15).** The Paratransit Coordinating Council (PCC) has reviewed the proposed Measure J allocation for the FY 2010-11 Measure J Countywide Transportation for Seniors and People with Disabilities Program (Program 15). Based on its review of

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operator claims for Measure J funding and subsequent review of the attached allocation resolution, the PCC is requesting that the Authority approve the allocation. As stated in the expenditure plan, the allocation was calculated at 3.5% of total sales tax revenue. Additionally, the allocation follows the mandatory distribution of funds to specific sub-regions and Measure C recipient operators as required in the expenditure plan. Resolution 10-21-G

- 2.B.4 Approval of FY 2010-11 Measure J Allocation for the Express Bus Program (Program 16).** The Measure J Expenditure Plan establishes the Express Bus Program (Program 16) funding at 4.3% 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. Resolution 10-22-G
- 2.B.5 Approval of FY 2010-11 Measure J Commute Alternatives Program Allocation (Program 17).** Previous Authority policy has been to augment Transportation Fund for Clean Air (TFCA) funds with transportation sales tax funds through the Commute Alternatives program to the four RTPCs, to cover costs associated with the implementation of the countywide transportation demand management (TDM) program that are not eligible for TFCA funds. It is anticipated that this practice will continue as part of Measure J through the Measure J Commute Alternatives program (Program 17). Resolution 10-23-G
- 2.B.6 Approval of FY 2010-11 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c).** The Measure J Expenditure Plan establishes the sub-regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c) funding at 3.32% of sales tax revenues. Within that allocation, the Lamorinda School Bus Program receives 1.32% of annual revenues and the newly formed San Ramon Valley school bus program (dba TRAFFIX) receives 2.00% of annual revenues. Proposed program allocations are based on those percentages applied to projected Measure J sales tax revenues for FY 2010-11. Resolution 10-24-G
- 2.B.9 Authority Delegation to the Planning Committee to forward 2010 CMA Block Grant Project Recommendations to MTC in early July.** The Authority released a Call for Projects on April 7, 2010 for MTC's 2010 CMA Block Grant process. The Block Grant covers three separate funding programs: Transportation for Livable Communities, Regional Bicycle Program, and Local Streets and Roads Shortfall. In response, we received five applications for TLC funds, seven applications for

RBP funds, and applications from all of the jurisdictions eligible in Cycle 1 for Local Streets and Roads funds. Staff and volunteers are in the process of reviewing and scoring the applications now and their recommendations will be brought to the Planning Committee for its action in July. Authority delegation to the Planning Committee is sought to ensure timely submittal of the project recommendations, which are due to MTC at the end of July, and provide for a window of contingency in case MTC should have an issue with any of the proposed project submittals.

- 2.B.10 SB 375 Implementation Update.** Staff has reported on recent meetings and events pertaining to the implementation of SB 375 and the development of a Sustainable Communities Strategy for the Bay Area.

End of Consent Calendar

**3.0 MAJOR DISCUSSION ITEMS:**

- 3.B.7 The Authority's Measure J Urban Limit Line Requirement: Policies and Procedures for the *Implementation Guide*.** The Measure J Expenditure Plan (as amended) requires that each local jurisdiction continuously comply with an applicable voter-approved Urban Limit Line (ULL). Measure J includes a broad set of "Principles of Agreement" for establishing the ULL, however, the Planning Committee has asked that staff develop more detailed policies and procedures for assessing a local jurisdiction's compliance with the ULL. Working with a subcommittee of the Planning Committee, the TCC and the Planning Committee have reviewed and approved a set of new ULL policies and procedures recommended for incorporation into the Final *Implementation Guide*.

*ACTION:* Commissioner Arnerich moved to approve the Measure J ULL Policies and Procedures with changes as outlined, seconded by Commissioner Frazier. The motion passed unanimously, 11-0.

*DISCUSSION:* Martin Engelmann, Deputy Executive Director for Planning, stated that the Planning Committee had discussed the policies and procedures extensively and that a sub-committee consisting of Commissioners Durant and Bonilla had been appointed to work along with the TCC to develop specific ULL language. He said that the resulting Urban Limit Line policy which was included in the Authority agenda packet had been widely circulated electronically.

Commissioner Arnerich stated that the ULL policies and procedures for Measure J had been developed by the PC sub-committee, which had worked diligently on language that would define the procedure, narrow the Authority's responsibility, and would be fair to all parties. He said that under the new process, jurisdictions with concerns about compliance with the ULL requirement would have the right to ask the Authority to evaluate a proposed action in advance of its submittal.

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*Alternate Uilkema* asked if there was a mechanism by which a jurisdiction that requested a review by the Authority could make modifications to achieve compliance before the project's final submittal. *Commissioner Arnerich* responded that the Authority's review would be a preliminary evaluation. *Martin Engelmann* added that the ULL policy provided a process by which the Authority could convey its findings to the local jurisdiction in an "Evaluation Letter".

*Commissioner Arnerich* reviewed additional clarifying language modifications to Sections 1 and 2 regarding Urban Limit Line Process Communications and Criteria for Assessing Compliance, as suggested by *Commissioner Durant*.

*Commissioner Viramontes* commended the Planning Committee, sub-committee, and staff for working out very difficult issues and on the resulting language which would protect the countywide Urban Limit Line and provide jurisdictions with a reasonable process.

*Chair Taylor* recognized the importance of the ULL policies and procedures and said that he appreciated *Commissioner Durant's* efforts.

- 3.B.8 Adoption of the Final Growth Management *Implementation Guide* for Measure J.** The *Implementation Guide* for the Measure J Growth Management Program (GMP) addresses the changes that are necessary to make the transition from the Measure C to the Measure J GMP. The updated *Guide* incorporates new policies for measuring traffic impacts, for conducting General Plan Amendment Reviews, and for addressing local compliance with the Measure J ULL requirement. Authority adoption of Resolution 10-19-G will formalize the retirement of the Measure C *Implementation Guide*, adopted in December 1990, and replace it and other superseded documents with the new *Guide* for Measure J. **Resolution 10-19-G**

*ACTION:* *Commissioner Viramontes* moved to approve Resolution 10-19-G adopting the *Implementation Guide* for the Measure J Growth Management Program, seconded by *Commissioner Balico*. The motion passed unanimously, 11-0.

*DISCUSSION:* *Martin Engelmann*, Deputy Executive Director for Planning, stated that based upon the Authority's approval of the Urban Limit Line (ULL) Policies and Procedures in the previous agenda item, adoption of Resolution 10-19-G would formalize adoption of the final Measure J *Implementation Guide*, the document that helps local jurisdictions comply with the Measure J Growth Management Program. He said that the updated *Implementation Guide* incorporated new policies and procedures for collaborative planning under Measure J, including a General Plan Amendment Review process, and policies for assessing local compliance with the Measure J ULL requirement.

Mr. Engelmann reviewed the steps that had been taken to update the Growth Management Program's *Implementation Guide* for Measure J. He said that by adopting Resolution 10-19-G, the Authority would rescind three resolutions currently incorporated into the Measure C Implementation Guide. The Measure J Guide would supersede the Guide to Local Planning and Growth Management, which was adopted in October of 1990, and the Implementation Document adopted in December of 1990. Mr. Engelmann read the titles of the three resolutions to be rescinded into the record as Resolution 92-03-G, 95-06-G, and 95-07-G, which covered notification, GPA review, and conflict resolution, respectively.

Mr. Engelmann said that staff would make non-substantive edits to the document, and said that because the *Implementation Guide* was a "living" document, the Authority could revise the Guide at any time.

#### 4.0 REGULAR AGENDA ITEMS:

##### 4.A Administration & Projects Committee:

4.A.13 **Legislation.** (The legislative report was addressed in Agenda Item 4.A.15.)

4.A.15 **November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects – Draft Expenditure Plan:** Staff will summarize discussion at the last VRF Advisory Committee, input from the public workshop held on May 24, and recommend a draft expenditure plan and

*ACTION:* Commissioner Glover moved to approve the Vehicle Registration Fee Draft Expenditure Plan with the amendments as suggested, seconded by Commissioner Arnerich. The motion passed unanimously, 11-0.

*DISCUSSION:* Arielle Bourgart, Director for Government and Community Relations, introduced Bill Gray, Gray-Bowen & Company, Inc., Eric Zell, Zell and Associates, and Stephen Roberts, Nossaman, Guthner, Knox & Elliott, who assisted with the development of a proposed November ballot measure for a \$10 vehicle registration fee (VRF) increase and were available to answer questions.

Ms. Bourgart stated that the proposed VRF would benefit transportation programs and projects that would result in traffic congestion relief and the mitigation of pollutants caused by motor vehicles. She explained that because the ten dollars would be considered a fee and not a tax, it would require only a majority vote by the voters of Contra Costa to pass, with eligible programs subject to a nexus test demonstrating a direct benefit to those paying the fee.

Ms. Bourgart outlined the steps taken to date toward the development of the proposed Expenditure Plan. She said that consensus on program categories had



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been reached, and that regional priorities would be accommodated through different weighting among the categories. She also said that direct return-to-source funding was a key concept for voters.

Ms. Bourgart reviewed the recommended allocation of VRF funds, benefit analysis findings (which must demonstrate consistency with the Regional Transportation Plan), and outstanding issues related to Expenditure Plan language.

Ms. Bourgart said that although the Advisory Committee had originally recommended that return-to-source funding be conditioned on compliance with the Measure J Growth Management Program (GMP), that recommendation was rescinded on the advice of counsel, as it could potentially result in some fee payers not realizing any benefit. She also indicated the addition of language requiring incorporating safety and access components for bike/ped amenities as a part of road repair project by a jurisdiction to the extent practicable for implementation of a jurisdictions adopted bicycle and pedestrian plans and policies.

With respect to administration costs, Ms. Bourgart stated that staff recommended the Authority first be reimbursed up to the 5% reimbursement allowance up to \$150,000 to cover the costs taken to develop the Expenditure Plan, and the cost of placing the measure on the ballot. She said that following those reimbursements, only actual costs to administer the program up to 5% per year would be reimbursed.

*Commissioner Abelson* said that she was concerned that one jurisdiction's borrowing costs should not be borne by another. She also asked about recalculations based on population and growth mile changes. *Hisham Noeimi*, Engineering Manager, stated that staff would update the data annually, and that the Authority would separately consider bonding and address any equity issues as related to bonding costs.

Ms. Bourgart briefly discussed the "Hidden Tax Initiative" which had qualified to be on the November ballot and would reclassify many fees as taxes. She explained that if approved, going forward a fee must benefit fee payers exclusively, and that any State law or legislative body that raised taxes on any party would require a two-thirds vote. Ms. Bourgart outlined safeguards that could be taken to protect Contra Costa's VRF, which included specifying in the measure that it would take effect on election day, whereas the initiative would not be effective until the day after.

Mr. Noeimi flagged the summary of comments received on the Vehicle Registration Fee, Estimate of VRF Administration Costs, and Comparison of

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Vehicle Registration Fees to Measure J 18% Return-to-Source Funds, which were distributed as meeting handouts.

*Alternate Uilkema* asked about other qualifying measures which might be of concern. Mr. Noeimi responded that the polling which was done in March-April first informed respondents about the \$18 vehicle license fee surcharge for the benefit of State Parks and then asked how they would vote on it, and then asked respondents about the \$10 VRF. He said that the VRF polled at 54%, slightly better than 53% on the parks surcharge.

*Commissioner Arnerich* stated that SWAT had concerns about the formula for return-to-source funding for growing jurisdictions, and that there needed to be some kind of recognition or an opportunity for re-evaluation in the future to accommodate those communities with more cars, since the distribution was being based only on population and miles and not per registered car.

*Commissioner Metcalf* said that the Authority Meeting Minutes should sufficiently memorialize the discussion. *Commissioner Viramontes* agreed.

*Commissioner Abelson* noted that a jurisdiction's streets and roads were used by those who reside outside its limits.

*Commissioner Durant* said that he supported re-evaluating the formula for allocating funds in five years, and therefore supported the SWAT proposal.

*Commissioner Frazier* stated that TRANSPLAN had discussed the VRF, and that at some point it might cost the Authority more to administer the program than it was worth.

*Commissioner Pierce* noted that a true return-to-source formula was complicated by VRF information which was collected by zip code, including both incorporated and unincorporated areas.

*Commissioner Balico* pointed out a typographical error in the benefit analysis findings, to be corrected by staff. He stated that a review in five years would be appropriate. *Commissioner Glover* agreed.

- 4.A.16 2010 Bond Financing Workshop.** In September the Authority will need to access the capital markets to refinance the \$200 million 2009 Notes that mature on October 1, 2010. The purpose of the workshop is to provide the Authority with a market update, analysis of financing alternatives and a proposed timetable for issuing 2010 Bonds. A special Authority Meeting to discuss the 2010 Bond Financing is being planned for either August 18<sup>th</sup> or August 25<sup>th</sup>.

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*ACTION:* Commissioner Viramontes moved to approve the 2010 Bond financing plan as outlined, maintaining necessary cash for terminating the swap when the value reached \$17 million or less, delegating to the APC selection of either VRDBs or FRNs as an interim strategy and then final fixed-rate bonds at a future point when the swap is terminated, seconded by Commissioner Arnerich. The motion passed unanimously, 11-0.

*DISCUSSION:* Randy Carlton, Chief Financial Officer, stated that in July the APC was provided a detailed market update and review of existing debt portfolio, and financing options for refinancing the Authority's 2009 bond anticipation note totaling \$200 million that would be due in September. Mr. Carlton stated that the APC had given direction to terminate the swap when it was cost effective and to implement an interim financing strategy.

The Board received a presentation from Peter Miller, Public Financial Management (PFM), the Authority's financial advisor, which included the status of the market and historical data, a debt portfolio overview and the interest rate swap, analysis of financing alternatives, and a proposed timetable for the issuance of bonds.

Commissioner Arnerich asked about the time required to terminate the swap, which initiated a brief discussion of cash flow considerations.

Commissioner Viramontes said that the APC needed the Authority to make a decision about the "trigger" level for terminating the swap.

Commissioner Metcalf said that he expected interest rates to rise over the next one to two years which would increase the risks, and therefore the APC recommended a swap exit strategy.

Representative Worth asked about potential swap discrepancies between parties. Mr. Miller responded that mathematical calculations based on interest rate fluctuations determined the value of the swap.

The Authority gave direction to move forward with a 2010 Bond financing plan calling for the issuance of either variable rate demand bonds (VRDBs) or floating rate notes (FRNs) to be determined by the APC, and to terminate the interest rate swap when the value reached \$17 million or less. Following termination of the swap, the strategy would then call for the issuance of 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.

- 4.A.17 FY 2010-11 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency.** The FY 2010-11 Proposed Budget was presented for consideration by the APC and then adoption by the Authority. A public hearing on the Proposed Budget is scheduled for June 16, 2010. **Resolution 10-28-A.**

*Action on this item was taken following the Public Hearing, Agenda Item D.*

- 4.B Planning Committee None**

**5.0 CORRESPONDENCE AND COMMUNICATIONS:**

- 5.1 BART Community Meetings – Influence Transportation Decisions - Notification**  
RE: Upcoming Meetings related to Temporary Fare Reduction Options and Defining “Major Service Changes” (*Attachment – Information*)

**6.0 ASSOCIATED COMMITTEE REPORTS:**

**6.1 Central County (TRANSPAC):** Report of May 13, 2010

**6.2 East County (TRANSPLAN):** Report of May 13, 2010

**6.3 Southwest County (SWAT):** Report of June 7, 2010 (Meeting Handout)

**6.4 West County (WCCTAC):** Report of May 28, 2010

**6.5 Conference of Mayors (COM):**

**6.6 Contra Costa County (COUNTY):**

**6.7 CCTA Citizen Advisory Committee (CAC):**

**7.0 COMMISSIONER AND STAFF COMMENTS:**

**7.1 Chair’s Comments and Reports**

**7.2 Commissioners’ Comments and Reports**

**7.3 Executive Staff Comments**

Martin Engelmann stated that the Authority had submitted three climate initiative grants to MTC, and that staff should hear back from MTC by the end of June. He also stated that Transportation Research Board (TRB) officials had visited Authority staff, and that staff hoped to become more involved in some of the TRB technical committees.

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Mr. Engelmann also mentioned Contra Costa Centre's grand opening of Avalon Bay, which had tentatively been scheduled for Saturday, October 2<sup>nd</sup>.

**8.0 CALENDAR:** July/August/September 2010

A special Authority meeting related to the 2010 Bond Financing Plan (Agenda Item 4.A.16) was set for August 18<sup>th</sup> at 6:00 p.m.

Mr. Engelmann noted that because of a conflict with the League of California Cities conference scheduled for September 15-17, 2010 in San Diego which some commissioners may be attending, the Authority would be asked to make a decision in July about possibly rescheduling the September 15<sup>th</sup> Authority Board Meeting. He said that Danice Rosenbohm would remind the Authority of this potential conflict by e-mail the week of July 12<sup>th</sup>.

**9.0 ADJOURNMENT** to Wednesday, July 21, 2010, at 6:00 p.m.

The meeting was adjourned at 8:07 p.m.

