

TRANSPAC
Transportation Partnership and Cooperation
Special Meeting Notice and Agenda
THURSDAY, APRIL 24, 2014

9:00 A.M.

At Pleasant Hill City Hall, 100 Gregory Lane, Pleasant Hill
in the Community Room

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

- 3. Approval of March 13, 2014 TRANSPAC Minutes**

ACTION: Approve minutes and/or as revised/determined.

Attachment: March 13, 2014 TRANSPAC Minutes

END CONSENT AGENDA

- 4. At the February 2014 TRANSPAC Meeting, TRANSPAC Chair Durant Reviewed the Issues Raised by CalPERS Regarding the Status of 511 Contra Costa Employees.** He suggested, and TRANSPAC supported, the use of TRANSPAC funds to engage Best Best & Krieger (BB&K) to provide legal services to establish a TRANSPAC Joint Powers Authority (JPA). This action will establish employee status for current and future 511 Contra Costa employees. This approach also was supported by the TRANSPAC Board at the February 2014 TRANSPAC meeting to be reviewed and considered at the April 10, 2014 TRANSPAC meeting when the draft JPA document would be available for review and action. TRANSPAC is requested to review the attached Proposed Joint Powers Agreement (JPA) document, suggest revisions, and consider adoption of a TRANSPAC JPA.

ACTION: Approve the establishment of a TRANSPAC Joint Powers Agreement and/or as determined.

Attachment: Draft TRANSPAC Joint Exercise of Powers Agreement

- 5. Draft Report on Contra Costa Safes Routes to School Assessment Presented by Brad Beck, Senior Transportation Planner CCTA.** Comments on this report are requested to be sent to Mr. Beck by April 15, 2014.

ACTION: As determined.

Electronic Attachment: Draft Report on Contra Costa Safe Routes to School Assessment

- 6. Review of the TRANSPAC Action Plan and Circulation of the Draft for a 30-day Agency, RTPC, and Local Jurisdiction Review and Submission of Comments.** Comments were to be transmitted to the TRANSPAC Manager by April 18, 2014. One laudatory comment has been received to date. The schedule includes TRANSPAC TAC discussion this afternoon. Approval/adoption of the Action Plan is scheduled for TRANSPAC Action on May 8, 2014.

ACTION: As determined.

Attachment: The Draft Action Plan will be sent as a separate e-mail to the full TRANSPAC mailing list and/or as determined.

- 7. Update on the Appointment of Loella Haskew, City of Walnut Creek, as the Second CCTA Alternate in Addition to First Alternate Ron Leone**

ACTION: TRANSPAC previously approved this appointment and CCTA staff required receipt of FPPC Form 700 which has been sent by the City of Walnut Creek to CCTA and labeled for TRANSPAC. As a result, it is assumed that this appointment may be exercised. Staff suggests that TRANSPAC approve this appointment for transmittal to the Transportation Authority.

- 8. 511 Contra Costa Staff and TRANSPAC Reports.** Electric Vehicle Charging Program, Lynn Overcashier, 511 Contra Costa, Status Update and Summary of Activities Report

ACTION: Accept report(s) and/or as determined.

Attachment: Electric Vehicle Charging Program Report

- 9. TRANSPAC CCTA Representative Reports:** Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

ACTION: As determined.

- 10. CCTA Executive Director's Report from Randell H. Iwasaki regarding Authority Actions/Discussion Items**

Attachment: Executive Director's Report from March 19, 2014 CCTA meeting.

11. Items Approved by the Authority on March 19, 2014 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

Attachment: Letter to RTPCs from Randell H. Iwasaki dated March 26, 2014 regarding items approved by the Authority on March 19, 2014. The attachments to the letter (**electronic only**) include the Contra Costa County Voter Research 2014 Survey 2, and the letter to the Governor's Office of Planning & Research regarding the implementation of SB 743.

12. Oral Reports by Jurisdiction: Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

ACTION: Accept report and/or as determined.

13. Agency and Committee Reports:

- TRANSPAC Status letter from the March 13, 2014 meeting to Randall Iwasaki
- TRANSPLAN
- SWAT
- WCCTAC
- County Connection – Fixed Route and LINK reports may be downloaded at:
<http://cccta.org/public-meetings/agendas/os-march-2014>
CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

ACTION: Accept reports and/or as determined.

14. For the Good of the Order

15. Adjourn/Next Meeting. The next meeting is scheduled for May 8, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined

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TRANSPAC Meeting Summary Minutes

MEETING DATE: March 13, 2014

ELECTED OFFICIALS PRESENT: Mark Ross, Martinez (Chair); Loella Haskew, Walnut Creek (Vice Chair); Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill; and Ron Leone, Concord

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: John Cunningham, Contra Costa County; Keith Haydon, Clayton; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Tim Tucker, Martinez; and Lynn Overcashier, 511 Contra Costa Program Manager

GUESTS/PRESENTERS: Deborah Dagang, CH2MHill; Peter Engel, Program Manager, Contra Costa Transportation Authority (CCTA); Rick Ramacier, General Manager, County Connection; and Elaine Welch, Senior Helpline Services

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance

The meeting was convened at 9:02 A.M. by Chair Mark Ross, and the Pledge of Allegiance was observed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approval of February 13, 2014 TRANSPAC Minutes

With no quorum at this time, the Consent Agenda was continued until later in the meeting.

4. Rick Ramacier, General Manager CCCTA and Peter Engel CCTA Program Manager Presentation on the Contra Costa County Mobility Management Plan

Peter Engel, Program Manager, CCTA, identified the genesis of the Contra Costa County Mobility Management Plan (MMP) through the Transportation Alliance, an informal group of County transit operators and some non-profits interested in transportation issues related to populations with special needs; low income, disabled, and seniors.

Mr. Engel explained that the Transportation Alliance was a strong advocate of mobility management, a concept to offer people options for transportation, provide the best services possible through a coordination of effort, and provide more efficient services, especially door-to-door services that a non-profit agency could provide to help people stay in their homes longer. The MMP had been developed using stakeholders and it had been adopted by the County Connection Board of Directors with the recommendation that the MMP be submitted to the CCTA Board of Directors to initiate the mobility management function. He reported that in January, the CCTA Board supported the MMP in concept but wanted input from the Regional Transportation Planning Committees (RTPCs) to see if there was a different way to proceed other than to adopt the MMP outright. He and Rick Ramacier had been gathering information throughout the County to take back to the CCTA Board.

Rick Ramacier, General Manager, Contra Costa County Transit Authority (CCCTA/County Connection), affirmed that the CCTA wanted the RTPCs to review and comment on the MMP. He explained that Measure J included language that called for a mobility management study and for the CCTA to support some mobility management function although it didn't go into any detail. He noted that there were a number of advocates in Contra Costa County working with seniors and the disabled about transportation. After the approval of Measure J in 2004, the issue had been discussed by the Transportation Alliance and the Coordinating Council, and in 2007 County Connection and the CCTA had worked on the issue. Years later, there is a MMP two years in the making with an extensive stakeholder group and other interested parties relying on the services provided. County Connection hired a consultant, asked the consultant to be visionary, and the consultant had suggested a number of service strategies responding to the transportation needs identified in the planning process which could be done right now to serve everyone in the County.

Of the nine specific strategies listed in the MMP, Mr. Ramacier highlighted travel training where a program would be created to teach bus riding skills on all County transit systems; a centralized maintenance system directed at serving the unique needs of the community based organizations (CBOs) that were operating a variety of vehicles in their programs and where maintenance could be provided in an economy of scale; and a volunteer driver program as an inexpensive means of serving difficult medical and other trip needs for seniors and persons with disabilities.

Director Durant arrived at 9:10 A.M. for a quorum of Directors present.

Mr. Ramacier suggested the promise of mobility management is to help sustain many of the non-profit social services paratransit programs currently being provided in that there were almost as many trips being provided by those agencies as there were by County Connection Link service. He emphasized the issue of keeping those services available and spoke to the services being provided by Debbie Toth out of the Diablo Rehabilitation Center currently using New Freedom funds to support social services and paratransit services. He explained that the Metropolitan Transportation Commission (MTC) was under pressure to spread New Freedom funds throughout the nine Bay Area counties, and wanted to fund the concept of mobility management at the county level and let the County Manager determine who should receive the funds.

Mr. Ramacier described the history of New Freedom funds used to provide services beyond those provided under the Americans with Disabilities Act (ADA), noted the likelihood that the Transportation Bill would eliminate those funds altogether, and suggested if mobility management could be shown to do positive things in Contra Costa County it would provide an opportunity to include some mobility management in a reauthorized Measure J that was more reliable than the federal funds used today. He emphasized that County Connection was about quantity and not quality, and could not provide the higher level of service that Senior Helpline Services and others could provide.

Director Mercurio referred to the issue of taking people out of their cars when they were no longer able to drive and the process to advise those no longer able to drive of the programs that existed to provide transportation services.

Mr. Ramacier advised that mobility management could provide the kinds of functions to help provide transportation services by pairing people in similar situations and walking them through the process of public transportation as opposed to just providing a bus schedule. He suggested that mobility management would foster new types of services that had never been used before.

John Cunningham explained that the Transportation, Water and Infrastructure Subcommittee of the County Board of Supervisors had referred the item to the full Board which would consider it on April 27, 2014, when there would be a critical look at a cost benefit analysis on the different models that would be available to the County when moving ahead. He suggested that a more forthcoming conversation on the issue would benefit everyone given the sensitivities involved with three different County operators, where one of the concerns was the specter of consolidation of paratransit services. He suggested it would be beneficial for Mr. Ramacier to make contact with Katy Healy, the President and CEO of OUTREACH, the paratransit program for the Santa Clara Valley Transportation Authority (VTA) and get that agency's view of paratransit services.

Mr. Engel advised that what they had heard to date from the RTPCs and staff was that the idea of the models needed to be addressed as well as how the agency would be structured. He noted that the creation of a Mobility Management Oversight Committee had been recommended to undertake the tasks needed to establish a Consolidated Transportation Services Agency (CTSA), which had been recommended for Contra Costa County. The Oversight Committee would be comprised of transit operators and non-profit agencies which could compile a work plan and budget and start addressing some of the issues and at the same time look at some of the mobility management functions to implement a MMP. He urged baby steps to see how to make an effort and at the same time secure a permanent funding source.

Chair Ross accepted the report on the Contra Costa County Mobility Management Plan, which had been well received.

Chair Ross took the agenda out of order and moved to Item 11 at this time.

11. TAC Continued Discussion on a Protocol for the Use of TRANSPAC Line 28a Subregional Transportation Needs Funding and a Report to TRANSPAC Expected Later This Year

Lynn Overcashier, 511 Program Manager, advised of Barbara Neustadter's intent to have TRANSPAC offer comments before the TAC considered the issue of Subregional Transportation Needs Funding and how those funds would be expended. She suggested there was a significant amount of money in Line 28a for Central County, potentially over \$1 million, and the same for 20a funding, Additional Transportation for Seniors and People with Disabilities.

Director Durant referred to the minutes of the February 27, 2014 TAC meeting when Ms. Overcashier had reported that \$1,176,000 was currently available in the line item for consideration with approximately \$375,000 a year deducted for the three cycles approved thus far. Last year's request was \$435,000, and \$288,000 had been allocated. He requested clarification as to what should be allocated to the exploration of the MMP or to something else.

Chair Ross noted that no action would be taken at this time in that the item was intended to foster the discussion at the TAC level with a recommendation to TRANSPAC for a further discussion.

Elaine Welch, Senior Helpline Services, stated when asked, that she was present to observe and had been one of the stakeholders working on the MMP. Her biggest concern, already expressed, related to funding. She noted that some of the small CBOs were in competition for the funding and were not only pushing and supporting mobility management but were working in the planning process. She commented that \$100,000 was a huge match to a CBO and with respect to Line 20a, she emphasized that TRANSPAC was the only RTPC in any part of Contra Costa County supporting Senior Helpline Services with funding that it could count on every month. While she recognized that others would be seeking the same support, she expressed her hope that TRANSPAC would continue to support the four agencies in the CBO group. She did not want to get into a competitive situation with respect to mobility management. Other than that, she did not know how the MMP could help Senior Helpline Services. She reiterated that Senior Helpline Services had access to only one RTPC and was serving the entire County, explained that most of her funding came from private foundations, sought multi-year funding, and was concerned that mobility management would get all the excess funds and her organization and others would be left out. She asked that Senior Helpline Services be allowed to keep what it had gotten in the past and urged that Senior Helpline Services and the other three CBOs struggling to exist not be left out.

Ms. Overcashier suggested that a benefit of the MMP would be to identify the other services that were available to make certain that everyone was involved and that all potential services could be discussed. She sought comments or recommendations for the TAC's discussion.

Chair Ross stated that the TAC's discussion should include Line 20a funds along with the Line 28a slush fund that had yet to be allocated.

Mr. Ramacier noted that the proposed Oversight Committee would hopefully report to the CCTA Board because it was the one countywide organization with a positive reputation. He suggested that mobility management would have to work to sustain and solidify what Senior Helpline Services, for instance, was doing so that Senior Helpline Services would not have to return every year to seek funds, and the mobility management branch could do that by working with other public operators to identify a plan and identify a funding source.

John Cunningham commented that Senior Helpline Services and similar providers provided a \$40 trip for seven dollars, which was important to recognize. He stated that when Santa Clara took over paratransit responsibilities in the 1990s from the VTA, the mantra was to do no harm and the OUTREACH services had included the non-profit providers and had preserved the existing operations in a seamless transition, which he suggested Contra Costa County should take into consideration.

Director Durant recommended that the TAC evaluate the Line 20a and 28a funding spent over the last five years, identify the needs and identify those getting and not getting funding, and if in fact using more of the funds from either of those categories for something like the MMP, identify what would be left and how the TAC would allocate those remaining funds. He stated the notion of mobility management was a long-term picture to find a way to serve a community that had not been adequately served, or the service did not meet the needs, prior to investing the dollars.

Ms. Welch supported mobility management and stated that she had sat through hours of meetings to support it and was a big fan of Katy Healy to emulate something that seemed to be working. Her problem right now is that she wanted to support mobility management and work with it and wanted to be involved in some capacity. As long as there was funding that she was not competing for she was supportive of mobility management but expressed concern with respect to the prematurity of a plan without funding.

Chair Ross acknowledged that the TAC would review Line 20a and 28a funding and return recommendations to TRANSPAC for further discussion.

Chair Ross returned to the Consent Agenda at this time.

CONSENT AGENDA

3. Approval of February 13, 2014 TRANSPAC Minutes

ACTION: Approved. Leone/Durant/Unanimous

END OF CONSENT AGENDA

- 5. At the February 2014 TRANSPAC Meeting TRANSPAC Chair Durant Reviewed the Issues Raised by CalPERS Regarding the Status of 511 Contra Costa Employees.** In addition, he suggested and TRANSPAC supported the use of TRANSPAC reserves to engage Best Best & Krieger (BB&K) to provide staff services to establish a TRANSPAC Joint Powers Authority (JPA). This action will establish employee status for current and future 511 Contra Costa employees. This approach was supported by the TRANSPAC Board at the February 2014 TRANSPAC meeting and will be formally reviewed and considered at the April 2014 TRANSPAC meeting. At that time, TRANSPAC will review the Draft TRANSPAC Proposed Joint Exercise of Powers Agreement (JPA) and consider it for action.

Director Durant reported that discussions related to the formation of a JPA had continued, Mala Subramanian of Best Best & Krieger had been retained, and he and Director Pierce had prepared a draft JPA agreement which was 90 percent complete although there were a few issues that needed to be resolved. Those issues were identified as the situation where the Board of Directors for the JPA apparently had to be all elected officials and there was a desire to see how Planning Commissioners could be incorporated, and there was a question of the appropriate number of days to allow a jurisdiction to opt out. He emphasized that the funding mechanism and the source of funding would be exactly the way TRANSPAC was funded today. He expected something in the next couple of weeks to be able to submit to TRANSPAC for review at its April meeting.

There were no comments.

6. Review of the TRANSPAC Action Plan and Request to Circulate the Draft for a 30-Day Agency, RTPC, and Local Jurisdiction Review and Comment. Presented by Deborah Dagang, CH2MHill

Deborah Dagang, CH2MHill, referenced the separate email of the Draft Central County Action Plan which had been distributed to all members. She presented an updated schedule for the Draft Action Plan and reported that each RTPC was updating its Action Plan to fold into the 2014 Countywide Transportation Plan (CTP), the adoption of which would be the point when the Action Plans would be finalized. While she was not asking that the contents of the Draft Action Plan be approved at this time, she asked TRANSPAC to approve the Draft Action Plan for circulation to allow a 30-day review period, and advised that she or members of the CCTA would be available to address any jurisdiction to describe the process or to respond to questions. She solicited comments related to detail and word edits, and advised that the Draft Plan with those comments and edits would be considered by the TAC at its April 24, 2014 meeting, and return to TRANSPAC at its meeting on May 8, 2014, at which time it would be forwarded to the CCTA for incorporation into the Draft CTP and Draft CTP Environmental Impact Report (EIR).

There was no objection from TRANSPAC to the request to approve the Draft Action Plan for circulation to allow a 30-day review period.

Ms. Dagang clarified that the Draft Central County Action Plan had been submitted in a Word file to allow each jurisdiction to make changes in track change format and return those changes in a renamed Word file to her or TRANSPAC staff no later than a week prior to the April 24, 2014 TAC meeting so that she could summarize the comments and submit a revised Draft Action Plan.

Director Durant requested that the Draft Central County Action Plan be posted on the TRANSPAC website.

7. 511 Contra Costa Staff and TRANSPAC Reports

Lynn Overcashier, 511 Contra Costa Program Manager, reported that the High School Street Smart Program had begun in East County and had been very successful with Assemblymember Frazier and others in attendance.

Ms. Overcashier noted that the program was being presented in conjunction with the Sheriff's Department and there would be an evening presentation and an evening event in April. She commented that the biggest draw was that at lunchtime on campus there was a bike blender and students could make their own smoothies using their own pedal power. She also reported that at the next TAC meeting on March 27, 2014 she would provide a full update on the Electric Vehicle Infrastructure Program to identify everything that had been done over the last three years. She thanked the TAC for getting various things installed in the various jurisdictions.

8. TRANSPAC CCTA Representative Reports

Director Durant reported that the new CCTA Board Chair was Kevin Romick with Julie Pierce as the new Vice Chair. He also reported that the CTP update had been discussed by the Planning Committee along with the public opinion poll looking to the future transportation needs of the community where there appeared to be broad support for what was being done for transportation in Contra Costa County and how the funding for County projects was being spent from the last tax structure, although there was no public information as to what the CCTA was and more had to be done to identify who was providing the transportation infrastructure prior to a reauthorization of Measure J. He also reported that on March 5, 2014, the Planning Committee had approved Safe Routes to School (SR2S) funds and had also received a presentation on Revitalizing Contra Costa County's Northern Waterfront related to waterfront transportation from Pittsburg/Antioch to Martinez and beyond.

Ms. Overcashier explained that she had been working with Linsey Willis of the CCTA to find methods to identify the CCTA and emphasize the funding being pursued. She also advised that the Revitalizing Contra Costa County's Northern Waterfront report was on the CCTA's website. In the absence of Director Pierce she reported on the last Administration and Projects Committee (APC) when Julie Pierce had been elected Chair and Michael Metcalf as Vice Chair of the APC; highlighted the actions and discussions at that meeting including the fact that the mid-year budget revision had been presented and although some of the grant funding had decreased because of grant funding cycles, some of the expenditures had also decreased and everything was in good shape; and explained that an amendment had been approved to Parsons for \$200,000 for the Caldecott Tunnel 4th Bore project for final clean-up and landscaping to complete the project.

Director Leone referred to the CCTA's survey report and suggested it would be valuable to see some of the results of that survey to be able to prioritize what the public saw as the priorities in transportation, such as traffic smoothing.

Ms. Overcashier referred to focus groups to be held prior to the next CCTA meeting when there would be a full updated report with additional information and more specifics. Since the next TRANSPAC meeting would be held after that CCTA meeting she stated there should be new information to provide.

9. CCTA Executive Director's Report from Randell H. Iwasaki regarding Authority Actions/Discussion Items

There were no comments.

10. Items Approved by the Authority on November 20, 2013 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

There were no comments.

12. Appointment(s) to Countywide Bicycle and Pedestrian Advisory Committee

Director Mercurio referred to the TAC's recommendation that Jeremy Lochirco continue to serve as its representative with Corinne Dutra-Roberts to continue to serve as the alternate on the Countywide Bicycle and Pedestrian Advisory Committee, and asked about the role of the representatives on that committee.

Jeremy Lochirco explained that the Countywide Bicycle and Pedestrian Advisory Committee was a regional plan looking at bike/ped facilities throughout the region with each region having its sub goals offering an opportunity to provide input. He referred to the Olympic Corridor Trail Connector Study as a great example where three jurisdictions were affected, where all had the opportunity for input, and where staff had the opportunity to make sure the committee was equally represented and allow input and referral to the regional jurisdiction while being aware of the issues from the bike/ped advocacy groups.

Ms. Overcashier advised that along with the TAC members from all five regions, there were also public members of the Countywide Bicycle and Pedestrian Advisory Committee, which would also be part of the update to the CTP.

ACTION: Accepted the TAC recommendation to appoint Jeremy Lochirco as the representative and Corinne Dutra-Roberts as the alternate to the Countywide Bicycle and Pedestrian Advisory Committee. Durant/Pickett/Unanimous

13. Oral Reports by Jurisdictions

Tim Tucker reported that the Pacheco Transit Hub was coming to a quick conclusion on construction, and a ribbon cutting ceremony had been planned for April 1, 2014 at 10:00 A.M. at the Pacheco Transit Hub on Blum Road in Martinez. He also updated TRANSPAC on the current phase of the Intermodal project, with construction next summer on the Berrellesa Bridge. He took this opportunity to thank 511 Contra Costa for helping with carpooling at John Swett Elementary where there was a huge problem, and he commended Ms. Overcashier and her staff for doing a great job working with the school.

Jeremy Lochirco stated that since Measure J had funded Walnut Creek's Bike/Ped Plan, it had started work on a Master Plan and had hired Fehr and Peers to do the work. He explained that the scope had been finalized, the first TAC meeting had been held, there would be a public stakeholder meeting the third week in April at the Library, a website would be set up to provide a survey and provide feedback, and a gift card would be offered for information of where people walked, bringing Walnut Creek one more step forward in getting away from vehicles.

In response to Director Mercurio as to when those stakeholder meetings would be held, Mr. Lochirco stated that he would provide that information at the April 10, 2014 TRANSPAC meeting.

14. Agency and Committee Reports

There were no reports.

15. For the Good of the Order

Ms. Overcashier referenced the article submitted for TRANSPAC information, *Plans underway for truck-climbing lane over Kirker Pass Road in Contra Costa County*.

16. Adjournment

The meeting was adjourned at 10:14 A.M. The next meeting is scheduled for April 10, 2014 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC

JOINT EXERCISE OF POWERS AGREEMENT

This Joint Powers Agreement (“Agreement”) is entered into on this ____ day of _____, 2014, by and between the cities of Clayton, Concord, Martinez, Pleasant Hill, and Walnut Creek, all municipal corporations, and Contra Costa County, a state political subdivision. Each public agency which is a party to this Agreement is hereby referred to individually as “Party” and collectively as “Parties”.

RECITALS

WHEREAS, the Parties entered into the Central Contra Costa Transportation/Land Use Partnership (“TRANSPAC”) Agreement dated November 29, 1990 and superseded by the First Amendment to the Central Contra Costa Transportation/Land Use Partnership Agreement dated February 22, 1993 (“Partnership Agreement”) to cooperate in the establishment of policies and action to more effectively respond to the requirements of Measure C; and

WHEREAS, Section 12 of the Partnership Agreement provides that TRANSPAC shall conduct an annual review of the implementation of the Partnership Agreement to determine whether the execution of a Joint Exercise of Powers Agreement that establishes TRANSPAC as a separate legal entity is a more suitable alternative to the Partnership Agreement; and

WHEREAS, Government Code Section 6500 et seq. permits two or more public agencies by agreement to exercise jointly powers common to the contracting parties; and

WHEREAS, the Parties have determined that establishing TRANSPAC as a separate legal entity enables the Parties to more effectively respond to transportation issues and is a more suitable alternative to the Partnership Agreement.

NOW, THEREFORE, THE PARTIES TO THIS AGREEMENT DO AGREE AS FOLLOWS:

1. DEFINITIONS

The following words as used in this Agreement are defined as follows:

- (a) “Agency” shall mean each city and county which is a Party to this Agreement.
- (b) “Board” or “TRANSPAC Board” shall mean the board designated herein to administer this Agreement.
- (c) “Joint Transportation Planning Program” shall mean a transportation planning program undertaken by the Agencies.
- (d) “Managing Director” shall mean the person selected by the Board to manage the day-to-day activities of TRANSPAC.

(e) “Measure C” shall refer to half-cent local transportation sales tax established in 1988.

(f) “Measure J” shall refer to the extended half-cent local transportation sales tax first established by Measure C or any extension thereof.

(g) “TRANSPAC” shall mean the public and separate entity created by this Agreement.

(h) “TRANSPAC TAC” shall mean a technical advisory committee to TRANSPAC.

2. OBJECTIVES

The intent of this Agreement is to express cooperation between the Parties and to establish policies which will protect and advance the interest of the Central Contra Costa County communities, which include the TRANSPAC boundaries as shown in Appendix A attached hereto and incorporated herein, with respect to transportation issues in general and the utilization of Measure J funds in particular. More specifically, TRANSPAC is hereby authorized to do all acts necessary for the exercise of its objectives, including but not limited to, the following:

- (a) Conduct, authorize, review and accept studies and reports;
- (b) Periodically review transportation plans and recommend changes thereto;
- (c) Hold and conduct meetings pursuant to this Agreement;
- (d) Develop regional strategies to meet Measure J requirements;
- (e) Address transportation issues that affect the Central Contra Costa County communities;
- (f) Assess Central Contra Costa County transportation needs, including transit services;
- (g) Coordinate with County Connection regarding transit services;
- (h) Advise the Agencies on transportation issues that impact the Agencies and the region;
- (i) Coordinate with Agencies on the responses and actions concerning transportation issues;
- (j) Work with Central Contra Costa jurisdictions to formulate transportation policy statements;
- (k) Sponsor educational forums, workshops and discussions on transportation matters;

(l) Advocate the interest of Agencies concerning transportation management and funding issues to local, state and federal officials;

(m) To provide comprehensive, accurate, reliable and useful multimodal travel information to meet the needs of Central Contra Costa travelers; and

(n) Gather information necessary to accomplish the foregoing purposes.

3. POWERS

The powers of TRANSPAC include, but are not limited to, the following:

(a) To make and enter into contracts;

(b) To apply for and accept grants, advances and contributions;

(c) To employ and contract for services of agents, employees, consultants, engineers, attorneys, and other such persons or firms as it deems necessary to carry out the objectives of this Agreement;

(d) To conduct studies;

(e) To incur debts, liabilities, or obligations, subject to the limitations set forth herein;

(f) To receive and use contributions and advances from an Agency as provided in Government Code section 6504, including contributions or advances of personnel, equipment or property;

(g) To provide a program of benefits for employees, including, but not limited to, contracting for retirement benefits with an existing retirement system; and

(h) To exercise other reasonable and necessary powers in furtherance or support of any purpose of the Authority or the bylaws of the Authority.

4. ORGANIZATIONAL STRUCTURE

The TRANSPAC Board shall provide overall policy direction for the operations and activities of the Joint Transportation Planning Program. TRANSPAC TAC shall provide administrative guidance, technical review, and decision making for the ongoing operational activities of the Joint Transportation Planning Program. Any staff or consultants hired by TRANSPAC shall report directly to the TRANSPAC Board or its designee.

5. TRANSPAC ORGANIZATION

TRANSPAC Board. TRANSPAC shall be governed by the TRANSPAC Board. The TRANSPAC Board is empowered to establish its own procedures for operation and may revise these periodically as deemed necessary.

(a) Members.

The Board shall consist of 6 members (one member from each Agency), which shall be determined as follows:

(i) For the City Agencies, one councilmember shall be appointed by the respective City Council.

(ii) For the County Agency, one Supervisor shall be appointed by the County Board of Supervisors.

Upon execution of this Agreement, the governing body of each Agency shall appoint its member to serve as a member of the Board and an alternate member of the Board to serve in the absence of its regular member, both shall be elected officials. Each member and alternate shall serve at the pleasure of the appointing governing board without compensation.

(b) Officers.

TRANSPAC shall select a Chair and a Vice Chair who shall be elected officials and shall hold office for a period of one year, commencing February. However, the first Chair and Vice Chair shall hold office from the date of appointment to the following February. If any Agency removes a Board member who is also an officer, the Board shall appoint a member from the newly constituted Board to fill the vacant office for the remainder of that term.

(i) Chair

The Chair shall preside over Board meetings, call them to order and adjourn them, announce the business and order to be acted upon, recognize people entitled to the floor, put to vote all questions moved and seconded, announce voting results, maintain rules of order, and carry out other duties as set forth in the bylaws.

(ii) Vice Chair

The Vice Chair shall serve as chair in the absence of the regularly elected chair.

(iii) Secretary

The Board shall designate someone to serve as the Secretary and shall prepare, distribute, and maintain minutes of the meeting of the TRANSPAC Board, TRANSPAC TAC and any committees of TRANSPAC or shall contract for such services. The Secretary shall also maintain the official records of TRANSPAC and shall file notices as required by this Agreement.

(iv) Treasurer

TRANSPAC shall employ, appoint, or contract for the services of a Treasurer who shall:

(1) Receive and provide for the receipt of all funds of TRANSPAC and place them in the treasury to the credit and for the account of TRANSPAC.

(2) Be responsible, upon an official bond, for the safekeeping and disbursement of all TRANSPAC funds.

(3) Pay, when due, out of TRANSPAC funds, the indebtedness of TRANSPAC and any other sum duly authorized for payment from TRANSPAC funds.

(4) Verify and report, in writing, in July, October, January, and April of each year to the Board and to the Parties to this Agreement the amount of funds held for TRANSPAC, the amount of receipts and amount paid out since the last report.

(5) Invest TRANSPAC's funds in the manner provided by law and collect interest thereon for the account of TRANSPAC.

(6) If deemed necessary by the Board, an independent audit shall be made by a certified public accountant to ensure that the Treasurer is complying with the aforementioned requirements and Government Code section 6505 regarding strict accountability of all funds.

(c) Board Meetings.

(i) Regular Meetings. The Board should attempt to hold at least one regular meeting a month.

(ii) Special Meetings. Special meetings of the Board may be called as provided in accordance with the Ralph M. Brown Act (Gov. Code sections 54950 et seq.) ("Brown Act").

(iii) Notices of Meetings. All meetings of the Board shall be held in accordance with the Brown Act and other applicable laws.

(iv) Minutes. The Board shall keep written minutes of all meetings. As soon as possible after each meeting, the Board shall cause a copy of the minutes to be distributed to members of the Board and to the Agencies.

(v) Quorum. A majority of the members of the Board shall constitute a quorum, except that less than a quorum may adjourn from time-to-time.

(d) Vote.

(i) Authorized Voting Members. Each member or designated alternate when taking the place of the member shall be authorized to vote.

(ii) TRANSPAC Business. A unanimous vote of the voting members present shall be required to take action with respect to the budget. A majority vote of the voting members present will be required to take action on all other matters.

(iii) Appointments of Representatives to the Contra Costa Transportation Authority ("CCTA"). A majority of the members present shall be required to appoint or recall a

representative to the CCTA consistent with the requirements of CCTA's Administrative Code. The TRANSPAC representatives and his or her alternate to the CCTA shall be a Board Member of TRANSPAC.

(e) TRANSPAC Staff.

TRANSPAC shall have staff to carry out the objectives of the Agreement. In addition, independent consultants may be engaged as needed. The Managing Director shall report to the TRANSPAC Board. Additional staff may be added with Board approval within the constraints of the then current fiscal year budget.

(f) TRANSPAC TAC.

The TRANSPAC TAC shall serve as the technical advisory committee for Transpac. It shall be made up of at least one staff member from each Agency selected by each Agency. TRANSPAC TAC shall study and discuss issues pertaining to TRANSPAC and shall make recommendations to TRANSPAC concerning those issues.

6. TRANSPAC BUDGET, WORK PROGRAM AND AGENCY PAYMENTS

TRANSPAC shall adopt a budget by an annual resolution. The budget shall set forth all operational expenses of TRANSPAC. It shall also set forth the proportional amount each Agency will be required to pay.

(a) Within 120 days of the effective date of this Agreement the Board shall formulate a budget for the first fiscal year of TRANSPAC's operation. In doing so, the Board shall assign each agency a proportionate share of required funding to meet the budget agreed upon. Absent formal Board action extending this deadline, failure to agree upon a budget within the 120 days' time frame shall cause this Agreement to terminate.

(b) After the first year, the annual budget and work program shall be prepared by April 1 and shall then be submitted to the Board for its review and consideration to be adopted on or after July 1.

(c) All bills and invoices for expenses incurred pursuant to said budget shall be routed to the Treasurer, who shall pay such expenses from the budget. The Treasurer has the authority to set forth the method and timing of payment of such invoices. The Treasurer shall also calculate the amount owed by each Party under the formula set forth in Section 7, and shall bill each Party accordingly. Each Party shall pay its billing by TRANSPAC within 30 days of receipt thereof. Bills shall be prepared for each calendar quarter in which activity occurs and shall be payable by the Parties upon demand.

7. PAYMENT OBLIGATIONS

Each Party shall pay, upon demand, its proportionate share of expenses. The funding allocation of each Party is as follows: each Party shall contribute 50% of TRANSPAC funding on an equal (1/6th) share basis. The remaining 50% TRANSPAC subsidy is based on the percentage of Measure J return-to-source funding received by each Party from Contra Costa

Transportation Authority This funding allocation shall be reviewed annually and, if necessary may be altered by written amendment to this Agreement.

8. DISPOSITION OF TRANSPAC FUNDS UPON TERMINATION

In the event this Agreement is terminated, TRANSPAC funds, together with interest accrued thereon, which remain after payment of all outstanding TRANSPAC debts, shall be distributed to the Parties in the same proportion as the Parties have paid into TRANSPAC.

9. WITHDRAWAL

Any Party may, upon 60 days' written notice to the Chair of TRANSPAC, withdraw from this Agreement. However, a withdrawing Party shall be liable for its proportionate share of TRANSPAC expenses incurred up to the date notice of termination became effective, which exceeds the withdrawing Agency's contribution under Section 7, and provided further, that in no event shall a withdrawing Party be entitled to a refund of all or any part of its contribution made under Section 7. A withdrawing Party may no longer be eligible to receive Measure J return-to-source funding.

10. TERMINATION

This Agreement shall remain in effect indefinitely, unless amended or terminated as provided hereunder. This Agreement may be terminated by the affirmative vote of the governing bodies of not less than two-thirds of the Parties.

11. AMENDMENTS

The TRANSPAC Board shall first consider any and all amendments to this Agreement. A majority vote of the TRANSPAC Board shall be required before any recommended amendment to this agreement is forwarded to the Parties for consideration and adoption. The Agreement may be amended by an affirmative vote of the governing bodies of not less than two-thirds of the Parties.

12. NOTICES

All notices shall be deemed to have been given when mailed to the governing body of each Party. Notices to TRANSPAC shall be sent to:

TRANSPAC

13. LIMITED LIABILITY OF THE AUTHORITY

Consistent with Government Code section 6508.1, the debts, liabilities, and obligations of TRANSPAC shall be limited to the assets of TRANSPAC and shall under no circumstances be the debts, liabilities, and obligations of any of the Parties. A Party may, but has no obligations to, separately contract for or assume responsibility in writing for specific debts, liabilities, or

obligations of the Authority. In furtherance of this Section, TRANSPAC shall indemnify the Parties as provided in Section 14 below.

14. INDEMNIFICATION

TRANSPAC shall defend, indemnify and hold harmless each Party and each Party's officers, officials, agents, and employees from any and all liability, including, but not limited to, claims, losses, suits, injuries, damages, costs and expenses, including attorneys' fees and consequential damages, of every kind, nature and description (collectively, "Losses") directly or indirectly arising from or as a result of any act of the Authority or its agents, servants, employees or officers in the observation or performance of any of its responsibilities under this Agreement, or any failure by the Authority to perform any such responsibilities; and/or any actions or inactions of Parties taken as a result of their membership in TRANSPAC. Notwithstanding the foregoing, TRANSPAC shall not be required to indemnify any Party against any Losses that are caused by the negligence or willful misconduct of such Party seeking indemnification or any of their respective officers, agents, or employees.

15. EFFECTIVE DATE

This Agreement shall take effect upon receipt of executed copies of the Agreement from not less than two-thirds of the Parties.

[SIGNATURES ON THE FOLLOWING PAGES]

CITY OF CLAYTON

Executed on _____, 2014.

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

CITY OF CONCORD

Executed on _____, 2014.

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

CITY OF MARTINEZ

Executed on _____, 2014.

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

CITY OF PLEASANT HILL

Executed on _____, 2014.

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

CITY OF WALNUT CREEK

Executed on _____, 2014.

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

CONTRA COSTA COUNTY

Executed on _____, 2014.

Chair

Attest:

Clerk of the Board

Approved as to form:

County Counsel

APPENDIX A

[INSERT BEHIND THIS PAGE]



MEMORANDUM

Date March 6, 2014

To RTPC Managers

From Brad Beck, Senior Transportation Planner

RE **Transmittal of Draft Report on Contra Costa Safe Routes to School Assessment**

Working closely with the Safe Routes to School (SR2S) Oversight Committee, a consultant team led by Fehr & Peers has developed a preliminary assessment of the cost of comprehensively addressing SR2S capital project and program needs at all public schools in Contra Costa. The Authority's Planning Committee received a presentation on the draft needs assessment report at their meeting on March 5, 2014, and authorized the release of the draft report to the RTPCs and the public for review. The *Draft Contra Costa Safe Routes to School Needs Assessment* is attached to this transmittal.

Action Requested

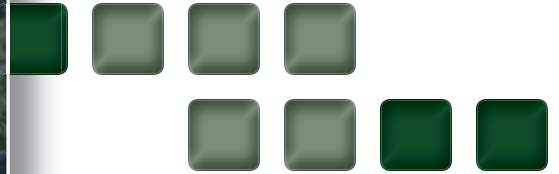
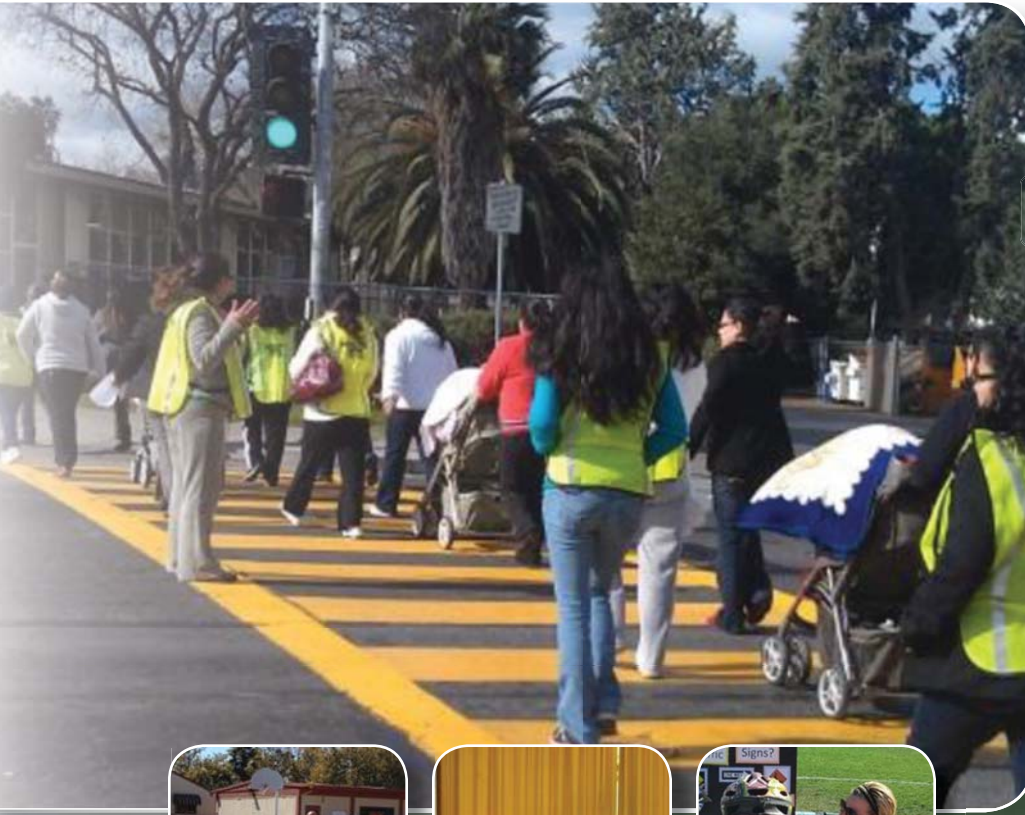
We are asking that the Technical Advisory Committee of each RTPC review the draft report and submit comments to the Authority. A TAC may also decide to forward the Draft Report to their RTPC Board for their review and comment.

Please submit all comments to Brad Beck at bbeck@ccta.net by April 15, 2014.

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Draft Report
Contra Costa Safe Routes to School
Needs Assessment



Prepared for:

Contra Costa
Transportation Authority (CCTA)



February 2014

Draft Report:
Contra Costa Safe Routes to School Needs Assessment

Prepared for:
Contra Costa Transportation Authority (CCTA)

Prepared by:
FEHR  PEERS

February 2014

SF12-0657

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INTRODUCTION

There is sustained and growing interest in Safe Routes to School efforts throughout the Bay Area. Safe Routes to School (often abbreviated as SR2S) activities can take many forms, but all have the basic objective of improving safety for pedestrians and cyclists around schools. When more children walk or bike to school the benefits can be quite varied, from reduced vehicular traffic around schools, to improved public health outcomes through increased physical activity, to an enhanced sense of community for the neighborhood around the school.

There have been and continue to be significant SR2S efforts in Contra Costa County. These efforts generally fall into two categories: capital and programmatic. The capital category involves capital improvement projects that enhance the physical infrastructure around schools to allow for safer and more convenient walking and bicycling. The programmatic category involves programs that promote safety and encourage walking and bicycling activities through student and parent education and encouragement.

PURPOSE OF THIS STUDY

The Contra Costa Transportation Authority (CCTA, or the Authority) has sponsored this study to gain greater understanding of the current SR2S activities occurring throughout Contra Costa, and to estimate the needs for future SR2S funding in both the capital and programmatic categories. The purpose of this needs assessment exercise is to estimate the amount of funding that would be required to comprehensively address SR2S needs for Contra Costa's public schools; private schools were not included in this assessment. The results of this needs assessment may be used as a basis for establishing new funding programs or advocating for new funding sources.

This study has, of necessity, been limited by the time available to conduct the effort and the amount of information available about current efforts and future needs. Given the size and complexity of the County and the diversity of its needs, this effort has necessarily required many assumptions and simplifications in order to complete the needs assessment within the available time and resources. This countywide SR2S needs assessment presents an order-of-magnitude estimate of costs for both capital and programmatic categories, unconstrained by available funding levels.

It is very important to note that the cost estimates developed in this exercise will not be used to limit or otherwise determine available funding for particular projects. In other words, the purpose of developing these generalized cost estimates is to inform the assessment of countywide needs, and not to estimate the specific cost of any particular future project.

The remainder of this report presents the methodology used to estimate the needs and associated costs for both capital and programmatic elements of SR2S activities in Contra Costa County. As noted above,

this needs assessment focuses on the 217 public elementary, middle, and high schools around the County; private schools are outside the scope of this current effort, but they could be added at a later time using a similar approach.

SR2S CAPITAL PROJECTS

The basic approach used to estimate the need for capital SR2S projects was to assemble information from recently completed local SR2S infrastructure projects and to extrapolate that information across all public school locations countywide. Example projects were categorized based on the type of improvements involved, an average cost was calculated for each project type, and that cost was applied to an estimated proportion of schools. The following section provides an explanation of this approach, along with tables summarizing the results. Further detail is given in Appendix A.

Costs of Recent Typical Capital Projects

Jurisdictions across Contra Costa County provided information on typical SR2S capital projects recently implemented or currently underway at their local schools. Capital project data included the location of the school, the scope of the project, and a breakdown of project costs. These projects were first classified into four categories, based on major project features. Project cost estimates were standardized to ensure that all costs were captured (i.e., that the estimate included “soft” costs such as planning, design, and environmental review, and not just “hard” construction costs), and then an average cost for each project type was calculated.

1. Classify projects by type

Projects were classified into the following four types, based on their major features; they are listed in descending order of complexity and cost. Note that this is not intended to be an exhaustive list of all of the possible SR2S capital projects that could be contemplated; rather, these are intended to be a rational way to group a varied set of projects into a reasonable number of categories that can then be carried forward into a countywide needs assessment.

- A. Major roadway/sidewalk improvements: these typically involve building a completely new sidewalk with curb and gutter, and often require widening a roadway, building retaining walls, or other substantial physical changes in order to accommodate the new sidewalk.
- B. Streetscape improvements: these may involve a number of streetscape features such as adding crosswalks, installing bulbouts or medians to shorten pedestrian crossing distances, or adding traffic signals, flashing beacons or other traffic control devices to improve pedestrian safety.
- C. Basic sidewalk improvements: these may involve widening an existing sidewalk to achieve current design standards, or adding curb ramps at an intersection.

- D. Basic safety enhancements: these tend to be fairly quick and low-cost enhancements such as improved signage and/or roadway markings at a school's major access points, or installation of bicycle racks.

2. Standardize comprehensive project costs

Some of the cost information provided by the project sponsors included only the cost of construction, while others presented a comprehensive total cost that included supporting elements such as planning, design, and environmental review. To ensure consistency, when a project cost estimate only included construction costs, an adjustment factor was applied to that cost estimate to capture all of the non-construction cost elements. The adjustment factor was calculated from projects where both types of costs (construction and non-construction) were available. The adjustment factors calculated for each project type are shown in **Table 1**. For those projects where only construction costs were available, this adjustment factor was applied to the construction cost to calculate a final comprehensive cost.

TABLE 1: COST ADJUSTMENT FACTOR BY PROJECT TYPE

Project Type	Adjustment Factor
A. Major Roadway/Sidewalk Improvements	1.43
B. Streetscape Improvements	1.36
C. Basic Sidewalk Improvements	2.18
D. Basic Safety Enhancements	1.00

Source: Fehr & Peers, 2014.

3. Determine average cost by project type

Table 2 presents the average cost of a capital improvement project within each of the four categories, based on the set of example projects provided by the local agencies.

TABLE 2: AVERAGE TYPICAL CAPITAL COST BY PROJECT TYPE

Project Type	Average Cost
A. Major Roadway/Sidewalk Improvements	\$1,000,000
B. Streetscape Improvements	\$500,000
C. Basic Sidewalk Improvements	\$100,000
D. Basic Safety Enhancements	\$10,000

Source: Fehr & Peers, 2014.

Costs of Unusual Capital Projects

The list of sample projects provided by local agencies did not include any examples of very large-scale capital improvements, such as a bicycle/pedestrian bridge. Nevertheless, it is understood that some schools in Contra Costa need an unusual level of investment, in addition to the more typical capital projects described above. For example, the City of Walnut Creek has identified a need to add sidewalks along Walnut Boulevard to better serve the student population of Walnut Creek Intermediate School. Because of the current configuration of that street, adding a sidewalk will require extensive work on drainage systems and roadway widening at a cost (estimated at \$6 million) that far exceeds the cost for more typical roadway/sidewalk improvement projects shown in Table 2 above. Similarly, some schools need a bike/pedestrian bridge across an adjacent barrier (such as a canal or major roadway) to improve access for their students; from a review of the Authority's Comprehensive Transportation Project List, the average cost of a bike/ped bridge is about \$7 million. For the purposes of this needs assessment, we have assumed that "unusual" capital projects would cost on average about \$6.5 million, and we have applied that average cost to a small percentage of schools countywide (as described in more detail below).

Calculation of Countywide Capital Project Needs

Typical Capital Projects

Once average costs for the four types of typical capital improvement projects were determined, they were applied to a percentage of schools, as shown in **Table 3**. First, it was assumed that all schools would benefit from the basic safety enhancements that are described as project type D, so those costs were applied to 100% of Contra Costa's public schools. Then, percentages for project types A, B, and C were estimated based on the frequency with which projects of each type appeared in the set of example projects provided by local jurisdictions. In that example project list, there were about 25% Type A projects, 25% Type B, and 50% Type C. However, it should be recognized that this list of example projects reflects those projects that have been successful in getting funded, which is not necessarily the same as the projects that are needed. It is generally easier to secure funding for lower-cost projects than for higher-cost projects, so it could be presumed that any list of completed projects would be somewhat skewed toward the lower-cost end of the cost spectrum. In an attempt to correct for this effect, we have increased the percentages for the higher-cost projects (Types A and B) and reduced the percentage for the lower-cost projects (Type C); each project type now is applied to one-third (33.3%) of all schools.

TABLE 3: TOTAL COUNTYWIDE TYPICAL CAPITAL PROJECT COSTS

Project Type	Average Cost	% of Schools Needing each Project Type	# of Schools with each Project Type ¹	Countywide Typical Capital Project Costs ²
A. Major Roadway/Sidewalk Improvements	\$1,000,000	33.3%	72	\$72,300,000
B. Streetscape Improvements	\$500,000	33.3%	72	\$36,200,000
C. Basic Sidewalk Improvements	\$100,000	33.3%	72	\$7,200,000
D. Basic Safety Enhancements	\$10,000	100%	217	\$2,200,000
TOTAL				\$117,900,000

Notes:

1. Calculated as ‘% of Schools’ multiplied by 217 total schools in Contra Costa County.
2. Calculated as ‘Average Cost’ multiplied by ‘# of Schools’.

Source: Fehr & Peers, 2014.

Some SR25 capital improvement projects have already been implemented in Contra Costa, and the costs of these completed projects should be subtracted from the estimate of total countywide costs in order to determine the remaining need. To calculate the cost of completed projects, we looked at the list of example projects provided by the local jurisdictions, as well as the Authority’s inventory of projects funded under the state and federal Safe Routes to School programs from 2001 to 2011. The total expended on all of those projects combined has been about \$16.2 million. By subtracting \$16.2 million from the total of about \$117.9 million in Table 3 above, we calculate a remaining need of approximately \$101.7 million, shown in **Table 4**.

TABLE 4: REMAINING COUNTYWIDE TYPICAL CAPITAL PROJECT COSTS

	Countywide Comprehensive Cost
Total Cost for Typical Capital Projects	\$117,900,000
Completed Capital Projects	(\$16,200,000)
Total Remaining Countywide Need	\$101,700,000

Source: Fehr & Peers, 2014.

Unusual Capital Projects

It is assumed that only a small percentage of schools in Contra Costa County will require an unusual capital project such as those described previously. The average cost of an unusual project (\$6.5 million) was applied to just 10 percent of all public schools (or 22 schools), resulting in an estimated cost of \$141.1 million.

Total Countywide Need for SR2S Capital Projects

The combined cost estimates for the remaining typical capital projects and the unusual capital projects generated an estimate of the total need for SR2S capital projects for all public schools of almost \$243 million, as shown in **Table 5**.

TABLE 5: ESTIMATED COUNTYWIDE COST OF ALL CAPITAL PROJECTS	
	Countywide Cost
Total Remaining Cost for Typical Capital Projects	\$101,700,000
Total Cost for Unusual Capital Projects	\$141,100,000
TOTAL	\$242,800,000

Source: Fehr & Peers, 2014.

SR2S PROGRAMS

There are currently three organizations in Contra Costa that provide SR2S programs: Contra Costa Health Services, San Ramon Valley Street Smarts, and Street Smarts Diablo. Each organization provides services in a specific area: Contra Costa Health Services conducts programs at some schools in West County, San Ramon Valley Street Smarts conducts programs at all schools in the San Ramon Valley school district, and Street Smarts Diablo conducts programs at some schools in Central and East County. Staff from these three organizations were critical in providing essential information to inform the understanding of current SR2S programs and the determination of future needs.

The needs assessment for SR2S programs involved three steps. First, all currently active programs were identified and divided into categories by program type, and an average cost to provide each type of program to an individual school was calculated based on the experiences of the current program providers. Second, the stakeholders identified a series of new programs that could be implemented to augment the current offerings and provide additional benefits to local schools; the cost per school of each new program was also calculated. Combining the existing and new programs created an unconstrained list of desired SR2S programs and associated costs at the individual school level. Finally, the average annual cost per school for each program type was applied to all of the schools countywide to calculate an annualized cost of providing all of the programs throughout Contra Costa. The result is an order-of-magnitude estimate of providing a financially-unconstrained set of SR2S programs countywide. The following section gives more explanation about each step in this process, along with tables summarizing the results. Further detail is provided in Appendix B.

Identification of Existing Programs

A list of existing safety and educational programs for each school type (elementary, middle, and high) was generated from information provided by the three current program providers. The service providers gave descriptions of each program, the types of schools where that program is offered, and the typical costs of providing that program, including both one-time costs (for example, to purchase a specialized piece of equipment that could then be used many times at different schools) and costs for the materials and staff time necessary to plan and deliver each program.

Identification of New Programs

Potential new SR2S programs that could augment the current offerings were identified through suggestions from the local program providers and the SR2S Oversight Committee. Most of the potential new programs are supplemental safety and educational programs that would augment current offerings. There are two additional programs that would directly offer transportation choices and services to the student population: namely, a program to provide subsidized transit tickets to students and a yellow

school bus program. Both of these transportation programs are in use in certain parts of Contra Costa, but they are not broadly available countywide.

Countywide Annual Programmatic Cost

Existing Programs

The average per-school cost for each existing program was applied to all public schools in Contra Costa to calculate a total annual cost for offering the current set of SR2S programs to all schools countywide. Several adjustments were made to account for economies of scale and assumptions about the appropriate level of investment across all schools; these adjustments were vetted with the current program providers. For example:

- One-time costs for equipment such as robotic cars for traffic safety assemblies or safety equipment for Walk-to-School Day were annualized over five years.
- Direct costs of conducting programs were applied to two-thirds of schools, to account for the fact that not all programs need to be offered at every school every year.
- Some programs are applicable at the community level instead of at specific schools, and these costs are noted as “general.” General program costs were applied to one-third of schools, as the benefits of these programs are typically shared among multiple schools.

The summary of annual countywide costs for the existing program types is shown in **Table 6**.

TABLE 6: ESTIMATED COUNTYWIDE ANNUAL COSTS FOR EXISTING PROGRAMS	
Program Type	Annual Cost
School-Specific Programs	\$3,550,000
General Programs	\$315,200
TOTAL	\$3,865,200

Source: Fehr & Peers, 2014.

New Programs

The per-school costs for potential new programs were identified from examples elsewhere in the Bay Area where those programs are being offered and from information available from the local program providers. As with the existing programs, similar assumptions were made about economies of scale and the applicability of costs across all schools. Specific to the new transportation programs, the following assumptions were made:

- The countywide annual cost of the Transit Ticket Program assumes that ten percent of all middle and high school students would participate in the program. This would reflect a somewhat increased level of bus usage compared to the six percent public bus mode share determined by CCTA in its 2011 SR2S school survey.

- The countywide annual cost of the Yellow School Bus Program assumes that 19 percent of all students in Contra Costa would participate in the program. This is similar to the average student participation rates currently observed in the Lamorinda and TRAFFIX (San Ramon Valley) school bus programs.

The summary of annual countywide costs for the new program types is shown in **Table 7**.

TABLE 7: ESTIMATED COUNTYWIDE ANNUAL COSTS FOR NEW PROGRAMS	
Program Type	Annual Cost
New Programs - Safety and Education	\$5,230,000
New Programs - Transportation	\$48,535,400
TOTAL	\$53,765,400

Source: Fehr & Peers, 2014.

The combined cost estimates for existing and new programs generated an estimated total annual need for SR2S programs of about \$57.6 million countywide, as shown in **Table 8**.

TABLE 8: ESTIMATED COUNTYWIDE COST OF ALL PROGRAMS	
	Countywide Annual Cost
Cost of Existing Programs	\$3,865,200
Cost of New Safety and Education Programs	\$5,230,000
Cost of New Transportation Programs	\$48,535,400
TOTAL	\$57,630,600

Source: Fehr & Peers, 2014

SUMMARY AND NEXT STEPS

This countywide SR2S needs assessment represents a high-level, order-of-magnitude estimate of capital and program costs to comprehensively address SR2S needs throughout Contra Costa. The results of the needs assessment indicate that the costs of needed SR2S capital improvement projects at public schools throughout Contra Costa would be about **\$243 million**. The costs to provide comprehensive SR2S safety, educational and transportation programs would be about **\$58 million annually**.

This needs assessment has been reviewed with the SR2S Oversight Committee, and will be forwarded to the Authority's Planning Committee and the Authority Board for review and consideration. The results of this assessment provide a baseline for quantifying SR2S needs for Contra Costa, and could be incorporated into the 2014 Countywide Transportation Plan as part of the financially unconstrained Comprehensive Transportation Project List (CTPL).

**APPENDIX A:
CAPITAL PROJECTS**



Needs Assessment for CCTA SR2S Capital Projects: Summary of Recent Typical and Unusual Capital Project Rollout by Project Type

Estimated Cost of Rollout of Recent Typical Capital Projects				
Average Cost of Recent Typical Capital Projects Project Type (based on sample project list)				
Project Type	Average Typical Capital Project Cost (observed)	Estimated % of Schools with Typical SR2S Capital Needs	# of Schools with Typical Needs	Total Typical Capital Project Costs (estimated)
			[3]=[2]*Schools in County	[4]=[1]*[3]
A Major roadway/sidewalk improvements (e.g., road widening, retaining walls)	[1] \$1,000,000	[2] 33%	72	\$72,300,000
B Streetscape improvements (e.g., sidewalks, bulbouts, medians)	\$500,000	33%	72	\$36,200,000
C Basic sidewalk improvements (e.g., sidewalks, curb ramps)	\$100,000	33%	72	\$7,200,000
D Basic safety enhancements (e.g., striping, signage, barricades, bike racks)	\$10,000	100%	217	<u>\$2,200,000</u>
SUBTOTAL (Rollout)				\$117,900,000
Number of Schools in County			217	
Total Cost of Completed Typical Capital Projects				
Completed Typical Capital Project Source	Total Completed Typical Capital Project Cost (observed)	Estimated % of Completed Typical Capital Projects Captured		Total Completed Typical Capital Project Costs (estimated)
	[1]	[2]		[4]=[1]/[2]
Sample Project List	\$12,300,000			
SR2S State/Federal Funding Program 2000-2011	<u>\$3,900,000</u>			
SUBTOTAL (Completed)	\$16,200,000	100%		\$16,200,000
Total Typical Capital Project Cost = SUBTOTAL (Rollout) - SUBTOTAL (Completed)				\$101,700,000
Estimated Cost of Unusual Capital Projects				
Unusual Capital Project Type	Average Unusual Capital Project Cost (observed)	Estimated % of Schools with Unusual SR2S Capital Needs	# of Schools with Unusual Needs	Total Unusual Capital Project Costs (estimated)
			[3]=[2]*Schools in County	[4]=[1]*[3]
Ped/Bike Bridge	[1] \$7,000,000	[2] 10%	22	\$141,100,000
Major Sidewalk/Drainage	<u>\$6,000,000</u>			
SUBTOTAL (Unusual)	\$6,500,000	10%	22	\$141,100,000
Total Capital Project Cost = SUBTOTAL (Rollout) - SUBTOTAL (Completed) + SUBTOTAL (Unusual)				\$242,800,000

Note: The estimated percentages of schools with typical capital needs for project types A-D are calculated as the percentage of projects in the sample project list provided by local jurisdictions that fall within each project type category A-D.

Needs Assessment for CCTA SR2S Capital Projects: Summary of Recent Projects

School	School		Jurisdiction	Project		Total Project Cost
	Type	Jurisdiction		Type	Type ID	
Springhill Elementary School	ES	Lafayette	Suburban	A		\$1,232,169
Stone Valley Middle School (Miranda Avenue)	MS	Alamo	Rural	A		\$510,000
Alamo Elementary School	ES	Alamo	Rural	B		\$233,500
Discovery Bay Elementary School (Willow Lake Road)	ES	Discovery Bay	Rural	C		\$151,000
Rancho Romero Elementary School (Hemme Ave AC Path)	ES	Alamo	Rural	C		\$133,000
Bel Air Elementary School (Canal Road)	ES	Bay Point	Suburban	A		\$1,668,000
New Vistas Christian School, Las Juntas Elementary School, and others (Pacheco Boulevard)	ES	Martinez	Suburban	A		\$1,103,000
Walnut Heights Elementary School	ES	Walnut Creek	Suburban	A		\$1,037,000
Rio Vista Elementary School, Shore Acres Elementary School, and Riverview Middle School (Pacifica Avenue)	ES/MS	Bay Point	Suburban	A		\$1,160,000
Adams Middle School and Heritage High School	MS/HS	Brentwood	Suburban	B		\$246,000
Cambridge Elementary School	ES	Concord	Suburban	C		\$42,957
Marsh Creek Elementary School	ES	Brentwood	Suburban	C		\$60,000
Monte Gardens Elementary and Shadelands/Sunrise Schools	ES	Concord	Suburban	C		\$476,325
Murwood Elementary School	ES	Walnut Creek	Suburban	C		\$72,848
Pioneer Elementary School	ES	Brentwood	Suburban	C		\$69,000
Wren Avenue Elementary School	ES	Concord	Suburban	C		\$163,015
Ygnacio Valley Elementary School	ES	Concord	Suburban	C		\$193,700
Bristow Middle School and Montessori School	MS	Brentwood	Suburban	C		\$68,000
Walnut Creek Intermediate School	MS	Walnut Creek	Suburban	C		\$27,764
Bancroft Elementary School	ES	Walnut Creek	Suburban	D		\$3,696
Bel Air Elementary School	ES	Bay Point	Suburban	D		\$9,908
Buena Vista Elementary School	ES	Walnut Creek	Suburban	D		\$3,372
Cambridge Elementary School (511)	ES	Concord	Suburban	D		\$8,055
Diablo Vista Elementary School	ES	Antioch	Suburban	D		\$1,183
Disney Elementary School	ES	San Ramon	Suburban	D		\$8,100
El Monte Elementary School	ES	Concord	Suburban	D		\$4,012
Indian Valley Elementary School	ES	Walnut Creek	Suburban	D		\$3,385
Jack London Elementary School	ES	Antioch	Suburban	D		\$1,183
Lone Tree Elementary School	ES	Antioch	Suburban	D		\$1,183
Monte Gardens Elementary School	ES	Concord	Suburban	D		\$4,485
Parkmead Elementary School	ES	Walnut Creek	Suburban	D		\$3,087
Rio Vista Elementary School	ES	Bay Point	Suburban	D		\$7,184
Strandwood Elementary School	ES	Pleasant Hill	Suburban	D		\$8,311
Sutter Elementary School	ES	Antioch	Suburban	D		\$1,894
Valhalla Elementary School	ES	Pleasant Hill	Suburban	D		\$3,865
Walnut Heights Elementary School (511)	ES	Walnut Creek	Suburban	D		\$3,561
Westwood Elementary School	ES	Concord	Suburban	D		\$2,080
Heritage High School	HS	Brentwood	Suburban	D		\$14,372
Hillview Junior High School	HS	Pittsburg	Suburban	D		\$3,904
Martinez Junior High School	HS	Martinez	Suburban	D		\$6,582
Northgate High School	HS	Walnut Creek	Suburban	D		\$2,557
Pittsburg High School	HS	Pittsburg	Suburban	D		\$2,000
Antioch Middle School	MS	Antioch	Suburban	D		\$5,197
Dallas Ranch Middle School	MS	Antioch	Suburban	D		\$3,904
El Dorado Middle School	MS	Concord	Suburban	D		\$2,617
J. Douglas Adams Middle School	MS	Brentwood	Suburban	D		\$2,000
Oak Grove Middle School	MS	Concord	Suburban	D		\$7,692
Park Middle School	MS	Antioch	Suburban	D		\$1,183
Pleasant Hill Middle School	MS	Pleasant Hill	Suburban	D		\$1,670
Riverview Middle School	MS	Bay Point	Suburban	D		\$7,605
Sequoia Middle School	MS	Pleasant Hill	Suburban	D		\$6,310
Murphy Elementary School	ES	Richmond	Urban	B		\$144,625
Peres Elementary School	ES	Richmond	Urban	B		\$308,225
Nystrom Elementary School	ES	Richmond	Urban	B		\$727,595
Cesar Chavez Elementary School	ES	Richmond	Urban	C		\$73,325
Sheldon Elementary School	ES	Richmond	Urban	C		\$66,725
		25th percentile	\$3,517	SUM		\$10,113,907
		50th percentile	\$8,078	AVG		\$180,605
		75th percentile	\$146,219	MIN		\$1,183
		85th percentile	\$292,669	MAX		\$1,668,000

Project	
Type ID	Project Type
A	Major roadway/sidewalk improvements (e.g., road widening, retaining walls)
B	Streetscape improvements (e.g., sidewalks, bulbouts, medians)
C	Basic sidewalk improvements (e.g., sidewalks, curb ramps)
D	Basic safety enhancements (e.g., striping, signage, barricades, bike racks)

**APPENDIX B:
PROGRAMS**



CCTA SR2S Program Descriptions and Cost Assumptions

Program Descriptions	Cost Assumptions
Existing School-Specific Programs	
Assembly	
Educational traffic safety assemblies for elementary and middle school students with interactive tools and props.	Direct costs: materials, curricula, giveaways, maintenance of supplies Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys One-time costs: interactive tools and props (e.g., robotic cars)
Walk to School Day	
Students from many communities walk to school on a single day as part of a movement promoting year-round safe routes to school.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage One-time costs: safety vests, clipboards, etc.
Walking School Bus	
Groups of children walking to school together supervised by one or more adults.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage One-time costs: safety vests, stop signs, clipboards, etc.
Bike to School Day	
Students from many communities bike to school on a single day as part of a movement promoting year-round safe routes to school.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage
Classroom Video	
Videos shown in classrooms about traffic safety.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys
Contest/Campaign	
School-wide competitive events such as poster contests to depict traffic safety messages, video contests to create public service announcements, walking/biking participation competitions, and campaigns to encourage safe driving.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys
High School Traffic Safety and Education Program	
Road rules training for high school students.	Direct costs: printed materials, curricula, giveaways, road rules training instructor Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys One-time costs: bike blenders, etc.
Safety Training	
Certified bicycle training for students.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys
Road Simulation	
Clinic to teach students the skills and precautions needed to ride a bicycle safely.	Direct costs: materials, curricula, giveaways, maintenance of supplies Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys One-time costs: bikers, trailers, mock city supplies
Helmet Giveaway	
Free helmets given to elementary and middle school students.	Direct costs: materials, helmets Indirect costs: staff time for outreach and coordination, promotion, mileage
Curricula	
Set of courses taught to students about safety and leadership on the roads.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys One-time costs: curricula and toolkit development
Existing General Programs	
Infrastructure (indirect costs only)	
Coordination, planning and outreach materials for infrastructure projects such as ground striping, signage, bicycle and scooter racks, and fencing.	Indirect costs: staff time for outreach and coordination, promotion, mileage
Large Community Event	
Collaborative community walking events.	Direct costs: materials, giveaways Indirect costs: staff time for outreach and coordination, promotion, mileage, evaluation surveys

CCTA SR2S Program Descriptions and Cost Assumptions

Program Descriptions	Cost Assumptions
New Programs - Education and Safety	
Parent education night	
Meeting for parents to encourage walking/bicycling to school and promote safe practices.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion, mileage
Teen bicycling promotion (HS only)	
Increased bicycling promotion for teens, including rides outside of school or bike repair classes/workshops.	Direct costs: materials, contractor Indirect costs: staff time for outreach and coordination, promotion, mileage
Traffic safety ad campaign	
Expanded advertising campaigns with traffic safety messages.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion
Increased outreach event presence	
Increased presence at walking/bicycling to school outreach events.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion, mileage
Outreach campaigns with police/CHP	
Additional outreach campaigns with police/CHP, such as awards for children who wear helmets or providing senior citizen driving courses.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion, mileage
Air quality public education and outreach	
Public education and outreach to raise awareness of how changes in travel behavior can reduce emissions and improve air quality.	Direct costs: materials Indirect costs: staff time for outreach and coordination, promotion, mileage
Traffic calming program + enforcement	
Analysis of local and national survey data on traffic and speeding to inform traffic calming and enforcement program.	Direct costs: materials, analysis Indirect costs: staff time for outreach and coordination, promotion
Walking and bicycling rates	
Tracking changes in walking and bicycling rates over time across jurisdictions.	Direct costs: materials, analysis Indirect costs: staff time for outreach and coordination, promotion
BikeMobile	
Vehicle that visits schools to help students repair bikes, teach mechanics and safety, and provide accessories and decoration supplies.	Direct costs: vehicle rental, materials Indirect costs: staff time for outreach and coordination, promotion, evaluation surveys
Crossing Guard Program	
Adult crossing guards stationed at key locations near schools to help children safely cross the street.	Direct costs: materials, contractor Indirect costs: staff time for outreach and coordination, promotion
Increased full-time staff	
Additional full-time staff members to lead and coordinate programs.	Indirect costs: staff time
New Programs - Transportation	
Transit Ticket Program	
Free public transit tickets for middle and high school students at the start of every school year.	Direct costs: transit pass Indirect costs: staff time for outreach and coordination, promotion, evaluation surveys
Yellow School Bus Program	
Home-to-school bus transportation for elementary, middle and high school students.	Direct costs: contractor Indirect costs: staff time for outreach and coordination, promotion, evaluation surveys

Needs Assessment for CCTA SR2S Programs: Summary of Existing and New Program Components

	Total Annual Costs for Countywide Roll-Out of Existing Programs				Annual Costs per Schools for Existing Programs					
	Direct Cost	Indirect Cost	One-Time Cost	Annual Cost	Elementary School		Middle School		High School	
					Direct Cost	Indirect Cost	Direct Cost	Indirect Cost	Direct Cost	Indirect Cost
Existing School-Specific Programs										
Assembly	\$118,311	\$59,690	\$13,515	\$191,500	\$843	\$316	\$1,326	\$331	\$0	\$0
Walk to School Day	\$31,293	\$39,907	\$30	\$71,200	\$322	\$273	\$0	\$0	\$0	\$0
Walking School Bus	\$274,267	\$888,250	\$400	\$1,162,900	\$2,200	\$4,750	\$2,200	\$4,750	\$0	\$0
Bike to School Day	\$3,909	\$6,362	\$0	\$10,300	\$0	\$0	\$143	\$155	\$0	\$0
Classroom Video	\$57,331	\$81,820	\$0	\$139,200	\$460	\$438	\$460	\$438	\$0	\$0
Contest/Campaign	\$268,510	\$201,402	\$0	\$469,900	\$1,736	\$515	\$1,513	\$1,158	\$2,908	\$2,625
High School Traffic Safety and Education Program	\$93,120	\$30,061	\$885	\$124,100	\$0	\$0	\$0	\$0	\$4,656	\$1,002
Safety Training	\$176,870	\$63,881	\$0	\$240,800	\$694	\$438	\$4,000	\$0	\$0	\$0
Road Simulation	\$109,768	\$78,680	\$2,000	\$190,400	\$847	\$424	\$1,000	\$410	\$0	\$0
Helmet Giveaway	\$187,000	\$50,958	\$0	\$238,000	\$1,500	\$273	\$1,500	\$273	\$0	\$0
Curricula	\$37,400	\$672,265	\$2,000	\$711,700	\$300	\$3,595	\$300	\$3,595	\$0	\$0
Existing General Programs										
Infrastructure (indirect costs only)	\$0	\$30,756	\$0	\$30,800	All School Types		\$0	\$425		
Large Community Event	\$265,029	\$19,349	\$0	\$284,400	\$5,496	\$268				

# of Schools / Students			
Elementary			
School	Middle School	High School	TOTAL
146	41	30	217
79,511	34,067	47,168	160,746

TOTAL ANNUAL COST (estimated countywide roll-out of existing programs) **\$1,600,000** **\$2,200,000** **\$19,000** **\$3,865,200**

ES total / school	\$20,000	MS total / school	\$24,000	HS total / school	\$11,000
General program total / school	\$4,000				

Needs Assessment for CCTA SR2S Programs: Summary of Existing and New Program Components

Countywide Costs for New Programs to Supplement Current Offerings		
New Programs - Safety and Education		
	Cost per School	Annual Countywide Cost
Parent education night	\$600	\$80,000
Teen bicycling promotion (HS only)	\$3,800	\$70,000
Traffic safety ad campaign	\$1,200	\$150,000
Increased outreach event presence	\$600	\$80,000
Outreach campaigns with police/CHP	\$500	\$60,000
Air quality public education and outreach	\$500	\$60,000
Traffic calming program + enforcement, based on local and national survey data on traffic and speeding	\$400	\$50,000
Program to track walking and bicycling rates over time across jurisdictions	\$500	\$60,000
BikeMobile (ACTC) - mobile bicycle repair vehicle that regularly visits schools, recreation centers, and other applicable sites	\$2,600	\$330,000
Crossing Guard Program	\$17,700	\$3,850,000
	Cost per RTPC	Countywide Cost
Increased full-time staff (assumes 1.5 per RTPC)	\$110,000	\$440,000
SUBTOTAL ANNUAL COST (Education and Safety)		\$5,230,000
New Programs - Transportation		
	Cost per Student	Annual Countywide Cost
Transit Ticket Program (assumes participation by 10% of MS and HS students)	\$600	\$4,870,000
Yellow School Bus Program (assumes participation by 19% of all students)	\$1,400	\$43,665,400
SUBTOTAL ANNUAL COST (Transportation)		\$48,535,400
TOTAL ANNUAL COST (Existing+New Programs)		\$57,630,600

Notes:

- Existing program one-time cost assumed to serve entire county.
- One-time costs and infrastructure (indirect) costs annualized over 5 years.
- Indirect costs reduced by 50% to account for efficiencies gained through increased scale of programming.
- Direct costs applied to two thirds of county schools to account for program roll-out to fraction of schools in given year.
- General program costs attributed to one third of county schools.
- New programs cost per school rounded to the nearest \$100 and annual cost rounded to the nearest \$10k.
- New programs annual cost assumes half of the cost per school is direct and half indirect - indirect costs reduced by 50% and direct costs applied to two thirds of schools
- Transit Ticket Program annual cost assumes 10% of middle and high school students will participate in the program - rounds up 6% public bus mode share in 2011 CCTA survey.
- Yellow School Bus Program annual cost assumes 19% of all students will participate in the program - average of participation rates in Lamorinda and TRAFFIX programs.



Status Update and Summary of Activities TRANSPAC TAC Meeting: March 27, 2014

ELECTRIC VEHICLE CHARGING PROGRAM

1. Program Background

In the spring of 2009, 511 Contra Costa conducted an online poll to test the Contra Costa commuting public's interest in electric vehicles after seeing unveilings of EV charging stations in San Jose and San Francisco. Of the 232 respondents, 51 % indicated an interest in their next vehicle being an electric vehicle. 511 Contra Costa then put out a *countywide* call for projects to provide mini grants towards the purchase of electric vehicle charging stations. Since then, 511 Contra Costa's *Electric Vehicle Charging Program* has assisted local jurisdictions to coordinate, fund, and install electric vehicle charging stations for fleet/public use. According to the California Center for Sustainable Energy, 35% of all Plug-In Electric Vehicles purchased are from California residents, and this program supports local cities and residents by creating a network of electric vehicle charging stations along major Contra Costa County corridors. In addition to improving air quality through emissions reductions, these electric vehicle charging stations also help to promote economic development in the County. The following status update highlights the program's achievements over the past four years as well as ongoing work with City staff.

2. Program Highlights (June 2009-March 2014)

- a. Funded **28 electric vehicle charging stations** throughout Central and East County
- b. Funding provided by: Bay Area Air Quality Management District Transportation Fund for Clean Air, Measure J, and Measure C
- c. City/County sites include: **Brentwood, Concord, Martinez, Pittsburg, Pleasant Hill, Walnut Creek, and locations in unincorporated County**
- d. Total amount funded by 511 Contra Costa's *Electric Vehicle Charging Program*: **\$165,043.00**
- e. All 28 electric vehicle charging stations are hosted on the ChargePoint network
- f. Funding agreements include sharing usage data for performance measures, identification of future installation sites, and justification of funding by calculated emissions reductions

3. Marketing and Outreach

- a. **June 2009** – City of Walnut Creek Unveiling Ceremony
- b. **December 2009**- Pleasant Hill Unveiling Ceremony
- c. **April 2010**- City of Martinez Unveiling Ceremony
- d. **April 2011**- City of Pittsburg Unveiling Ceremony
- e. **2012 December Countywide EV Charging Forum hosted by 511CC**
 - i. Attended by 15 staff members from: local cities, BAAQMD and Caltrans staff
 - ii. Discussed current consumption rates and federal and state incentive programs while identifying ways in which 511 Contra Costa could aid continued efforts and address any issues/questions
 - iii. Brought in Bay Area Air Quality Management District Strategic Incentives staff to discuss the Air District's "Bay Area PEV Ready Program"
- f. Continued outreach on 511contracosta.org and City-specific newsletters

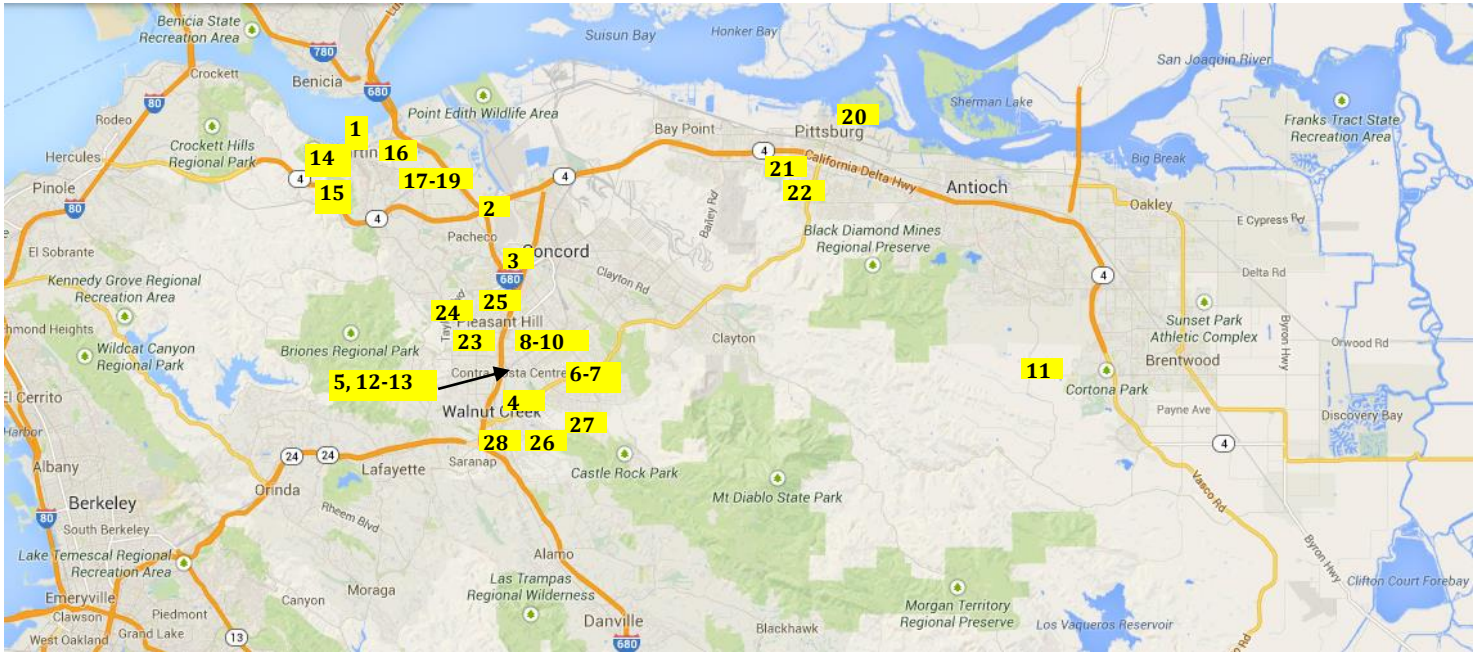
[See pages 2-4 for a map and complete inventory of 511CC sponsored electric vehicle charging stations]

The EV Charging Program is brought to you by 511 Contra Costa in cooperation with: Antioch • Brentwood • Clayton • Concord
Martinez • Oakley • Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County



Map of Electric Vehicle Charging Station Inventory (June 2009-March 2014)

ELECTRIC VEHICLE CHARGING PROGRAM



Sponsoring Agency:

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Contra Costa County- 2467 Waterbird Way, Martinez* 2. Contra Costa County- 651 Pine St., Martinez* 3. Contra Costa County- 2366 Stanwell Cir., Concord* 4. Contra Costa Centre- 2805 Jones Rd., Walnut Creek 5. Contra Costa Centre- 1400 Treat Blvd., Walnut Creek 6. Contra Costa Centre- 1601 Ygnacio Valley Blvd., Walnut Creek 7. Contra Costa Centre- 1601 Ygnacio Valley Blvd., Walnut Creek 8. Contra Costa Centre- 3003 Oak Rd., Walnut Creek 9. Contra Costa Centre- 2999 Oak Rd., Walnut Creek 10. Contra Costa Centre- 2999 Oak Rd., Walnut Creek 11. Contra Costa Centre- 2400 Balfour Rd., Brentwood 12. Contra Costa Centre- 1450 Treat Blvd., Walnut Creek 13. Contra Costa Centre- 1450 Treat Blvd., Walnut Creek 14. City of Martinez- 680 Court St., Martinez | <ol style="list-style-type: none"> 15. City of Martinez- 525 Henrietta St., Martinez 16. City of Martinez- 407 Estudillo St., Martinez 17. City of Martinez- Pacheco PNR Lot, Martinez 18. City of Martinez- Pacheco PNR Lot, Martinez 19. City of Martinez- Pacheco PNR Lot, Martinez 20. City of Pittsburg- 515 Railroad Ave., Pittsburg 21. City of Pittsburg- 65 Civic Dr., Pittsburg 22. City of Pittsburg- 65 Civic Dr., Pittsburg 23. City of Pleasant Hill- 100 Gregory Ln., Pleasant Hill 24. City of Pleasant Hill- 160 Crescent Dr., Pleasant Hill 25. City of Pleasant Hill- 310 Civic Dr., Pleasant Hill* 26. City of Walnut Creek- 1350 Locus St., Walnut Creek 27. City of Walnut Creek- 1390 N Broadway, Walnut Creek 28. City of Walnut Creek- 1625 Locust St., Walnut Creek |
|--|---|

- Fleet vehicle electric charging stations

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Electric Vehicle Charging Station Inventory (June 2009-March 2014)

ELECTRIC VEHICLE CHARGING PROGRAM

Station Manager	Location City	Station Location	Type	# of Connectors	Public Use/ Staff Only	Date Installed	511CC Costs	
Contra Costa County	Martinez	2467 Waterbird Way- CCCounty Repair Facility	Pole Mount	1	Staff Only	February 2012	I*: \$10,000.00	
	Martinez	651 Pine Street- CCCounty Fleet Yard	Pole Mount	1	Staff Only			
	Concord	2366 Stanwell Circle- CCCounty Transit Yard	Pole Mount	1	Staff Only			
Contra Costa County- Contra Costa Centre	Walnut Creek	2805 Jones Road- CCC Parking Lot	Bollard	1	Public Use	December 2011	E: \$20,000.00	
	Walnut Creek	1400 Treat Boulevard- John Muir Parking Lot	Bollard	1	Public Use			
	Walnut Creek	1601 Ygnacio Valley Boulevard- John Muir Hospital Parking Garage	Pole Mount	1	Public Use			
	Walnut Creek	1601 Ygnacio Valley Boulevard- John Muir Hospital Parking Garage	Pole Mount	1	Public Use			
	Walnut Creek	3003 Oak Road- CCC Parking Lot (PMI Plaza)	Bollard	1	Public Use			
	Walnut Creek	2999 Oak Road- CCC Parking Lot	Bollard	1	Public Use			
		Walnut Creek	2999 Oak Road- CCC Parking Lot	Bollard	2	Public Use	October 2013	E: \$38,756.00
		Brentwood	2400 Balfour Road- John Muir Hospital Parking Lot	Bollard	2	Public Use		
		Walnut Creek	1450 Treat Boulevard- John Muir Office Parking Lot	Bollard	2	Public Use		
	City of Martinez	Martinez	680 Court Street- Downtown Parking Area	Bollard	1	Public Use	March 2012	I*: \$7,302.00 E: \$13,567.00 T*: \$20,869.00
Martinez		525 Henrietta Street- City Hall Parking Lot	Bollard	1	Public Use			
Martinez		407 Estudillo Street- Amtrak Parking Lot	Bollard	1	Public Use			
Martinez		Pacheco Park and Ride Lot	Bollard	2	Public Use	January 2014	E: \$20,600.00	
Martinez		Pacheco Park and Ride Lot	Bollard	2	Public Use			
Martinez		Pacheco Park and Ride Lot	Bollard	2	Public Use			

***Key:** E = Equipment
I = Installation
T = Total

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Martinez • Oakley • Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County



Electric Vehicle Charging Station Inventory- Continued (June 2009-March 2014)

ELECTRIC VEHICLE CHARGING PROGRAM

Station Manager	Location City	Station Location	Type	# of Connectors	Public Use/ Staff Only	Date Installed	511CC Costs
City of Pittsburg	Pittsburg	515 Railroad Avenue- Public Parking Lot	Bollard	1	Public Use	May 2010	E*: \$14,220.00
	Pittsburg	65 Civic Drive- City Hall Parking Lot	Bollard	1	Public Use		
	Pittsburg	65 Civic Drive- City Hall Parking Lot	Bollard	1	Public Use		
City of Pleasant Hill	Pleasant Hill	100 Gregory Lane- City Hall Parking Lot	Bollard	1	Public Use	December 2009	I*: \$12,831.00 E: \$15,509.00 T*: \$29,340.00
	Pleasant Hill	160 Crescent Drive- Public Parking Garage	Pole Mount	1	Public Use		
	Pleasant Hill	310 Civic Drive- City Corp Yard	Bollard	1	Staff Only		
City of Walnut Creek	Walnut Creek	1350 Locust Street- Public Parking Garage	Pole Mount	1	Public Use	June 2009	E: \$11,258.00
	Walnut Creek	1390 North Broadway- Broadway Plaza Parking Garage	Pole Mount	1	Public Use		
	Walnut Creek	1625 Locust Street- Public Parking Garage	Bollard	1	Public Use		

*Key: E = Equipment
I = Installation
T = Total

4. Pending Installations

Staff is currently assisting the City of Concord and the City of Antioch to identify ideal locations and other details for electric vehicle charging station installations in those cities. In addition, staff is working with cities that are not yet ready to invest in electric charging stations, but may be interested in future funding opportunities. Letters of support from these City Councils are being sought in order for city staff to be able to act swiftly as future grants become available.

5. Charging Station Fees

As the consumer demand for charging stations has increased, cities are now considering charging a fee per session to offset electricity charges that to-date have been subsidized by the local jurisdictions. Staff is currently assisting cities in determining appropriate revenue generation by identifying average annual usage and maintenance costs.

6. Future Funding

Future 511 Contra Costa mini grant allocations will be limited to \$2,000 per charging unit, due to restrictions currently in effect by the Bay Area Air Quality Management District for electric vehicle charging station funding. As charging station usage increases and more data is available to support more emissions reductions by electric vehicles, this funding limit may change over time.

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Martinez • Oakley • Pittsburg • Pleasant Hill • Walnut Creek • unincorporated areas of Central and East Contra Costa County



EXECUTIVE DIRECTOR'S REPORT
March 19, 2014

Cal Poly Student ITE Leadership Conference: February 15, 2014

I was invited by Cal Poly Institute of Transportation Engineers Student Chapter President Kaylinn Roseman to be the dinner speaker at the 1st Cal Poly ITE Leadership Conference. There were students from 11 Universities located in three states. I gave them a brief overview of CCTA, effective leadership from my perspective, future ways to move people and goods, and finally opportunities for them in the future.

Express Lanes Steering Committee: February 18, 2014

Ross Chittenden attended the monthly Express Lane Steering Committee meeting.

Google Autonomous Vehicle Meeting: February 19, 2014

Linsey Willis and I met with Anthony Levandowski of Google to discuss future collaboration efforts. Google is looking for an urban street to test its autonomous vehicle. We expressed interest in locating that street in Contra Costa. We got to take a test ride in Google's urban test vehicle, which drove through the City without any issues.

UC Irvine Civil & Environmental Engineering Affiliates Innovation Workshop: February 21, 2014

I was invited to speak to a mixture of students, professors and private sector at UC Irvine's CEE Affiliates workshop. My topic was New Ways to move People and Goods. Professor Stephen Ritchie and Doctoral Candidate Sarah Hernandez's topic was "Meeting California's Freight Mobility Needs – Recent Research Initiatives at UC Irvine." Professor and Chair, Department of Civil & Environmental Engineering Dr. Brett Sanders kicked-off the meeting. A few of the students that attended this workshop were also at the Cal Poly ITE Event.

California Alliance for Jobs Meeting: February 24, 2014

Ross Chittenden, Linsey Willis and I met with Andrew Fields from the California Alliance for Jobs. He wanted to discuss how our projects and programs are progressing and was interested in our comprehensive transportation plan for Contra Costa. We talked about our approved legislative platform.

Richmond San Rafael Bridge Meeting: February 24, 2014

We held a briefing at MTC for CCTA Commissioner Tom Butt and Bruce Beyaert, Trails for Richmond Action Committee (TRAC) on the progress of the staff from Transportation Authority of Marin, MTC and CCTA to build a bike path on the Contra Costa side of the Richmond San Rafael Bridge. We discussed the next steps on the multi-faceted project. We plan to include the design firms hired by TAM and the City of Richmond at our next meeting.

Green Streets Meeting: February 25, 2014

I attended the Green Streets meeting with representatives from selected Bay Area counties, cities, and the San Francisco Bay Regional Water Quality Control Board. We are working to develop a strategy for the next update of the Municipal Regional Stormwater Permit. This was the second meeting.

Tri-Link Meeting: February 25, 2014

Martin Engelmann, Steve Morton (Parsons), Bill Hurrell (Wilbur Smith Associates) and I met with Art Dao, Tess Lengyel, Stewart Ng and Saravana Suthanthira in preparation of the upcoming Policy Advisory Committee meeting.

SHRP 2 Composite Pavement Implementation Workshop: February 27-28, 2014

I was invited by the American Association of State Highway and Transportation Officials to participate in a workshop focused on developing strategies to deploy the research products for Composite Pavements. Composite pavements are defined as either a portland cement concrete lower layer with an asphalt concrete top layer, or a portland cement concrete lower layer with a portland cement concrete top layer. These two-layer pavements allow designers to use lower quality materials in the lower layers that perform well in that area (i.e. recycled asphalt pavement or RAP) and higher quality materials in the thinner upper layer (i.e. aggregates that resist polishing for better skid resistance). The pavement can be designed for better durability with a potential cost savings.

CSDA Board Secretary/Clerk Conference: February 27-28, 2014

Danice Rosenbohm attended the CSDA Board Secretary/Clerk Conference in Napa. Highlights of this year's conference were sessions on the Ralph M. Brown Act, Public Records Act compliance, and the use of plain language and clear communication in agency documents.

Presentation of TriLink to BIA: February 28, 2014

Martin Engelmann attended the regular Building Industry Association (BIA) meeting in San Ramon to present the Draft TriLink Feasibility Study (available at www.Trilink239.org).

TriLink Meeting: March 3, 2014

Martin Engelmann and I met with Supervisor Mary Piepho and Tomi Riley, Chief of Staff, for an update on our progress. They were interested in the upcoming TriLink Policy Advisory Committee (PAC) Meeting. A PAC meeting to approve the TriLink Feasibility Study was originally scheduled for December 2013, but it was postponed until March or April 2014 as we continue to discuss issues raised by Alameda County regarding proposed project alignment alternatives.

PFM Market Update and Bond Capacity Analysis Meeting: March 3, 2014

Randy Carlton and I met with Peter Shellenberger, Carlos Oblites and Daniel Ajise of PFM, our financial and investment advisors. They provided us with a market update and a fresh look at our future bond capacity. Based on our current revenue projections which have improved since the recession, our total capacity to issue more bonds has also improved from \$594.7 to \$627.9 million in comparison to our earlier estimates in the 2013 Strategic Plan. These estimates are subject to change as we get closer to the timeframe of when our next series of bonds are issued.

Port of Oakland Tour: March 4, 2014

Jack Hall, Brian Kelleher and Susan Miller toured the Port of Oakland.

SR4/SR160 Connector Ramps Project Partnering Meeting: March 11, 2014

Ross Chittenden, Ivan Ramirez and I attended the first partnering session to kick off the SR4/SR160 connector ramps project. The attendees included key staff from RGW Construction Company, City of Antioch, Caltrans and AECOM, our consultants. Board Chair Kevin Romick stopped by to greet and participate in the discussions. We identified issues, formulated an issue resolution ladder, set the criteria for monitoring progress and made a commitment to work together to deliver an award winning project together.

Canada Day in the Capitol Reception: March 11, 2014

I was invited to the Canada Day in the Capitol Reception by Nadia Scipio del Campo. She was the Consulate General of Canada in San Francisco. She was recently moved to represent Los Angeles. Sue Garbowitz was on hand to greet the invitees.

Blackhawk Museum Guild Presentation: March 12, 2014

I delivered a speech titled "New Ways to Move People and Goods" to the Blackhawk Museum Guild. The event was well attended. Jack Hall attended the event too.

VW Electronics Research Lab: March 12, 2014

Jack Hall and I met with VW officials to talk about a potential autonomous vehicle test bed in Contra Costa.

Out of State Travel Costs – Prior Reporting Period

As reported in January, Ross Chittenden and I attended the 93rd annual TRB meeting in Washington DC. Total expenses for this trip were \$3,942.11

As reported in February, Randy Carlton attended the GFOA winter meeting in Washington DC. Total expenses for this trip were \$1,900.96

As reported in February, I attended the ITS America meeting in Arizona. Total expenses for this trip were \$883.05.



COMMISSIONERS

Kevin Romick,
Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

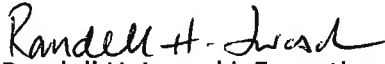
Robert Taylor

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
John Nemeth, WCCTAC
Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: March 26, 2014

Re: Items approved by the Authority on March 19, 2014, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its March 19, 2014 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Release of Draft Countywide SR2S Needs Assessment.** Working closely with the Safe Routes to School (SR2S) Oversight Committee, the consultant team led by Fehr & Peers has developed a preliminary draft needs assessment for SR2S projects and programs. *Following the March 6th Planning Committee meeting, staff circulated the Draft Needs Assessment to the Regional Transportation Planning Committees and other interested parties for review and comment.*
- 2. Update on the 2014 CTP Public Outreach Effort.** EMC Research presented the results of a new poll conducted in early March regarding transportation projects and programs in Contra Costa. *Based upon the results of this second poll, the Authority directed staff to initiate a dialogue with the RTPCs and various stakeholders regarding project and program priorities, and potential funding options. (The EMC Research PowerPoint presentations on the results of both surveys are attached.)*
- 3. Comments on SB 743 Implementation.** Senate Bill (SB) 743 (Steinberg, 2013) was signed by Governor Brown in September 2013. It made several changes to the

California Environmental Quality Act (CEQA) for projects located in transit-oriented development (TOD), and directed the Office of Planning and Research (OPR) to eliminate the use of Level of Service (LOS) or other delay-based methodologies for evaluating TODs, and develop an alternative method of analysis. Recent materials issued by OPR indicate that OPR staff intends to entirely eliminate the use of LOS as a Threshold of Significance in CEQA, both within and outside of TODs. *The Authority approved a letter to OPR conveying the Authority's preference to retain LOS and delay-based performance measures for use in CEQA outside of TODs. (Attachment)*



Contra Costa Transportation Authority

EMC MARKET & OPINION RESEARCH SERVICES

CONTRA COSTA transportation authority

**Contra Costa County Voter Research
2014 Survey 2
CCTA Board – March 19, 2014**

Region Subgroups



EMC 14-5170 CCTA Research | 2

Methodology

- ▶ Telephone survey of registered voters in Contra Costa County
- ▶ Interviewing conducted March 3-10, 2014
- ▶ 606 total interviews countywide; Margin of Error = ± 3.98 points

Region	Number of Interviews (Unweighted n)	Margin of Error (+/-)	Unweighted %	Weighted %
West	114 n	9.2 pts	19%	17%
Central	174	7.4	29	33
San Ramon Valley	97	10.0	16	16
Lamorinda	79	11.0	13	10
East	142	8.2	23	25

- ▶ Weighted to reflect overall countywide likely November 2016 voter population using key demographics
- ▶ Interviewing started trained, professional interviewers
- ▶ Where applicable, results compared with survey conducted January 21st – February 5th, 2014 (n=814; MoE: ± 5.6 % points)

Please note that due to rounding, some percentages may not add up to exactly 100%.

EMC 14-5170 CCTA Research | 3



Summary

Key Findings

1. The results of the March survey match the January survey
 - About 2/3rds of Contra Costa voters are willing to augment the current transportation measure
 - In both surveys, 68% say they would vote yes on a county transportation measure
2. Voters are more supportive of a measure that continues the work of the current measure than they are of one that appears to be new
3. The survey shows a vote ceiling near 70% and a floor near 60%
 - Information about possible projects and programs does little to improve support from the initial vote
 - Information that is critical of the measure drops support below the two-thirds level
4. Lower propensity voters are most supportive of a transportation measure
 - Modeling for 2014 shows a net decrease of four (4) points as compared to 2016

EMC 14-5170 CCTA Research | 5

Sales Tax Increase & Extension (Sample A)

Over two-thirds of voters support an increase and extension of the existing County sales tax.

The following measure may be on a future ballot in Contra Costa County:

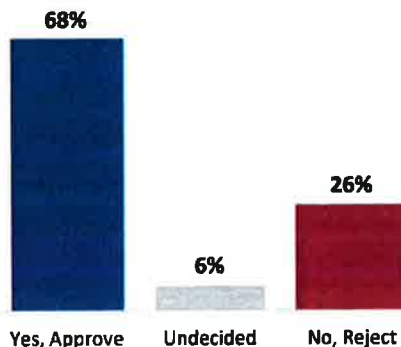
Shall voters authorize implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART in Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval increases by half a cent and extends the existing County sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.

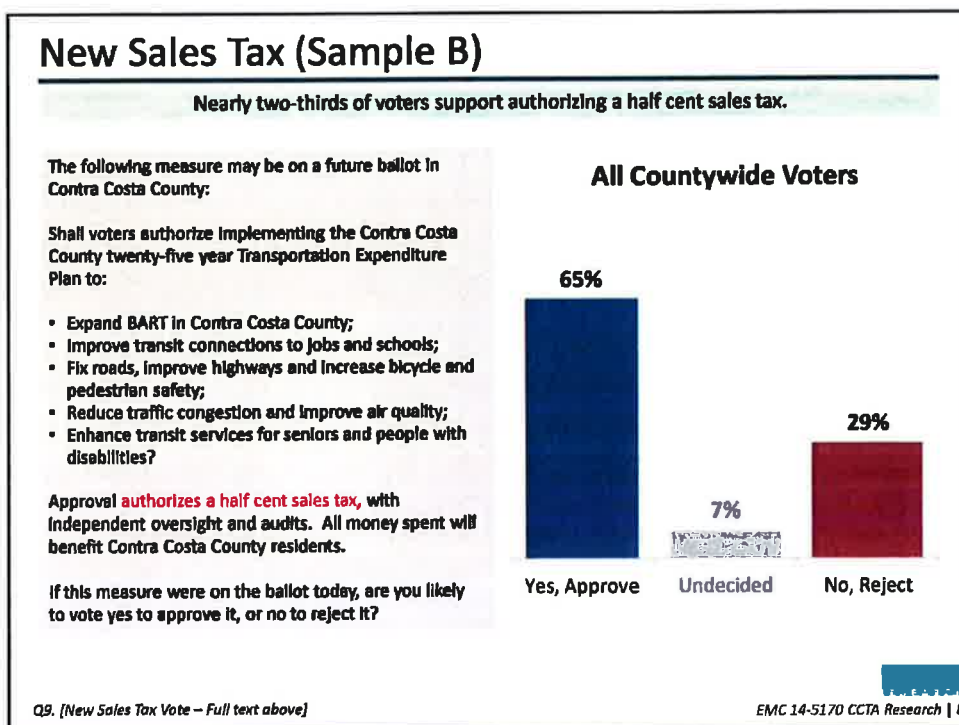
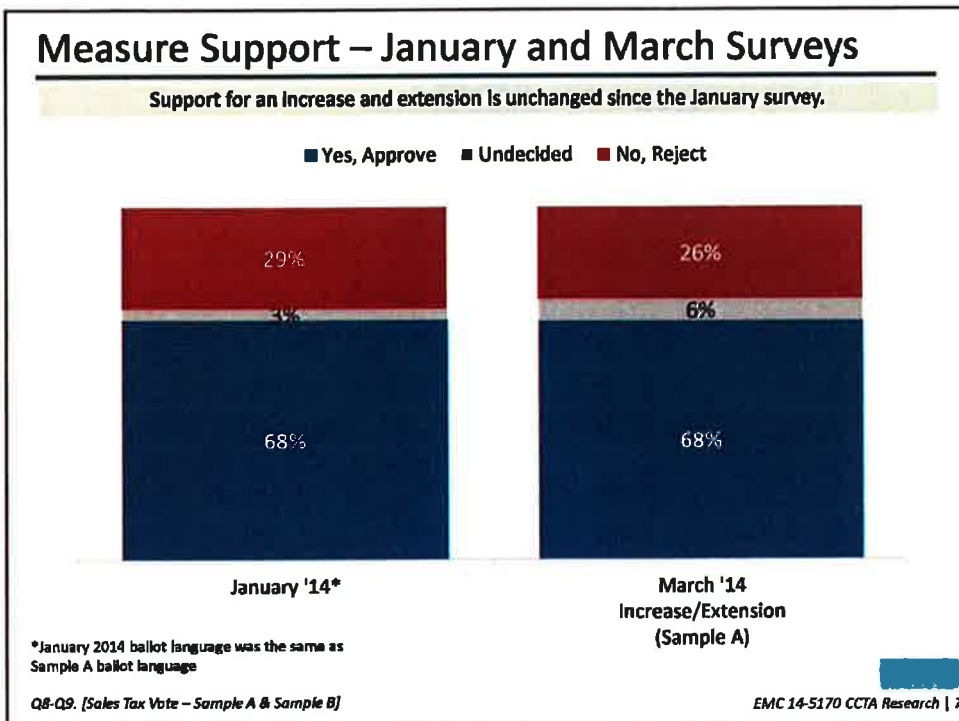
If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

All Countywide Voters



Q8. [Sales Tax Increase/Extension Vote – Full text above]

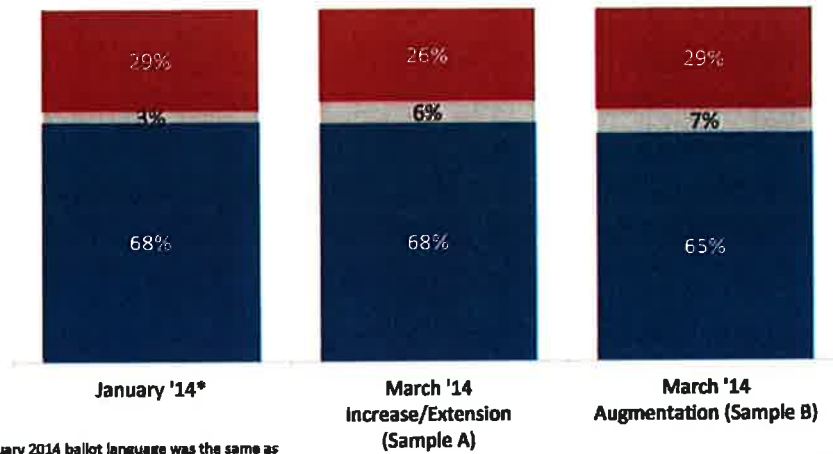
EMC 14-5170 CCTA Research | 6



Measure Support – Overall

There is higher support for a measure that indicates a sales tax already exists.

■ Yes, Approve ■ Undecided ■ No, Reject



*January 2014 ballot language was the same as Sample A ballot language

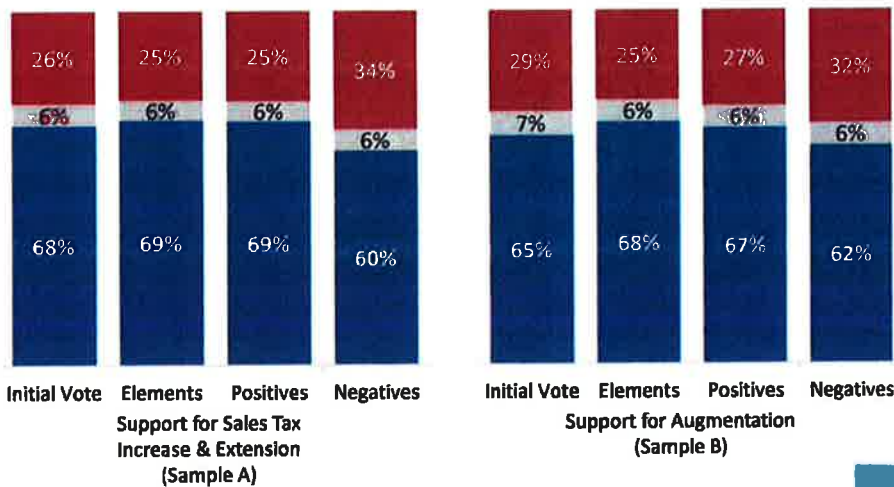
Q8-Q9. [Sales Tax Vote – Sample A & Sample B]

EMC 14-5170 CCTA Research | 9

Local Funding Support – Vote After All Information

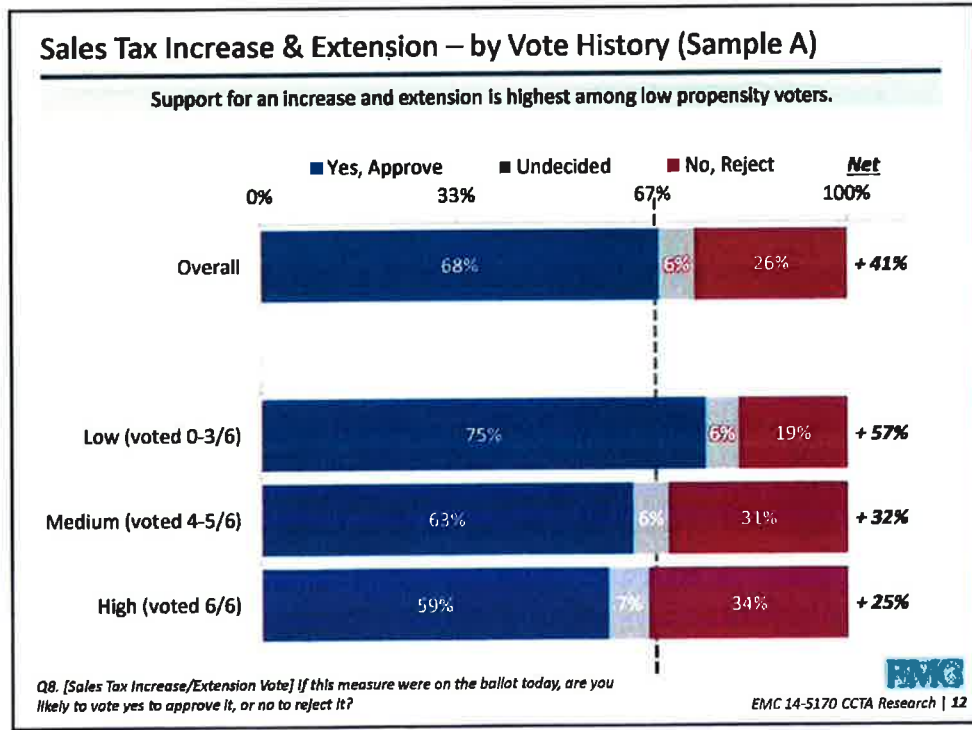
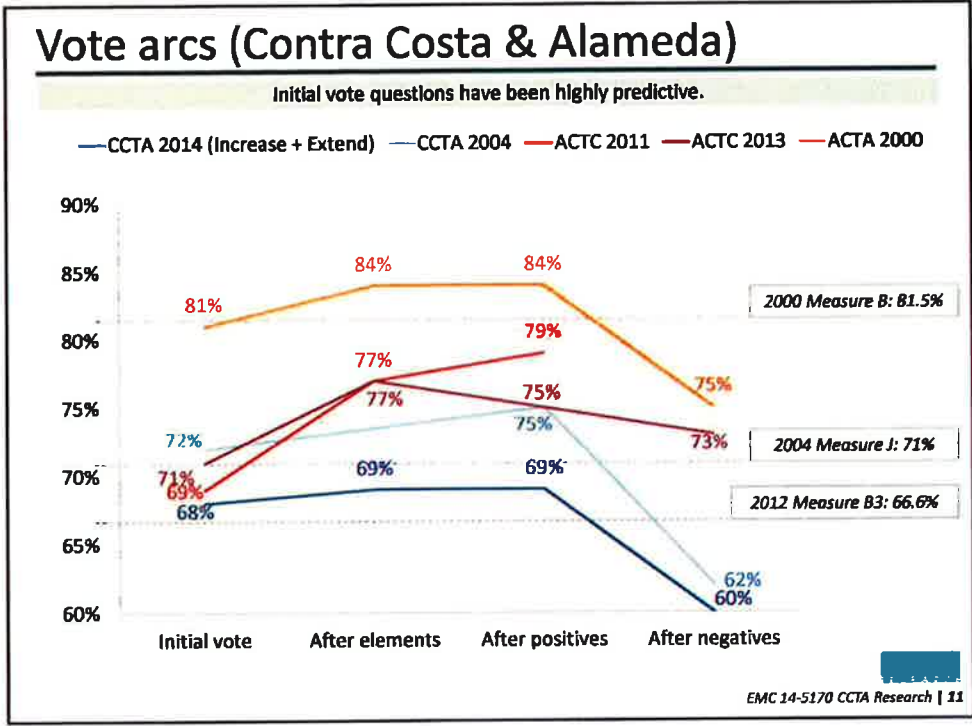
Information that is critical of the measure drops support below 2/3rds.

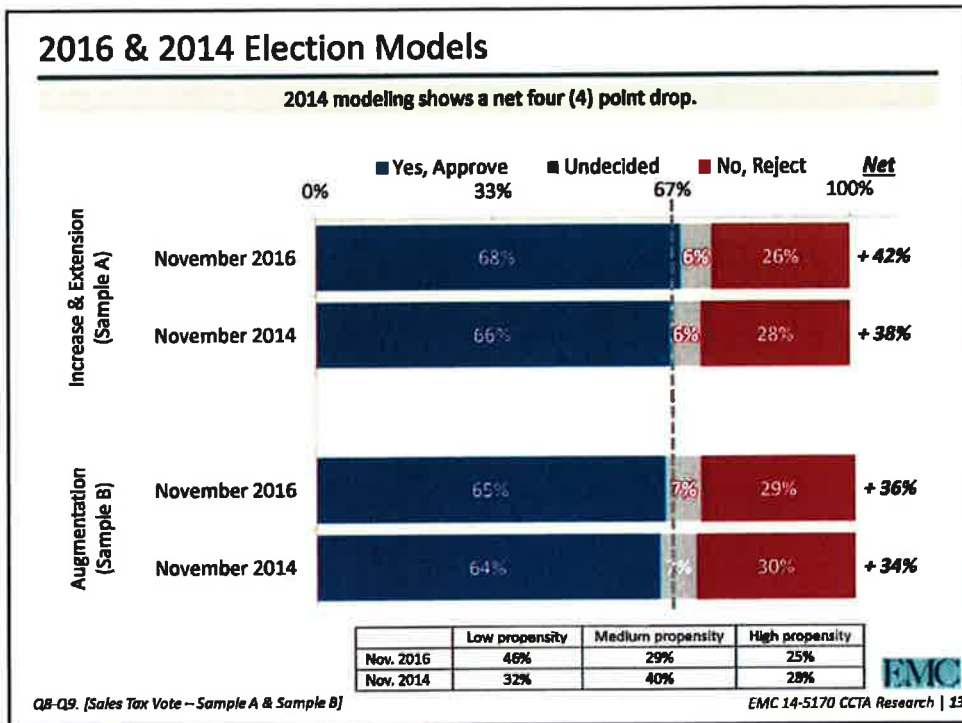
■ Yes, Approve ■ Undecided ■ No, Reject



Q64. [Sales Tax Vote – After All Information]

EMC 14-5170 CCTA Research | 10







Full Report

Demographics by Region

	Overall	West	Central	San Ramon Valley	Lamorinda	East
Dem	50%	64%	51%	37%	47%	48%
Rep	26%	11%	27%	43%	27%	23%
DTS/Oth	24%	25%	21%	20%	25%	29%
Male	45%	43%	44%	47%	47%	44%
Female	55%	57%	56%	53%	53%	56%
18-49	38%	37%	34%	45%	31%	44%
50-64	34%	34%	34%	31%	38%	36%
65+	27%	30%	32%	24%	31%	20%
Voted 6/6 (perfect voter)	25%	30%	25%	26%	34%	18%
Voted 4-5 / 6	29%	27%	32%	32%	27%	28%
Voted 0-3 / 6	46%	43%	43%	43%	39%	54%

EMC 14-5170 CCTA Research | 15



Revenue Measure

Sales Tax Increase & Extension (Sample A)

Over two-thirds of voters support an increase and extension of the existing County sales tax.

The following measure may be on a future ballot in Contra Costa County:

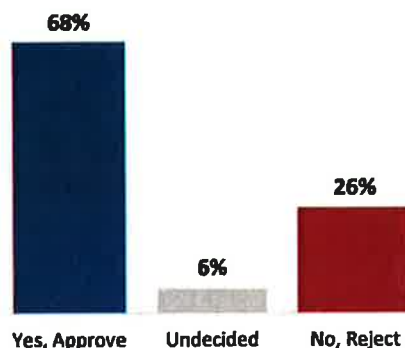
Shall voters authorize implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART in Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval **increases by half a cent and extends the existing County sales tax**, with independent oversight and audits. All money spent will benefit Contra Costa County residents.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

All Countywide Voters



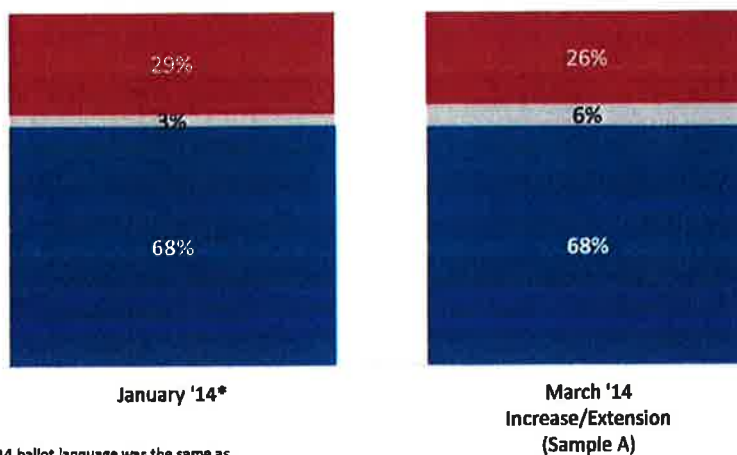
Q8. [Sales Tax Increase/Extension Vote – Full text above]

EMC 14-5170 CCTA Research | 17

Measure Support – January and March Surveys

Support for an increase and extension is unchanged since the January survey.

■ Yes, Approve ■ Undecided ■ No, Reject



*January 2014 ballot language was the same as Sample A ballot language

Q8-Q9. [Sales Tax Vote – Sample A & Sample B]

EMC 14-5170 CCTA Research | 18

New Sales Tax (Sample B)

Nearly two-thirds of voters support authorizing a half cent sales tax.

The following measure may be on a future ballot in Contra Costa County:

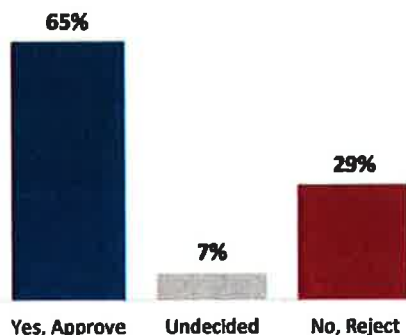
Shall voters authorize implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART in Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval authorizes a half cent sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

All Countywide Voters



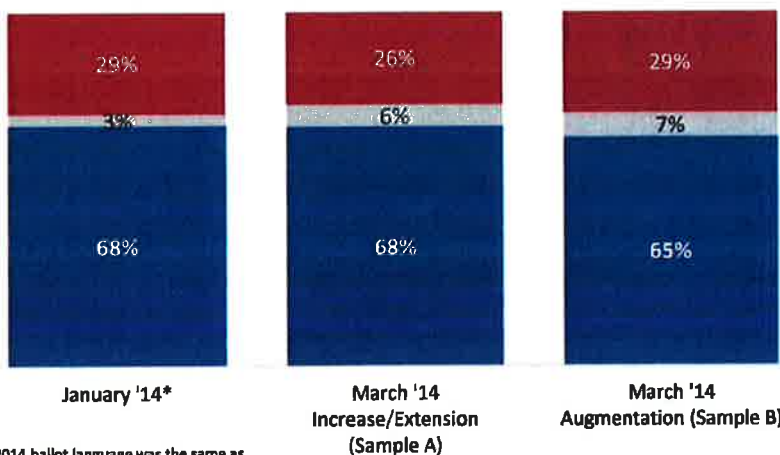
Q8. [New Sales Tax Vote – Full text above]

EMC 14-5170 CCTA Research | 19

Measure Support – Overall

There is higher support for a measure that indicates a sales tax already exists.

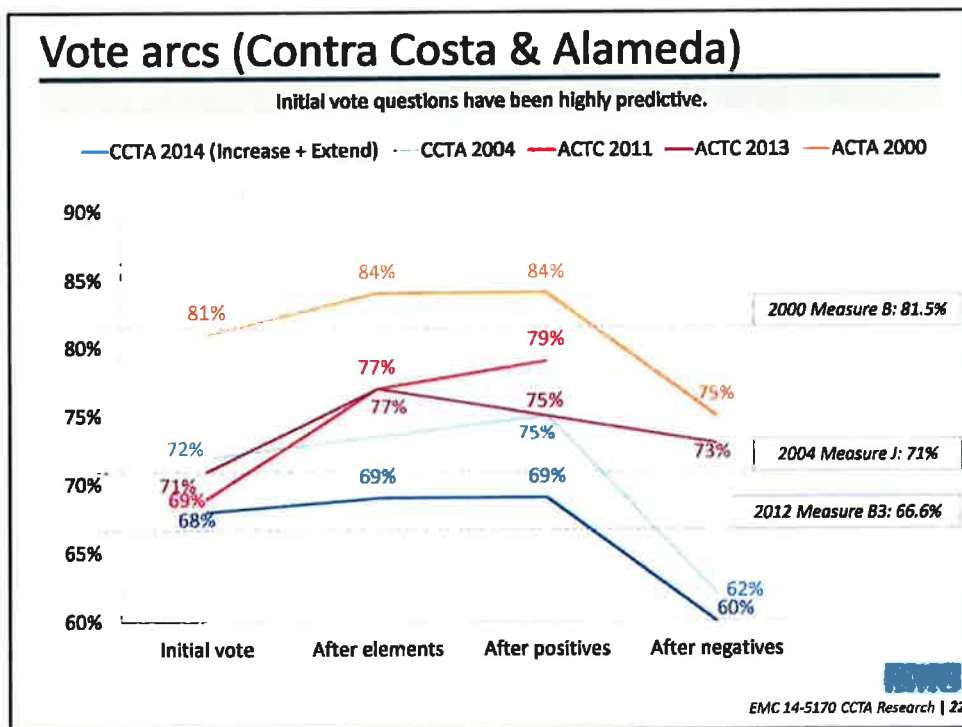
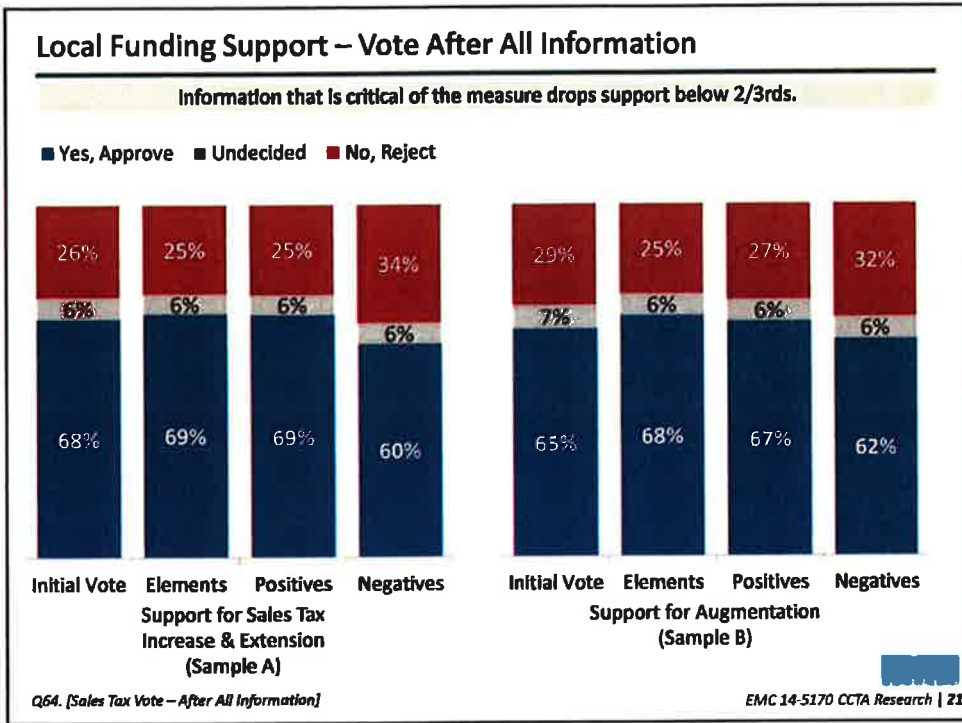
■ Yes, Approve ■ Undecided ■ No, Reject



*January 2014 ballot language was the same as Sample A ballot language

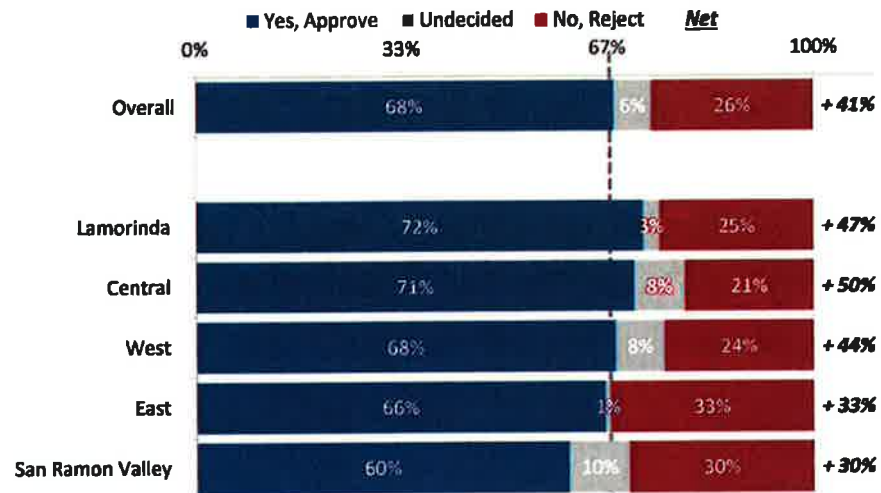
Q8-Q9. [Sales Tax Vote – Sample A & Sample B]

EMC 14-5170 CCTA Research | 20



Sales Tax Increase & Extension – by Region (Sample A)

Support for an increase and extension is highest in Central and Lamorinda.

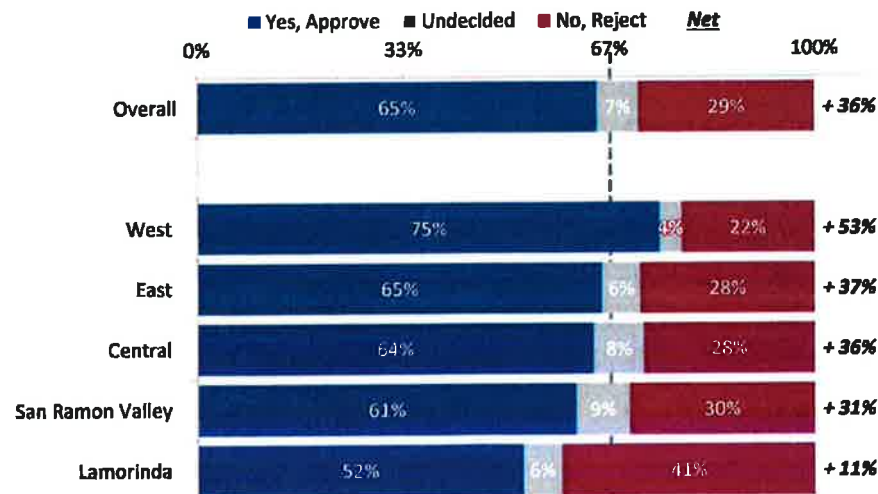


Q8. [Sales Tax Increase/Extension Vote] If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

EMC 14-5170 CCTA Research | 23

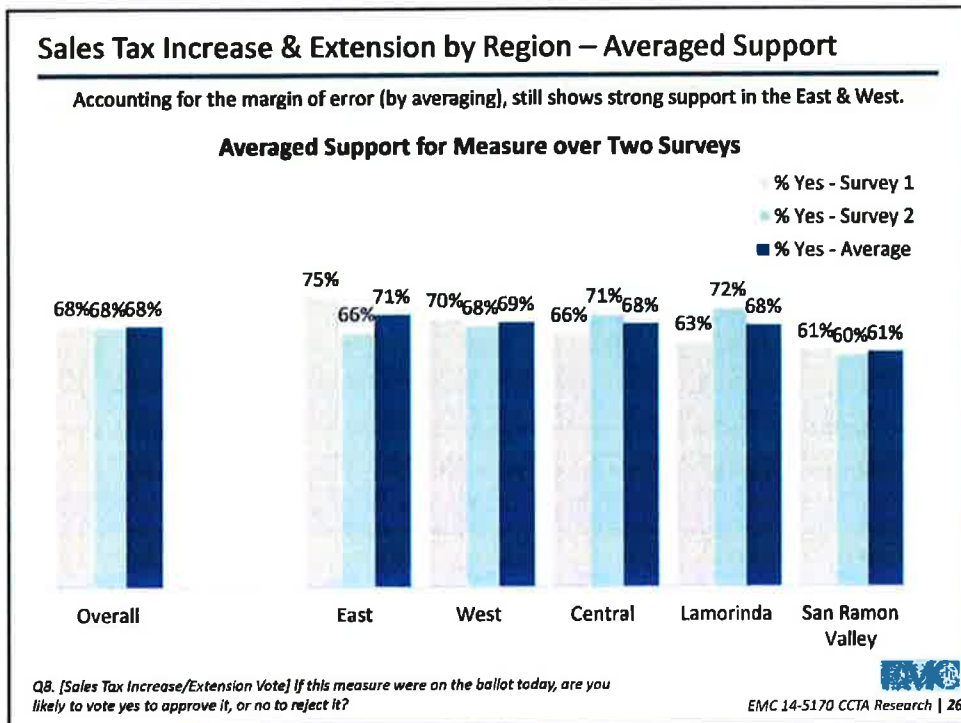
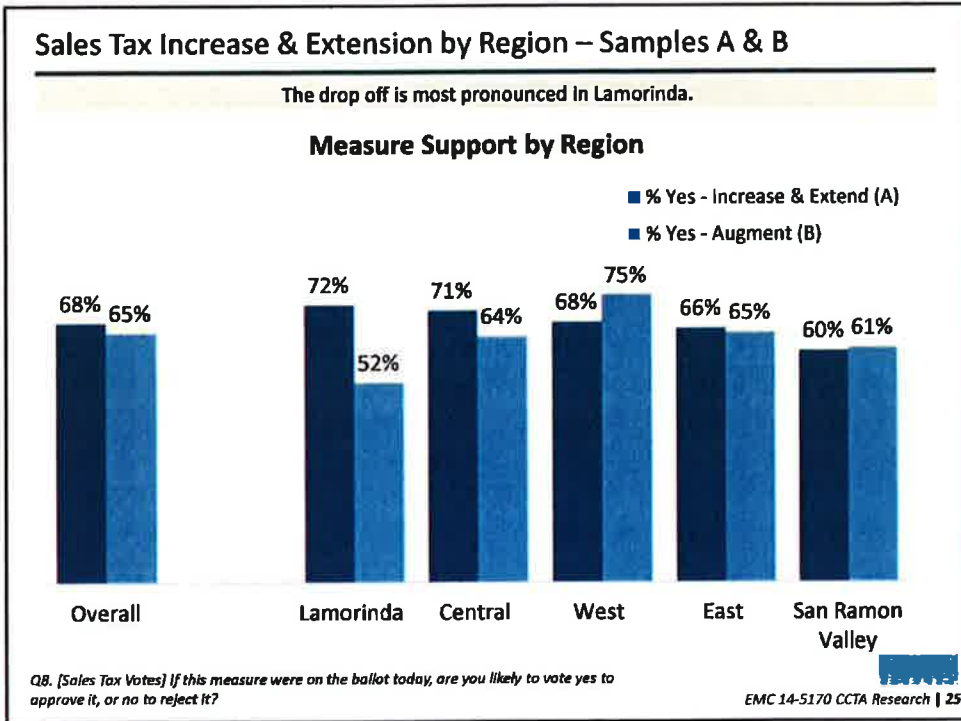
Augmentation – by Region (Sample B)

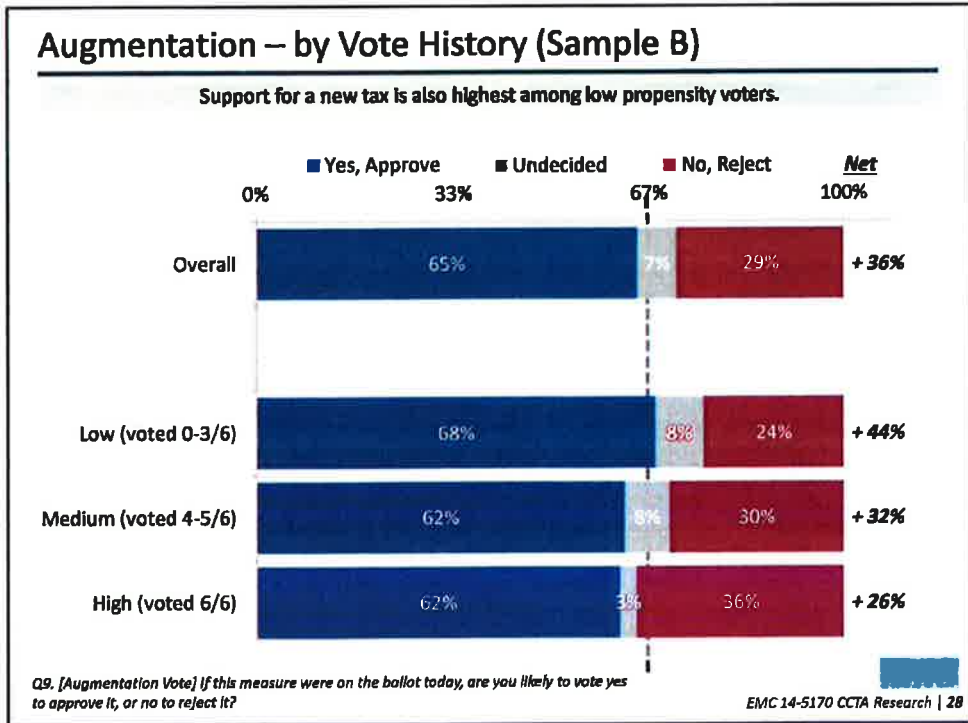
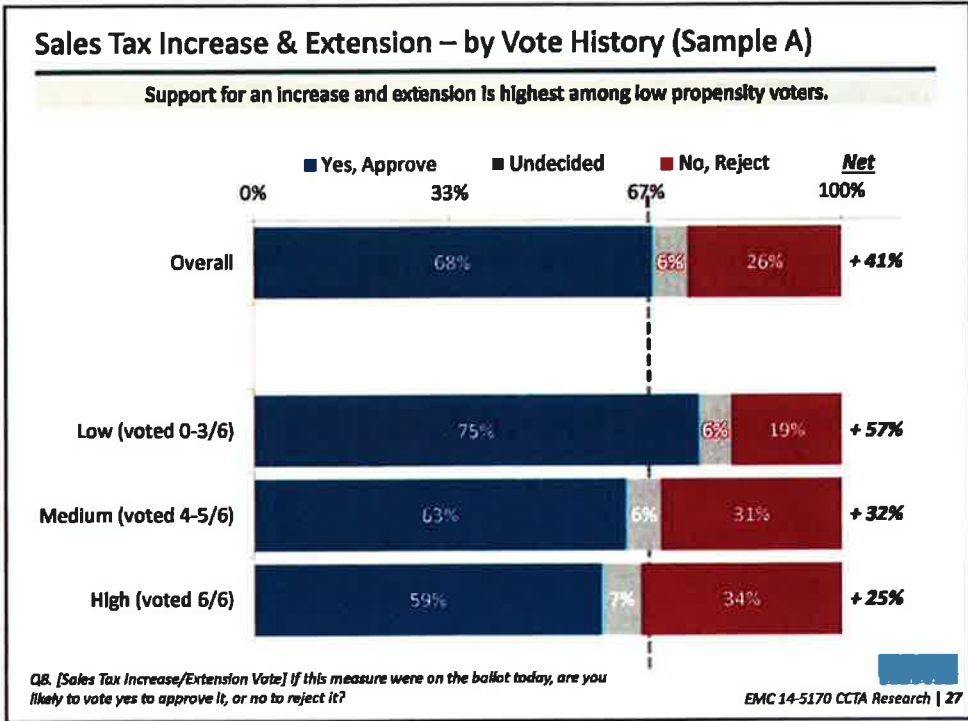
Support for augmentation is highest in the West.

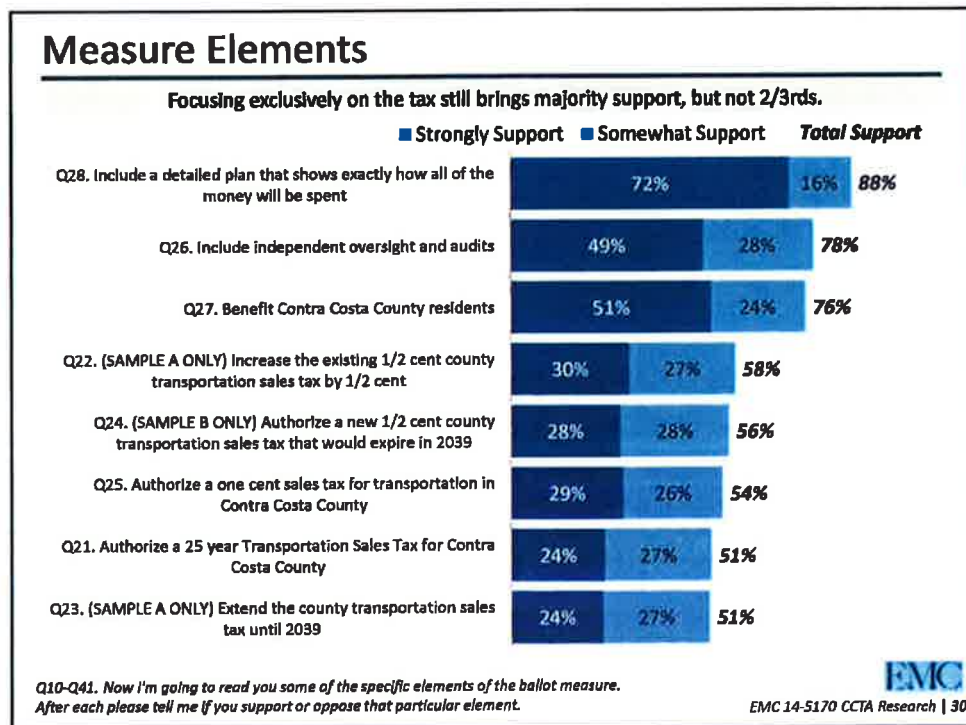
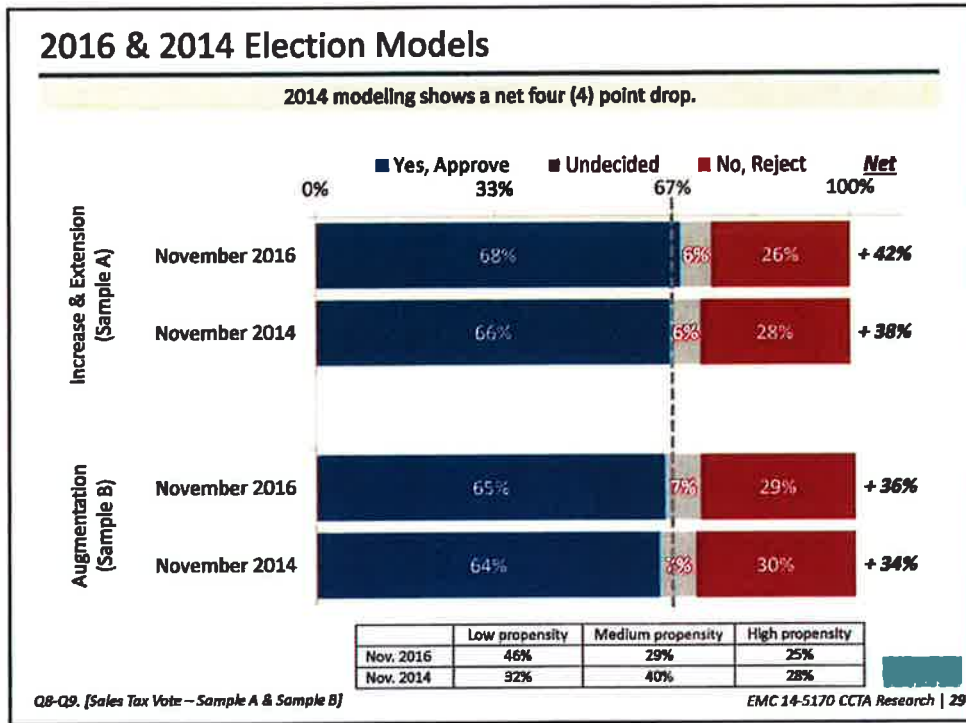



Q9. [Augmentation Vote] If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

EMC 14-5170 CCTA Research | 24

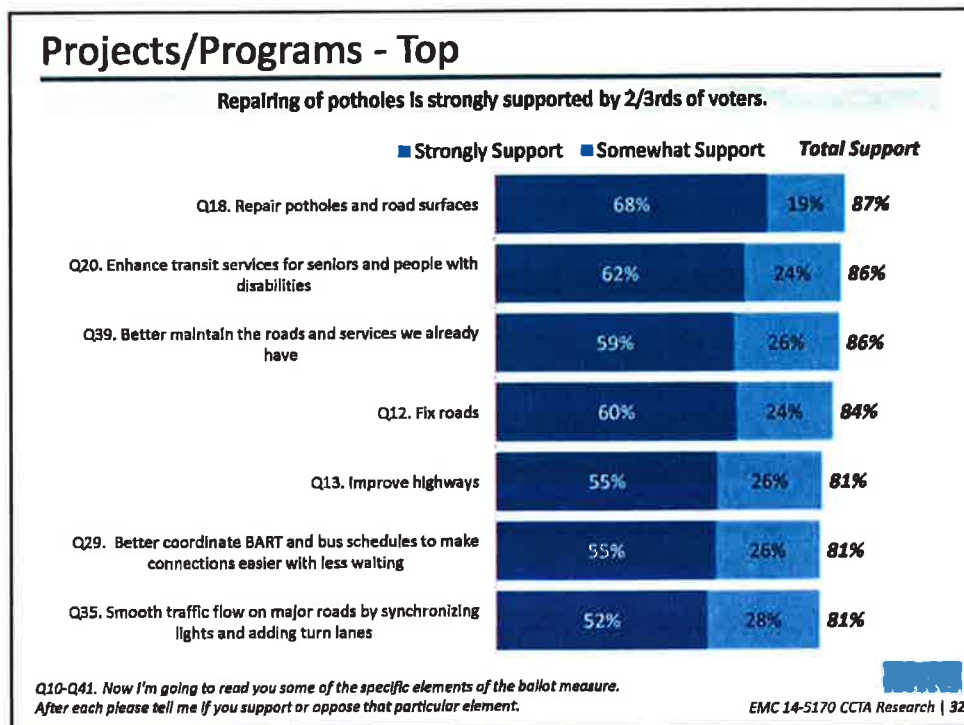


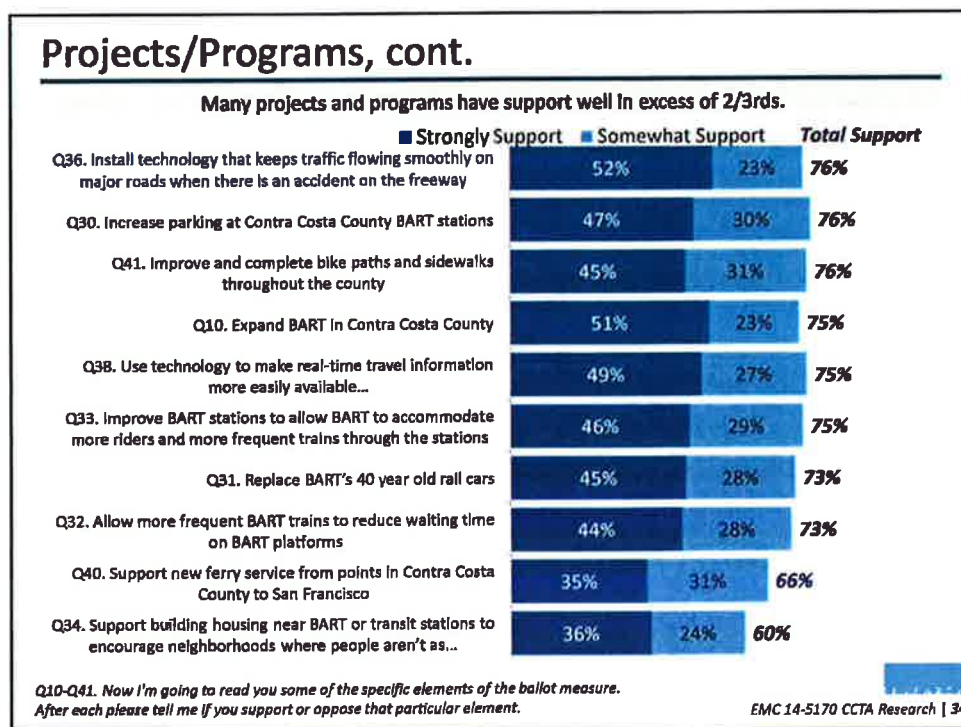
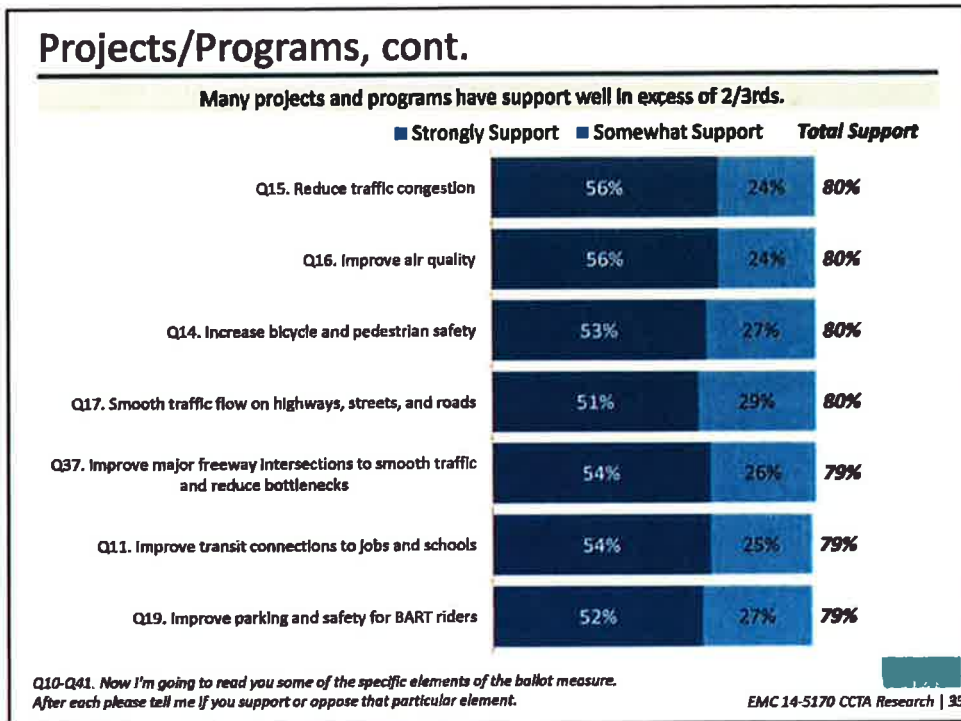


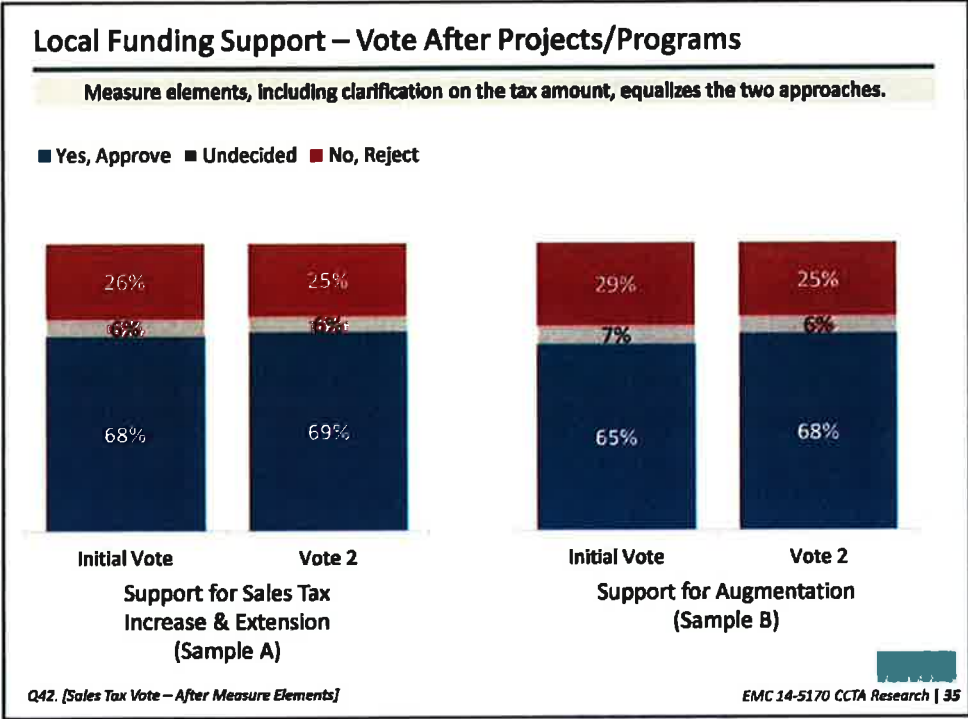





Projects and Programs





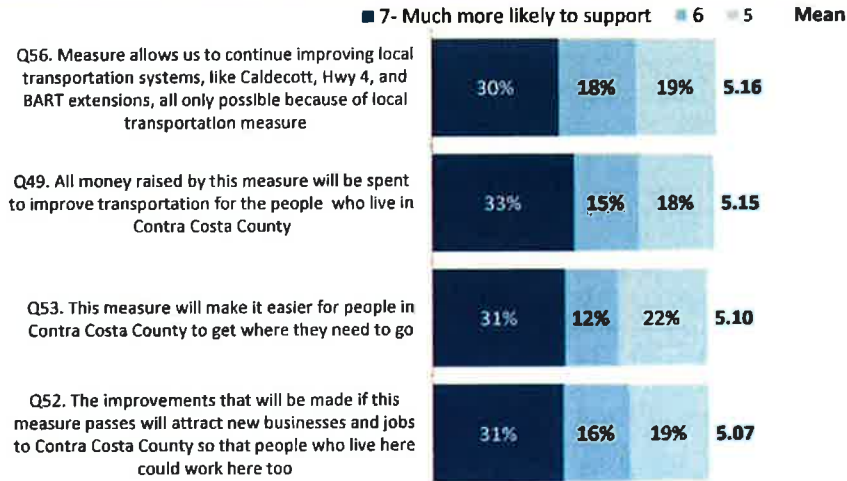




Impact of Information

Measure Information - Top

No argument moves more than 2/3rds of voters to yes.



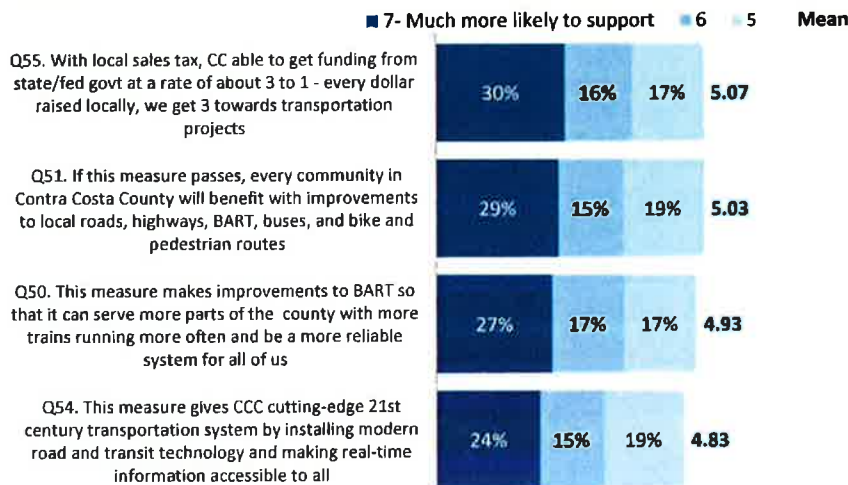
Q49-Q56. Now I'm going to read you some things people might say about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to support this measure, on a scale from 1 to 7, where 1 means much less likely to support it and 7 means much more likely to support it.



EMC 14-5170 CCTA Research | 37

Measure Information - Bottom

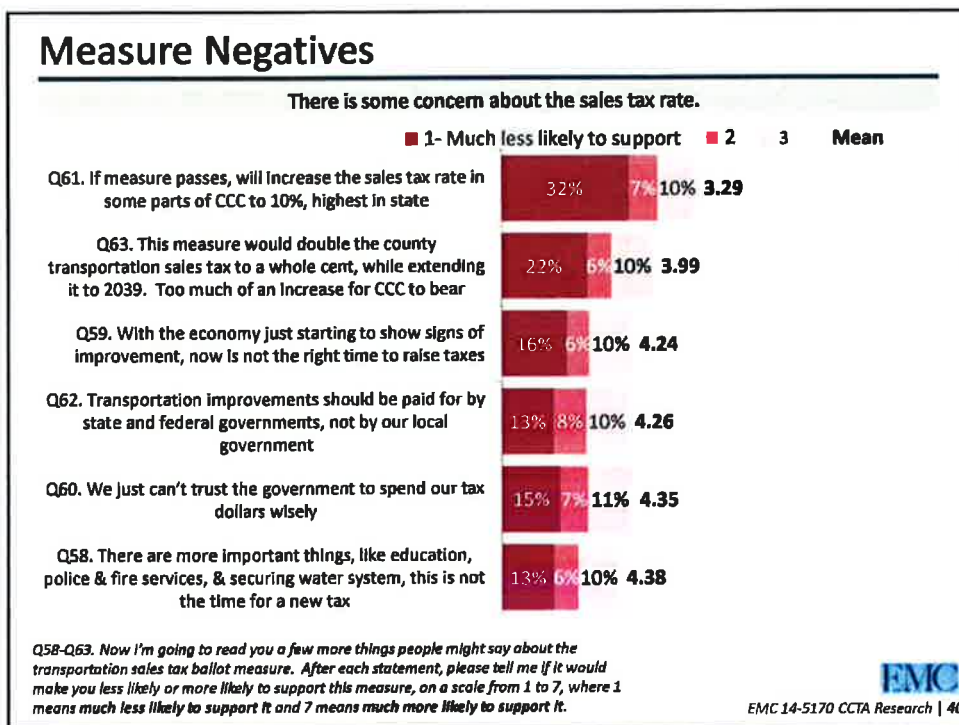
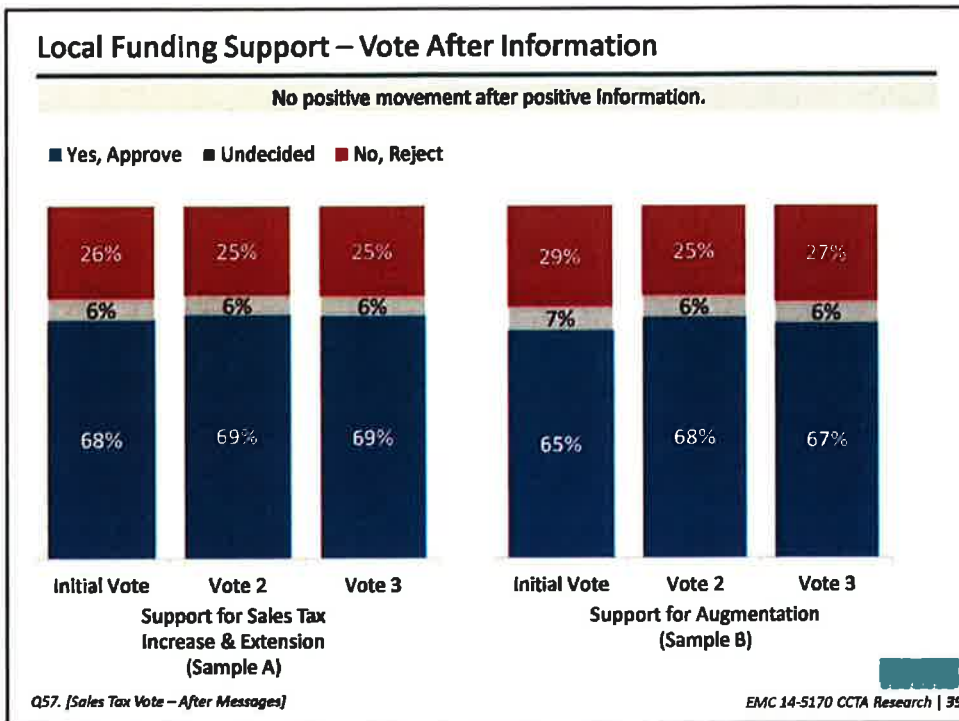
No argument moves more than 2/3rds of voters to yes.



Q49-Q56. Now I'm going to read you some things people might say about the transportation sales tax ballot measure. After each statement, please tell me if it would make you less likely or more likely to support this measure, on a scale from 1 to 7, where 1 means much less likely to support it and 7 means much more likely to support it.



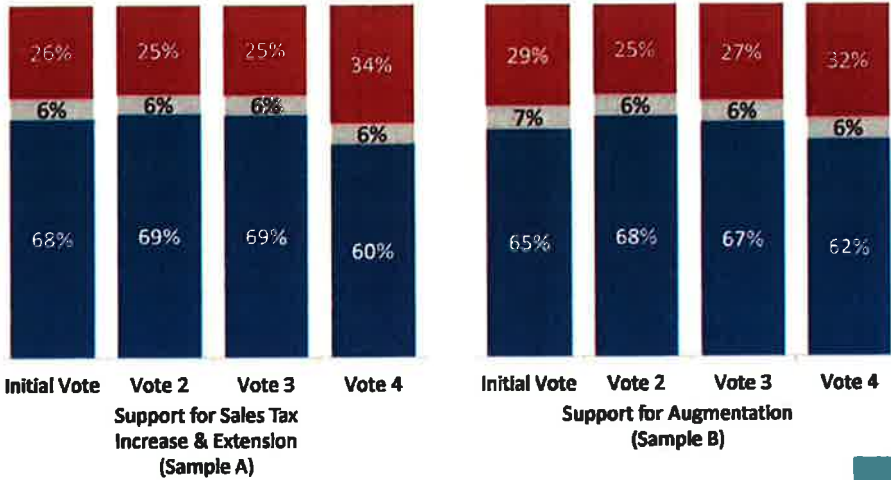
EMC 14-5170 CCTA Research | 38



Local Funding Support – Vote After Negatives

Information that is critical of the measure drops support below 2/3rds.

■ Yes, Approve ■ Undecided ■ No, Reject



Q64. [Sales Tax Vote – After More Messages]

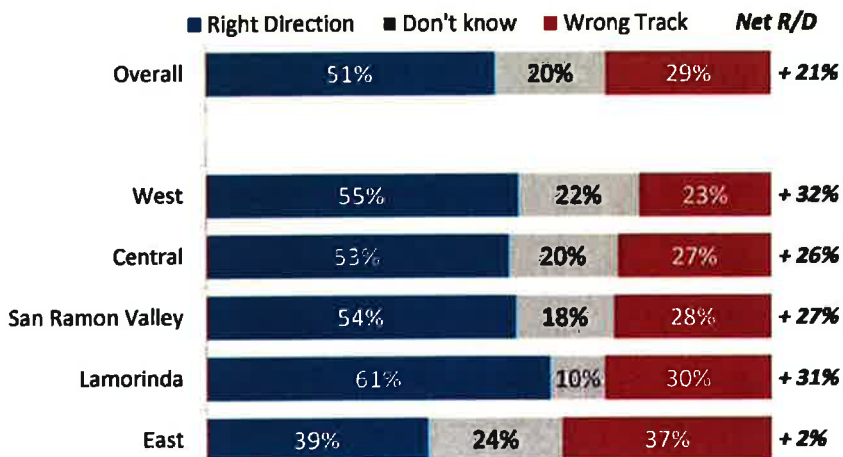
EMC 14-5170 CCTA Research | 41



Issue Environment

Bay Area: Right Direction/Wrong Track

Half of Contra Costa voters think things in the Bay area are heading in the right direction. This sentiment is especially strong among Lamorinda voters.

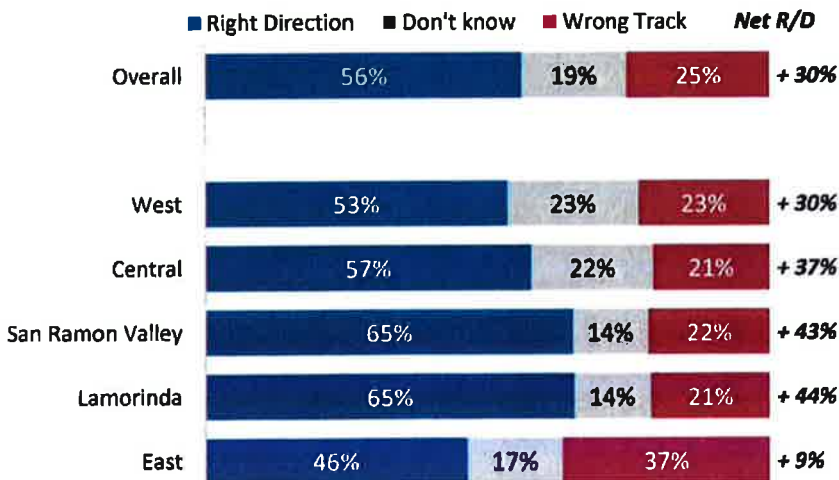


Q5. Do you think things in the Bay Area are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

EMC 14-5170 CCTA Research | 43

Contra Costa: Right Direction/Wrong Track

A majority of voters believe things are going in the right direction for Contra Costa, in particular.



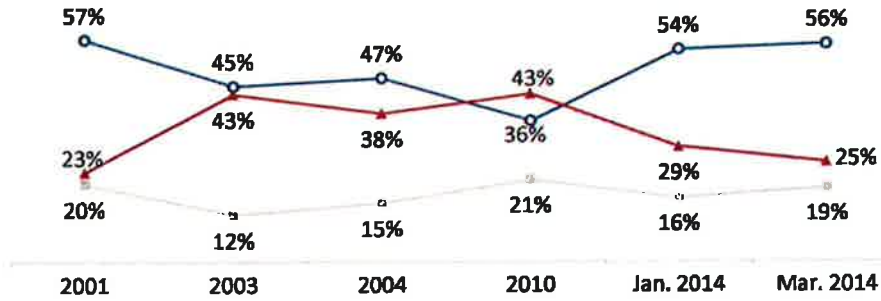
Q6. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

EMC 14-5170 CCTA Research | 44

Contra Costa: Right Direction/Wrong Track

Since dropping in 2010, voters' right direction sentiment has rebounded to near-2001 levels.

○ Right Direction ■ Don't know ▲ Wrong Track

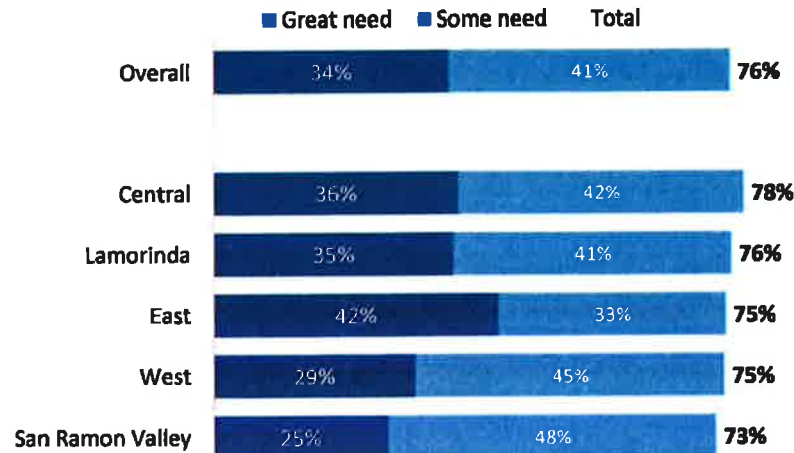


Q6. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

EMC 14-5170 CCTA Research | 45

Need for Transportation Funding

The vast majority of voters believe there is at least some need for additional transportation funding in Contra Costa County.



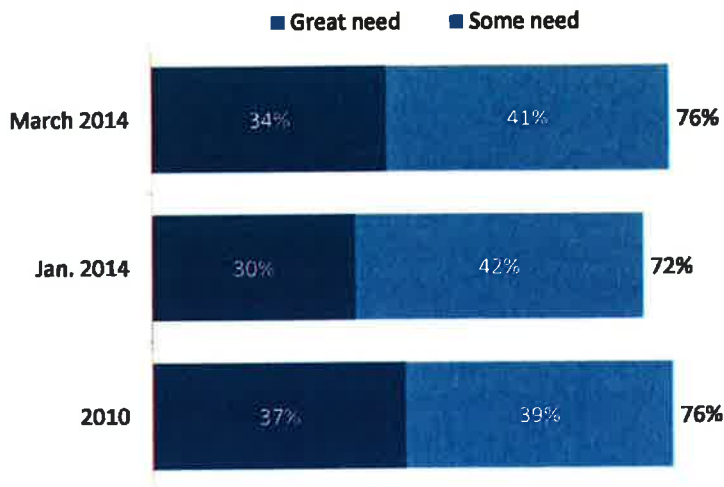
Q7. Would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding for Contra Costa County's transportation network?



EMC 14-5170 CCTA Research | 46

Need for Transportation Funding

Voters' perception of need for funding is over 2/3rds.



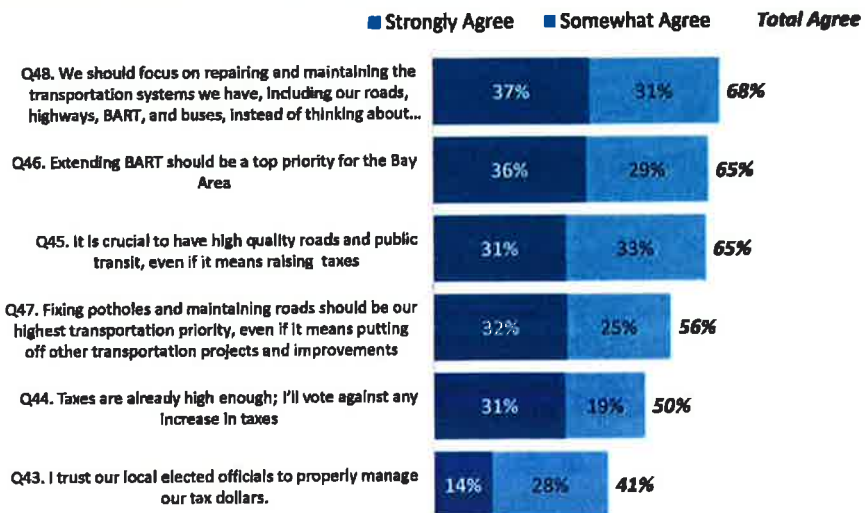
Q7. Would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding for Contra Costa County's transportation network?



EMC 14-5170 CCTA Research | 47

Attitudes About Transportation

Strong agreement for fix it first.



Q43-Q48. Do you agree or disagree with each of the following statements?

EMC 14-5170 CCTA Research | 48

Contacts



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510.550.8920

Sara LaBatt
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510.550.8924

Jenny Regas
jenny@emcresearch.com
510.550.8929

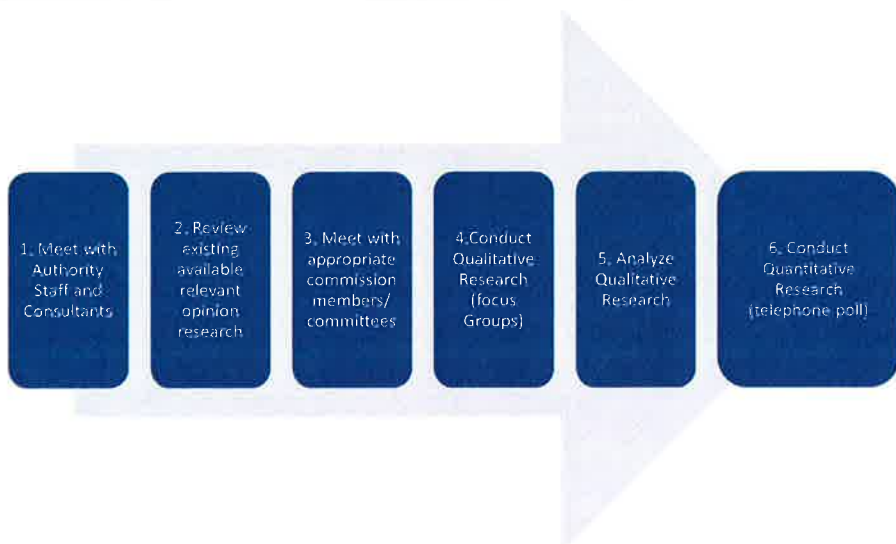


Contra Costa Transportation Authority



Contra Costa County Voter Research
CCTA Board Meeting – 2/19/14

EMC's Research Process



Region Subgroups



EMC
EMC 13-4993 & 13-5035 CCTA Research | 3



Focus Groups

Focus Group Methodology

- Eight focus groups with Contra Costa County voters, two in each planning region:
 - East county (held in Antioch) – September 24, 2013
 - Central county (held in Walnut Creek) – September 25, 2013
 - South county/Lamorinda (held in Walnut Creek) – September 26, 2013
 - West county (held in Richmond) – October 3, 2013
- One group of women and one of men held in each location
- All groups recruited for a mix of age, ethnicity, party registration, residence city, and regular modes of transportation used

EMC 13-4993 & 13-5035 CCTA Research | 5

Summary of Focus Group Findings

- The importance of traffic and transportation as high-profile problems is returning with the resurgence of the economy
- While the road/highway network is catching up with population growth in the area, BART and public transit remain inadequate
 - They can see the promise of public transit through their experiences with BART and MUNI
- The CCTA doesn't exist, the transportation sales tax doesn't exist, and county-level transportation planning is underappreciated
- They think current highway improvement projects are the result of state and federal funding and Caltrans management
 - They like what's been done, but they don't know what role Contra Costa residents have played in it

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Summary of Focus Group Findings (continued)

- The public wants the CCTA to be more aspirational
- Their world doesn't end at the county line; the plan needs to look farther
- Many improvements are unpopular before they are built, but they prove their worth once they have been experienced
- Many of the planned improvements will be popular once people understand what they are
- Use plain language



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Telephone Survey

Methodology

- ▶ Telephone survey of registered voters in Contra Costa County, with oversamples in key regions
- ▶ Interviewing conducted January 21 - February 4, 2014
- ▶ 814 total interviews countywide; Margin of Error = ± 3.4 points

Region	Number of Interviews (Unweighted n)	Margin of Error (+/-)	Unweighted %	Weighted %
West	168 n	7.6 pts	21%	21%
Central	224	6.5	28	32
San Ramon Valley	131	8.6	16	16
Lamorinda	104	9.6	13	8
East	187	7.2	23	23

- ▶ Weighted to reflect overall countywide likely November 2014 voter population using key demographics
- ▶ Interviewing started trained, professional interviewers

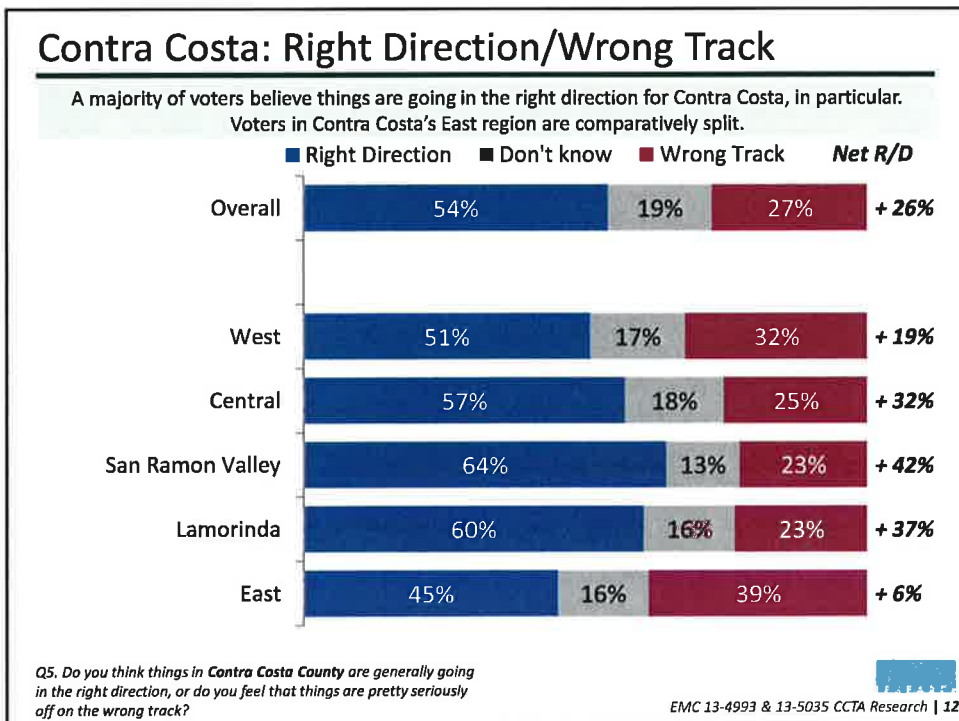
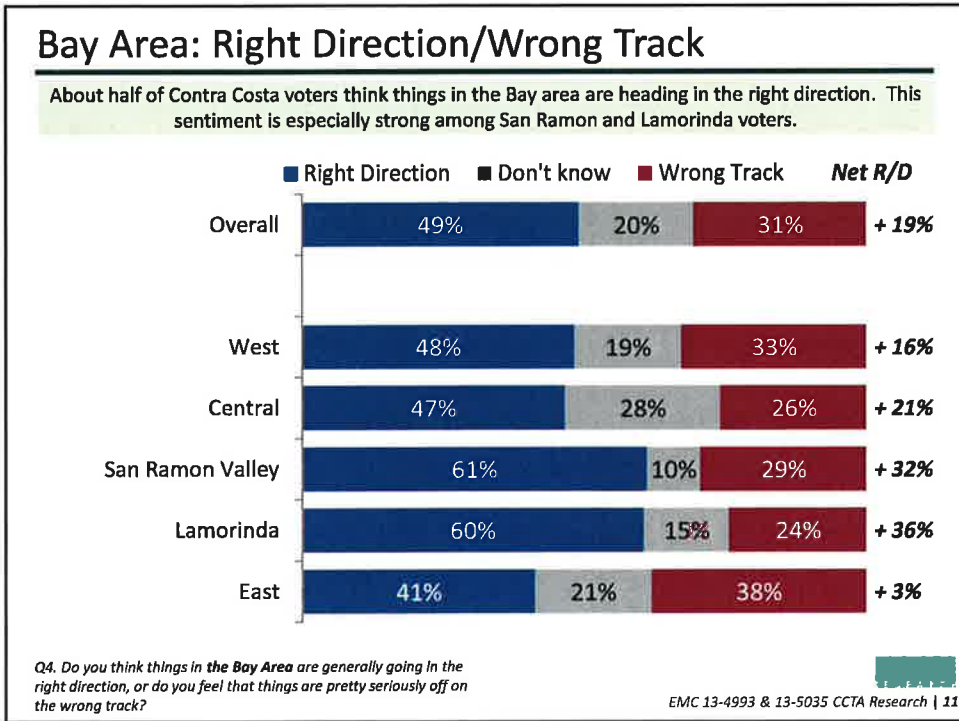
Please note that due to rounding, some percentages may not add up to exactly 100%.

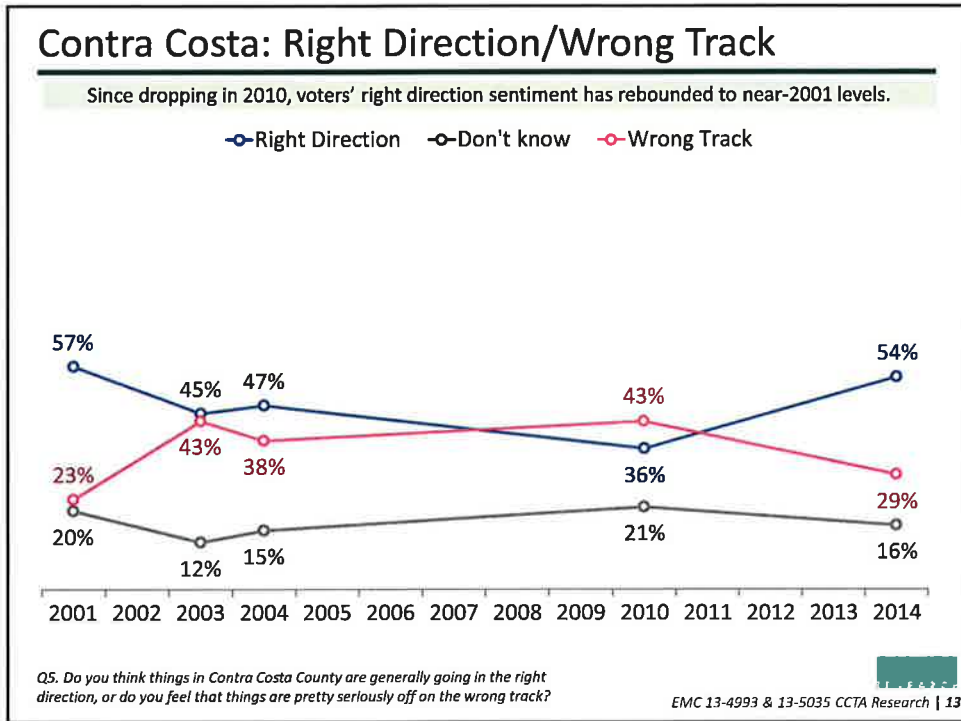
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Demographics by Region

	Overall	West	Central	San Ramon Valley	Lamorinda	East
Dem	50%	67%	47%	34%	43%	54%
Rep	26%	11%	28%	39%	33%	25%
DTS/Oth	24%	22%	25%	26%	23%	21%
Male	46%	43%	46%	48%	47%	46%
Female	54%	57%	54%	52%	53%	54%
18-49	42%	44%	39%	43%	39%	46%
50-64	34%	32%	34%	35%	36%	34%
65+	24%	24%	27%	22%	25%	20%
Commutes to Work/School with any mode frequently	50%	48%	50%	53%	50%	51%
Less frequently	50%	52%	50%	47%	50%	49%

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Most Important Problem by Region

Transportation is among the most important problems in the County.

	Overall	West	Central	San Ramon Valley	Lamorinda	East
Unemployment/jobs/Economy	17%	22%	19%	14%	10%	14%
Traffic/transportation/roads/highways/infrastructure	15%	8%	15%	17%	21%	18%
Schools/education/teacher layoffs/school budget	11%	18%	9%	12%	11%	5%
Violence/crime/drugs	11%	12%	6%	4%	6%	21%
Water/water supply/shortage/drought	9%	5%	14%	8%	8%	5%
Housing/cost of housing/lack of affordable housing	4%	3%	4%	5%	5%	4%
Budget/financial issues/too much spending	4%	4%	5%	5%	1%	3%
Police/Fire fighter layoffs/public safety budget	3%	3%	2%	2%	0%	7%
Homeless/Poverty	2%	0%	4%	2%	2%	2%
Taxes	2%	1%	2%	7%	2%	0%
None/Nothing/Don't Know	14%	14%	14%	14%	21%	11%

Q6. What is the most important problem facing Contra Costa County today?

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Breakout of "Transportation" Response by Region

Traffic is the top transportation-related response.

	Overall	West	Central	San Ramon Valley	Lamorinda	East
Traffic/transportation/roads/highways/infrastructure	15%	8%	15%	17%	21%	18%
Traffic/Parking	8%	4%	8%	11%	11%	9%
Transportation system	3%	1%	4%	3%	4%	5%
Roads/Highways/Bridges	3%	2%	1%	3%	6%	4%
Infrastructure	1%	0%	2%	0%	0%	0%

Q6. What is the most important problem facing Contra Costa County today?

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Local Funding

Local Funding Support – Overall

Just over two-thirds of voters support a sales tax increase to fund transportation improvements within Contra Costa.

The following measure may be on a future ballot in Contra Costa County:

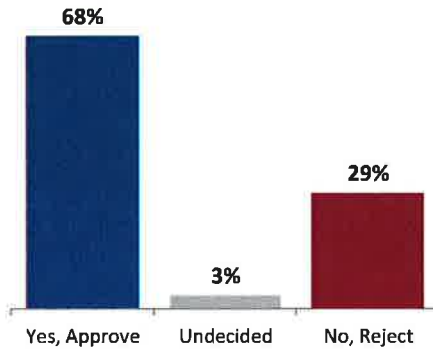
Shall voters authorize Implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART in Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval increases by half a cent and extends the existing County sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

All Countywide Voters

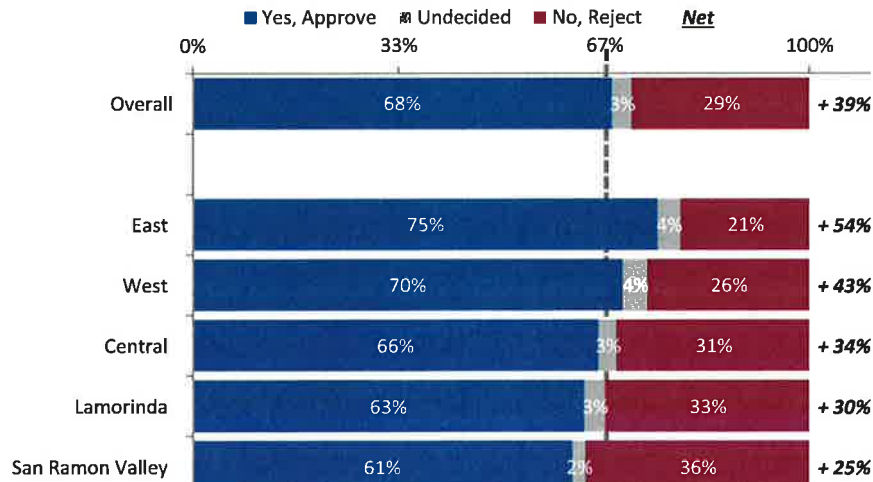


Q20. [Sales Tax Vote – Full text above]

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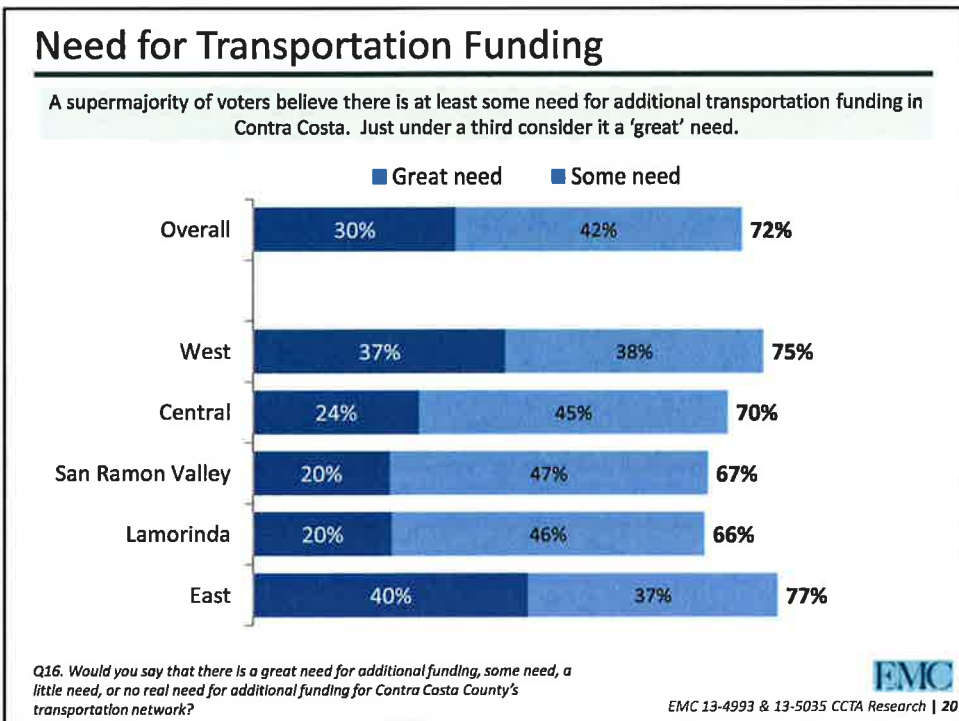
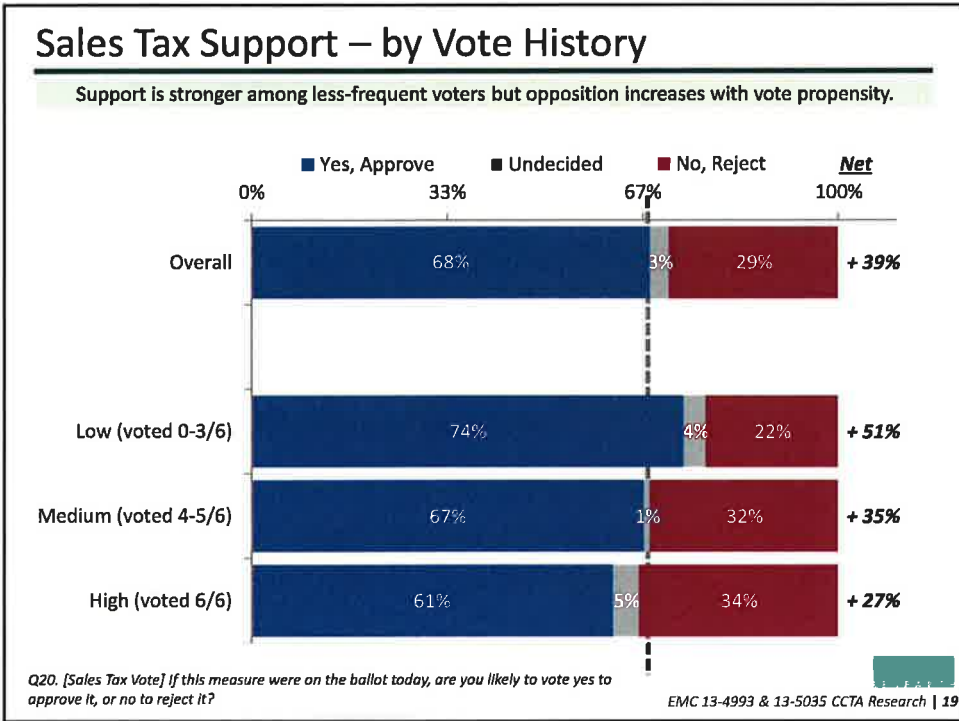
Sales Tax Support – by Region

While two-thirds of countywide voters support the transportation tax, support is strongest in East and West Contra Costa; it is just below two-thirds in San Ramon and Lamorinda.



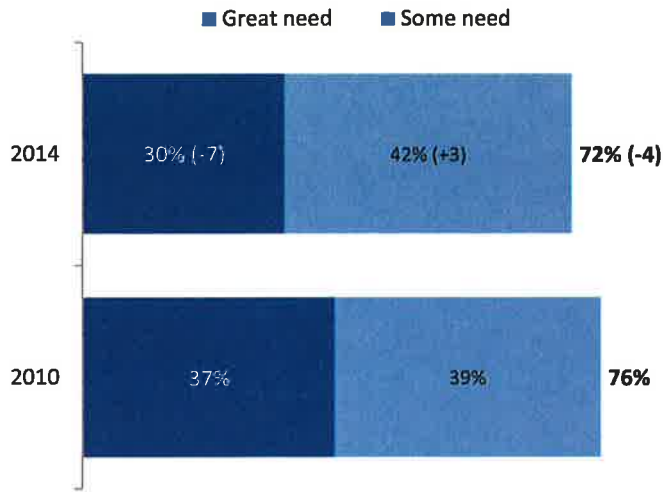
Q20. [Sales Tax Vote] If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

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Need for Transportation Funding

Though it remains high, voters' perception of need for funding has decreased slightly since 2010.



Q16. Would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding for Contra Costa County's transportation network?

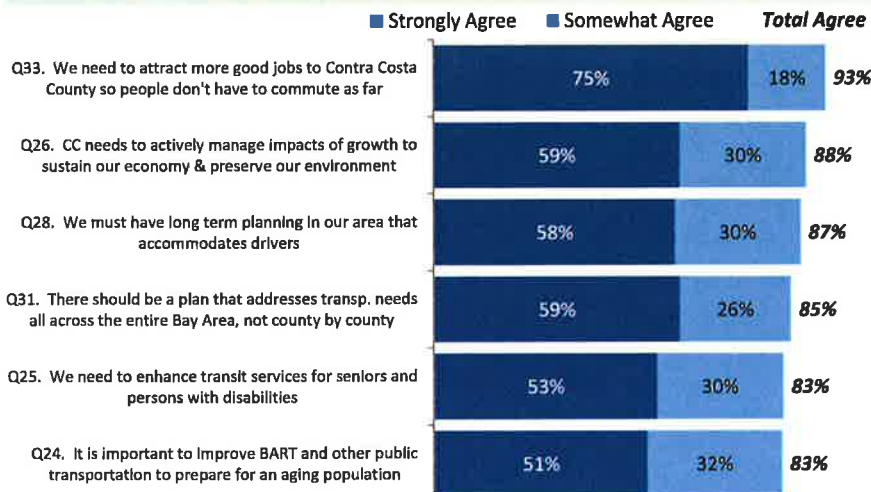


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Attitudes

Attitudes About Transportation – Top

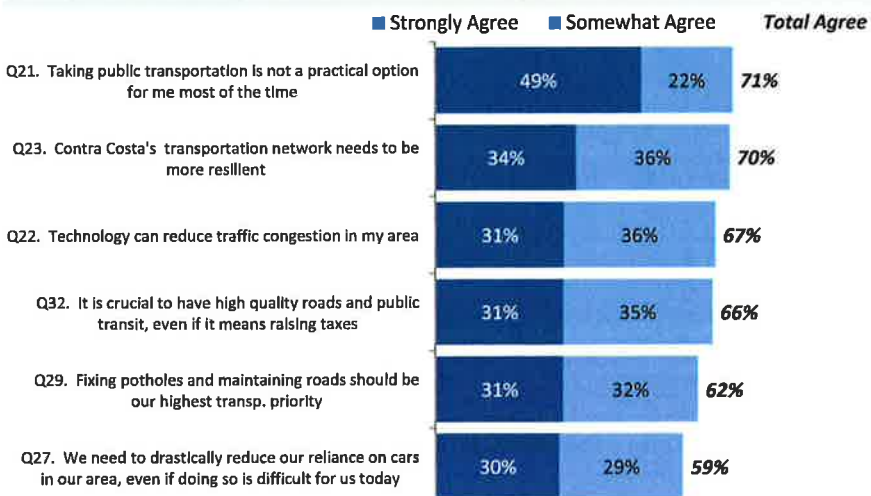


Q21-33. I'd like to read to you a few statements. For each of the statements, please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the statement.



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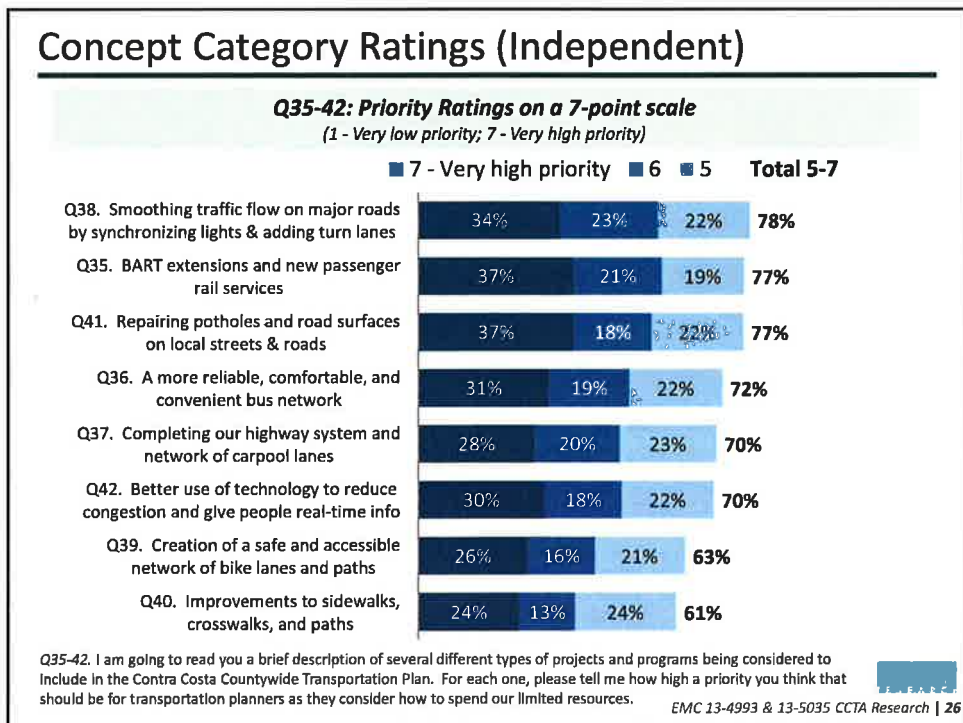
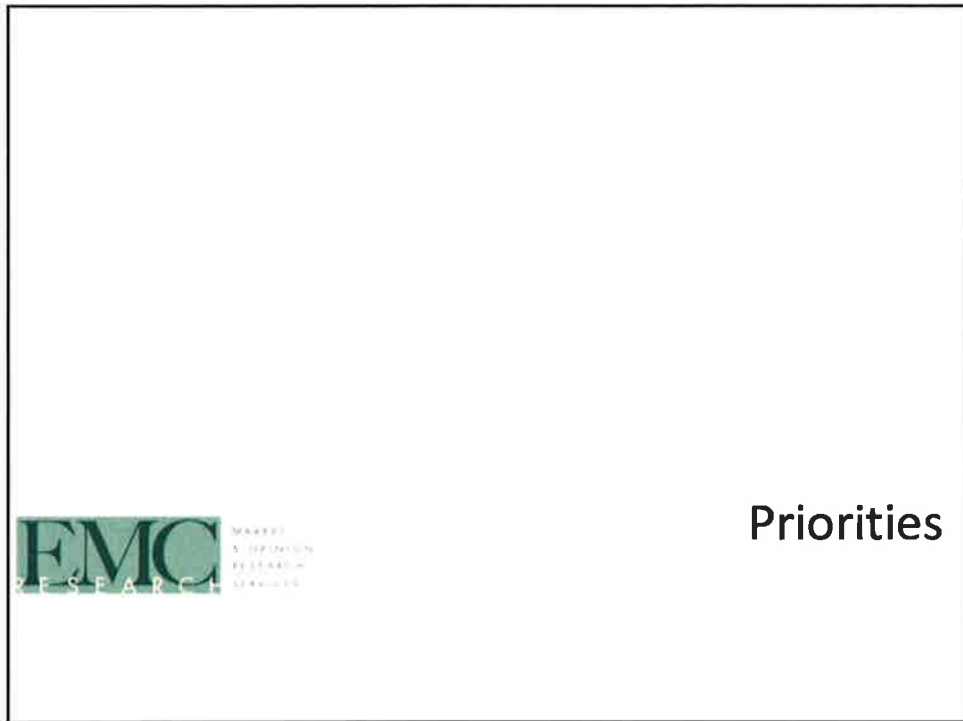
Attitudes About Transportation – Bottom



Q21-33. I'd like to read to you a few statements. For each of the statements, please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with the statement.



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Modified Pairwise Comparison Testing

Each respondent was read a series of lists of four transportation items of the eight at right. For each list, the respondent was asked to pick their one highest priority from the list. Combining the answers to this series of questions, results in a robust understanding of how survey respondents rank the importance of the entire set of items.

This technique enables a full comparison of all eight items while significantly reducing respondent burden.

Question Text: Now I am going to read you some lists of items that transportation planners could spend more money on in Contra Costa County. For **EACH SET** of four items I read you, please tell me which **ONE ITEM** would be **YOUR** highest priority to increase funding for in Contra Costa County. You may hear some items repeated as we progress through this section and you are free to choose those items each time, but for **EACH particular SET** of four items I read you, you may only choose one.

Each question: One, <<insert item>>, two, <<insert item>>, three, <<insert item>>, or four, <<insert item>>.

(As needed: Of the four things I just read you, which one would be your highest priority to increase funding for in Contra Costa County?)

- | Priority Items |
|-------------------------------------|
| 1. BART |
| 2. Buses |
| 3. Highways |
| 4. Traffic smoothing on major roads |
| 5. Bike lanes and paths |
| 6. Sidewalks and crosswalks |
| 7. Pothole repair |
| 8. Technology |



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Modified Pairwise Comparison Methodology

Every respondent was read the same fourteen lists of four items. For each list of four services, the respondents were asked to choose the **one** most important item from that list.

- 14 questions total
- Each item appeared 7 times
- Both question order, and the order of items within each question were randomized

This enabled a comparison of all eight items, while significantly reducing respondent burden by not asking 36 separate questions comparing only two items at a time.

Question number (RANDOMIZE Q43-Q56)	Item 1	Item 2	Item 3	Item 4
43	1	2	3	5
44	2	3	4	8
45	2	4	5	6
46	1	3	7	8
47	1	3	4	6
48	4	6	7	8
49	1	2	4	7
50	3	5	6	8
51	1	4	5	8
52	2	3	6	7
53	1	5	6	7
54	2	5	7	8
55	3	4	5	7
56	1	2	6	8



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Modified Pairwise Comparison Results

Question number (RANDOMIZED)	Item 1	Item 2	Item 3	Item 4
43	BART (37%)	Buses (15%)	Highways (34%)	Bike lanes and paths (14%)
44	Buses (20%)	Highways (27%)	Traffic smoothing on major roads (36%)	Technology (18%)
45	Buses (23%)	Traffic smoothing on major roads (47%)	Bike lanes and paths (13%)	Sidewalks and crosswalks (17%)
46	BART (34%)	Highways (23%)	Pothole repair (30%)	Technology (14%)
47	BART (33%)	Highways (22%)	Traffic smoothing on major roads (31%)	Sidewalks and crosswalks (14%)
48	Traffic smoothing on major roads (39%)	Sidewalks and crosswalks (12%)	Pothole repair (33%)	Technology (16%)
49	BART (27%)	Buses (15%)	Traffic smoothing on major roads (30%)	Pothole repair (28%)
50	Highways (45%)	Bike lanes and paths (16%)	Sidewalks and crosswalks (15%)	Technology (24%)
51	BART (33%)	Traffic smoothing on major roads (40%)	Bike lanes and paths (13%)	Technology (14%)
52	Buses (18%)	Highways (36%)	Sidewalks and crosswalks (12%)	Pothole repair (34%)
53	BART (39%)	Bike lanes and paths (9%)	Sidewalks and crosswalks (12%)	Pothole repair (40%)
54	Buses (21%)	Bike lanes and paths (12%)	Pothole repair (45%)	Technology (21%)
55	Highways (27%)	Traffic smoothing on major roads (29%)	Bike lanes and paths (11%)	Pothole repair (33%)
56	BART (40%)	Buses (18%)	Sidewalks and crosswalks (19%)	Technology (23%)

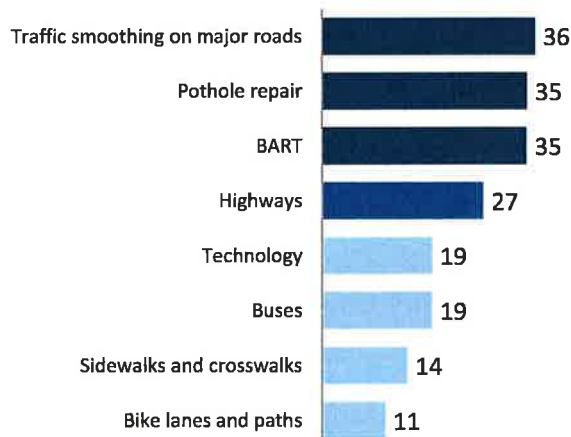


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Priority Ranking Scores - Overall

Priority Scores

(The scores are calculated using the percentage of times each item was chosen. They range from 0 to 100 where 0 means nobody chose that item and 100 means everyone chose that item in every instance)



Q43-46. Of the four things I just read you, which one would be your highest priority to increase funding for in Contra Costa County?



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Priority Ranking Scores – Regional Comparison

Voters prioritize traffic smoothing, BART and pothole repair in all regions.
Highways are a top priority among San Ramon and East Contra Costa voters.

	Overall	West	Central	San Ramon Valley	Lamorinda	East
Traffic smoothing on major roads	36	30	39	41	29	36
Pothole repair	35	38	33	34	33	35
BART	35	34	33	36	44	33
Highways	27	23	24	33	24	33
Buses	19	24	20	14	18	15
Technology	19	19	17	21	23	17
Bike lanes and paths	11	10	12	9	12	11
Sidewalks and crosswalks	14	17	17	7	13	14

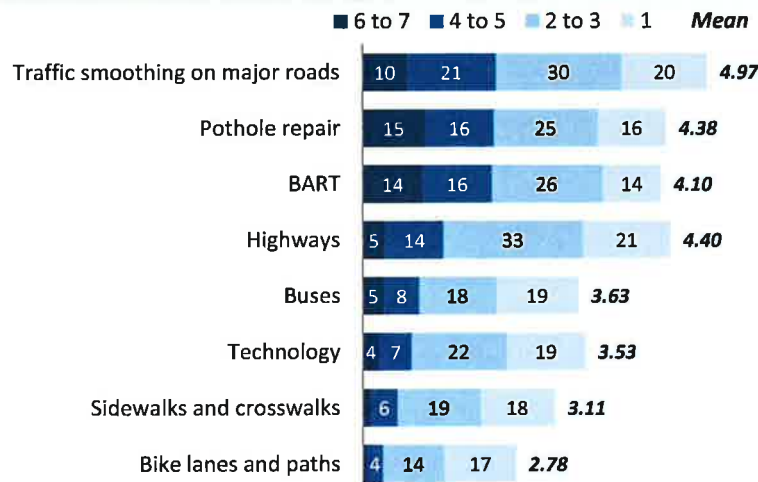
Q43-46. Of the four things I just read you, which one would be your highest priority to increase funding for in Contra Costa County?



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Priority Ranking Frequency

Q43-56: Total number of times each item was chosen
(7 is the maximum number of times each item could be chosen)



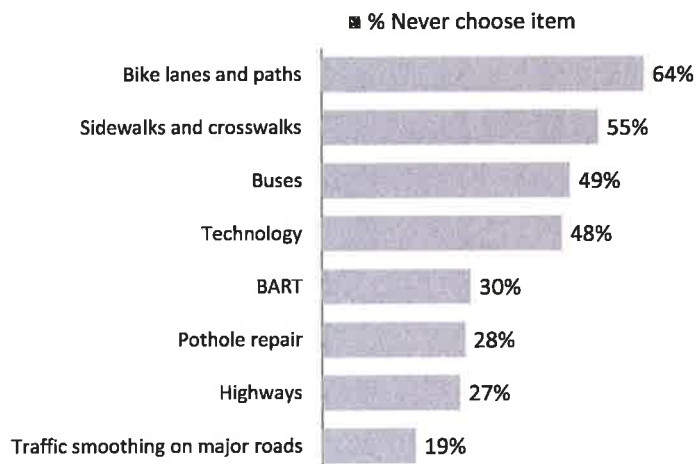
Q43-46. Of the four things I just read you, which one would be your highest priority to increase funding for in Contra Costa County?



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Priority Ranking Frequency

Q43-56: Percentage not choosing each item
 (6 is the maximum number of times each item could be chosen)

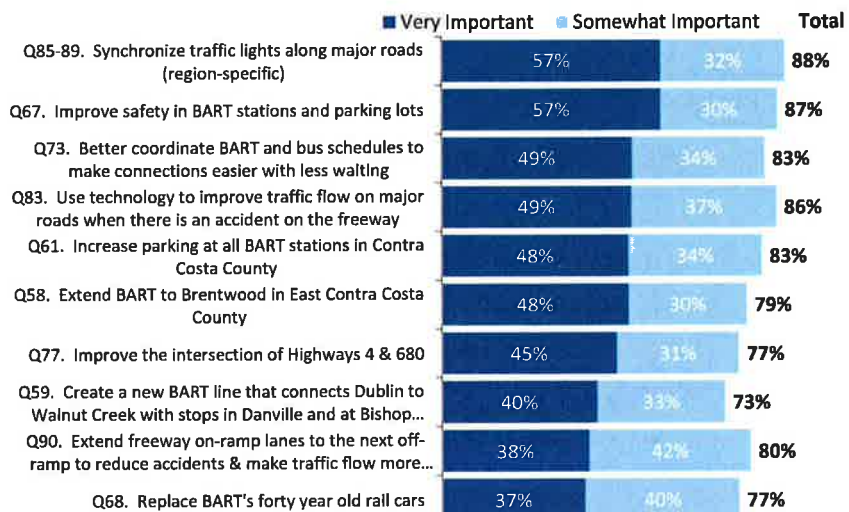


Q43-46. Of the four things I just read you, which one would be your highest priority to increase funding for in Contra Costa County?



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Improvement Priorities – Top Items Overall

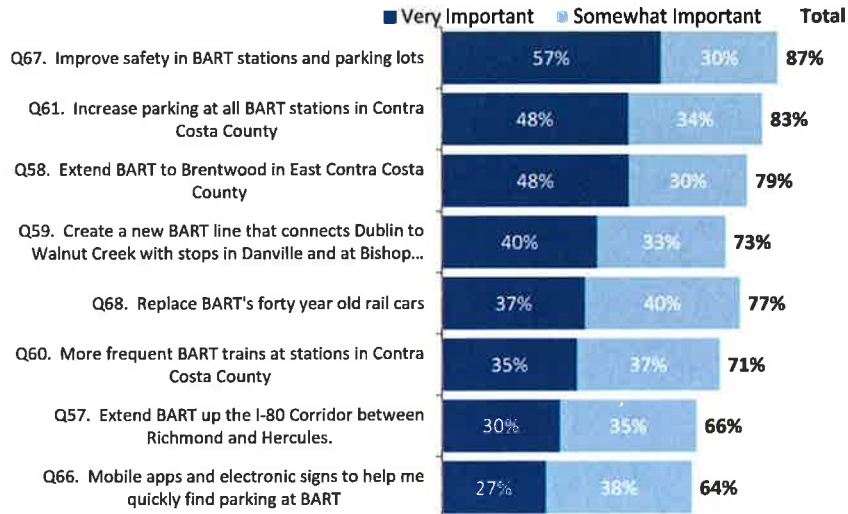


Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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Improvement Priorities – BART

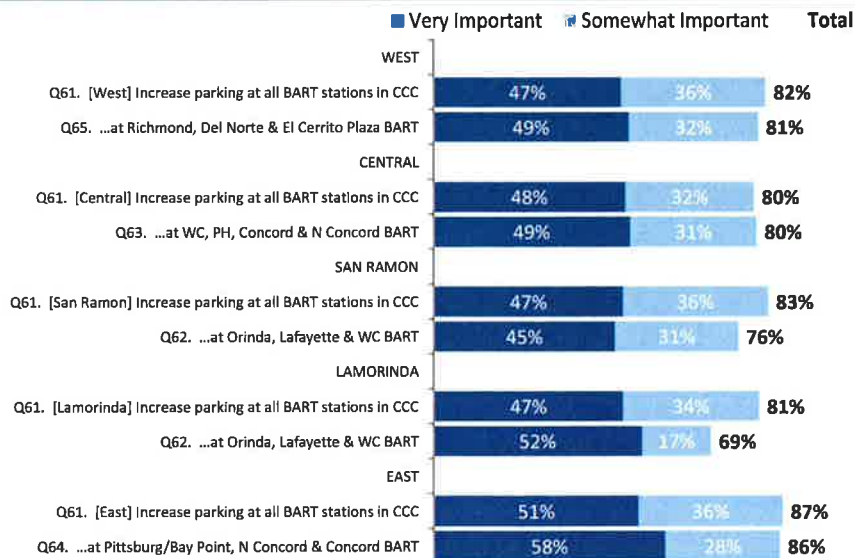


Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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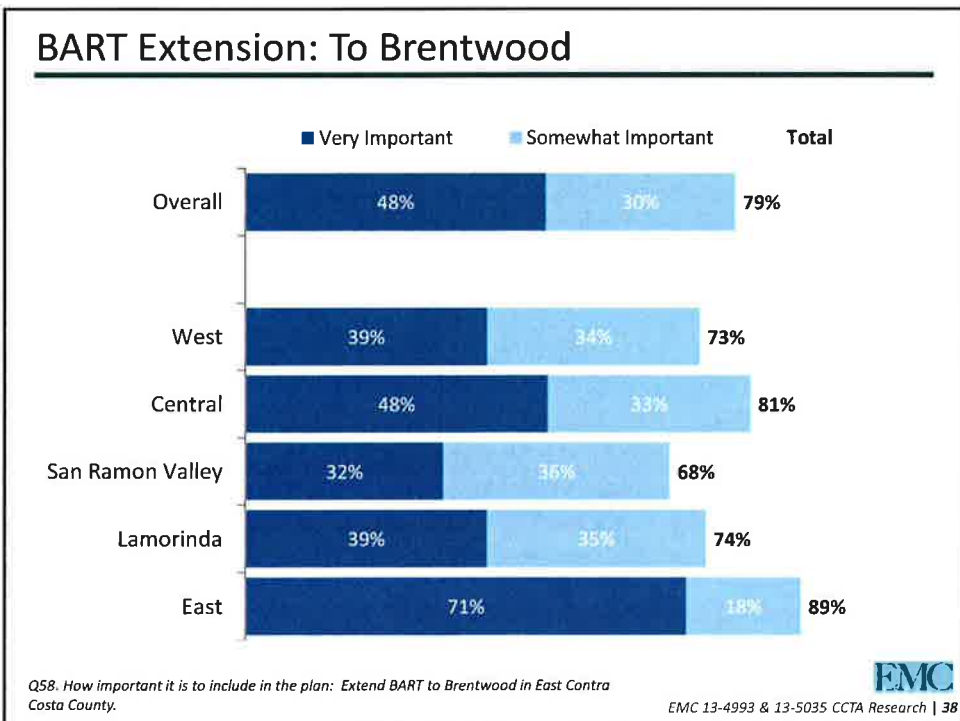
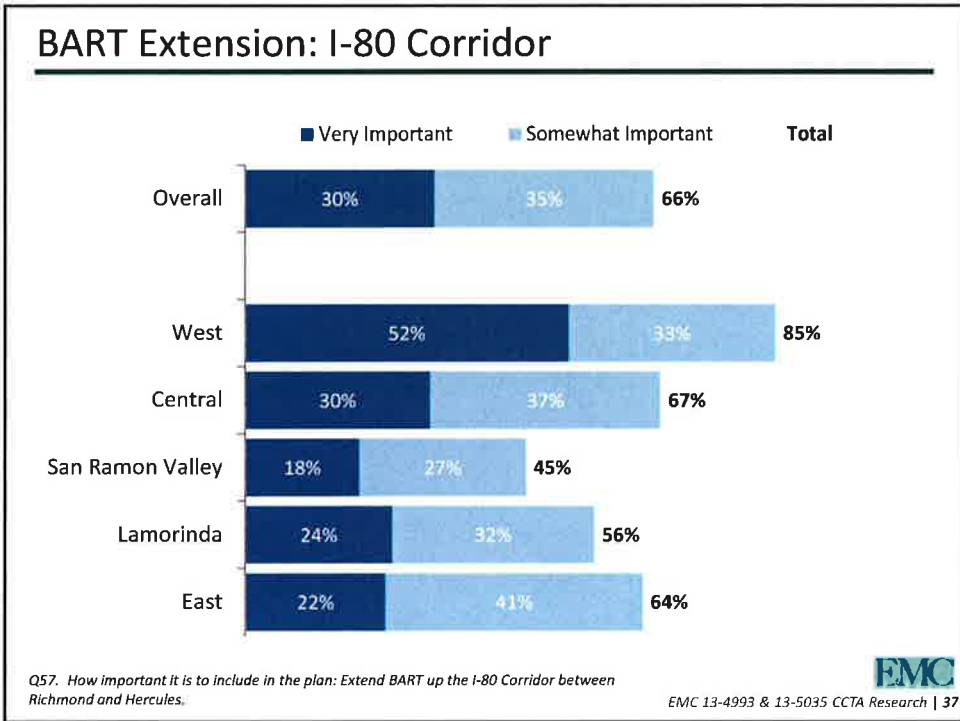
BART Parking – Local vs. Countywide



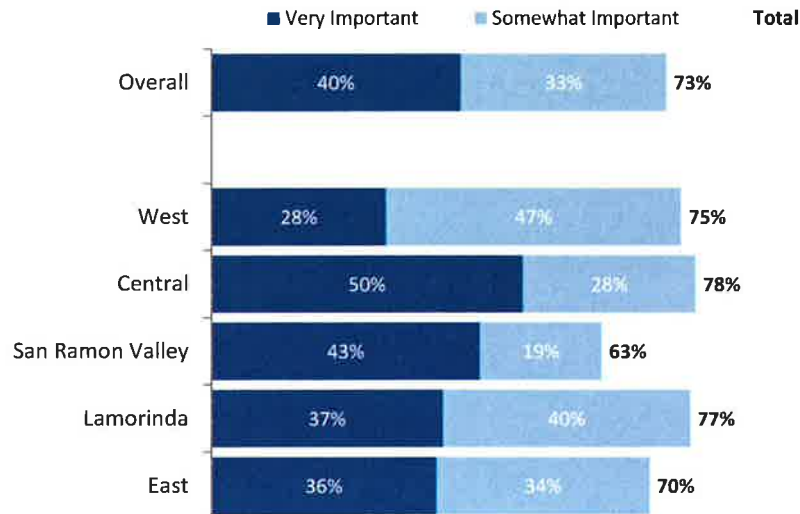
Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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BART Extension: Dublin-Walnut Creek

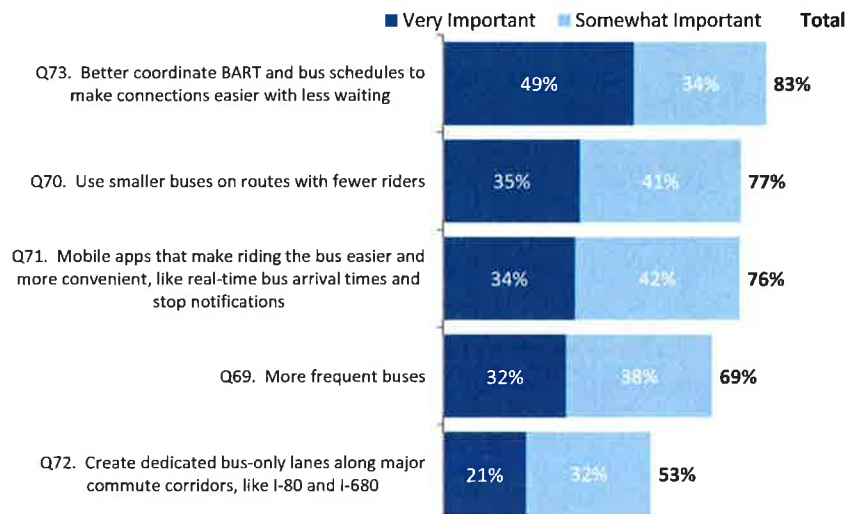


Q59. How important it is to include in the plan: Create a new BART line that connects Dublin to Walnut Creek with stops in Danville and at Bishop Ranch in San Ramon



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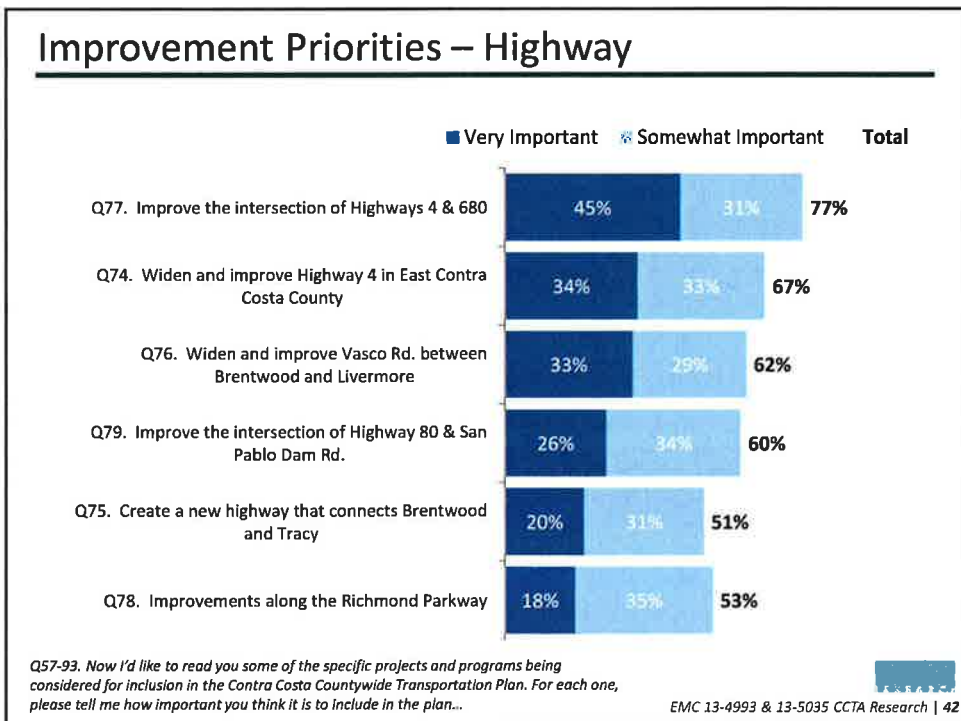
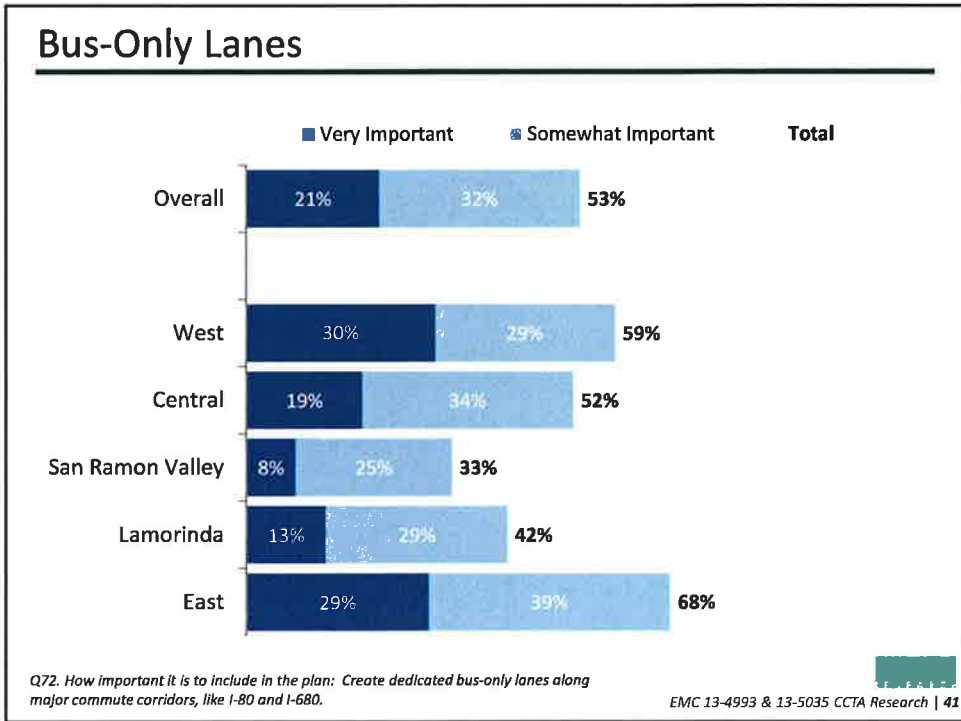
Improvement Priorities – Bus

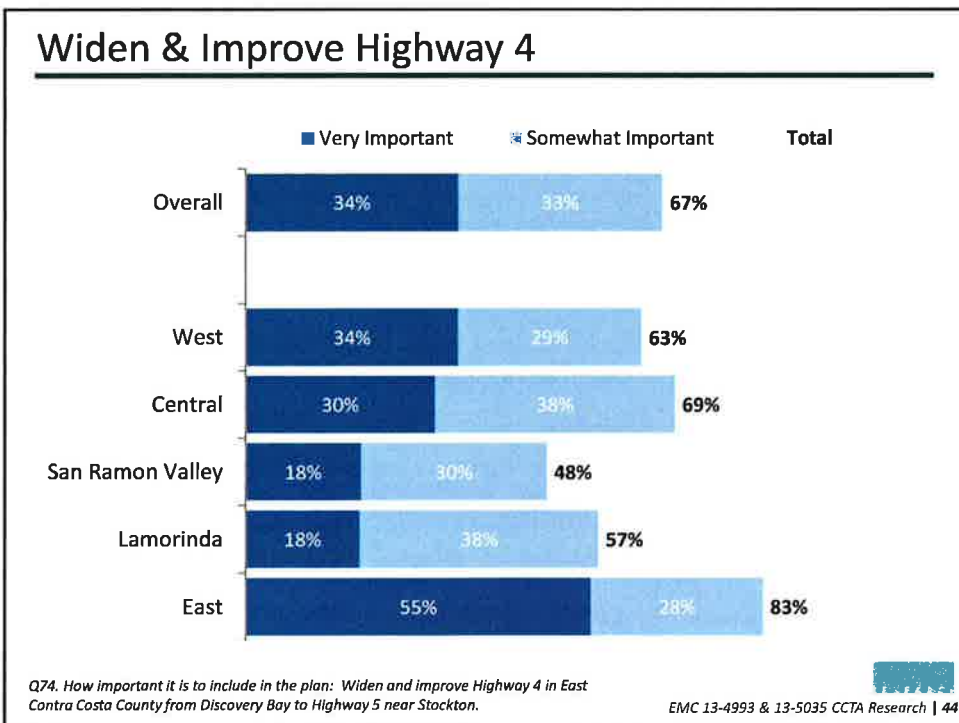
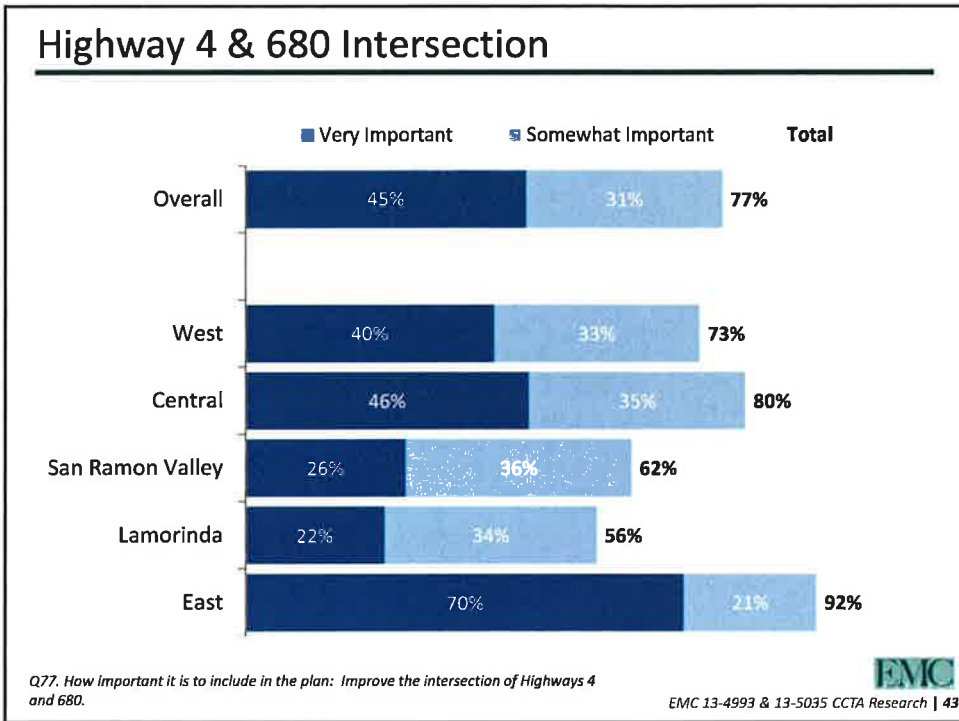


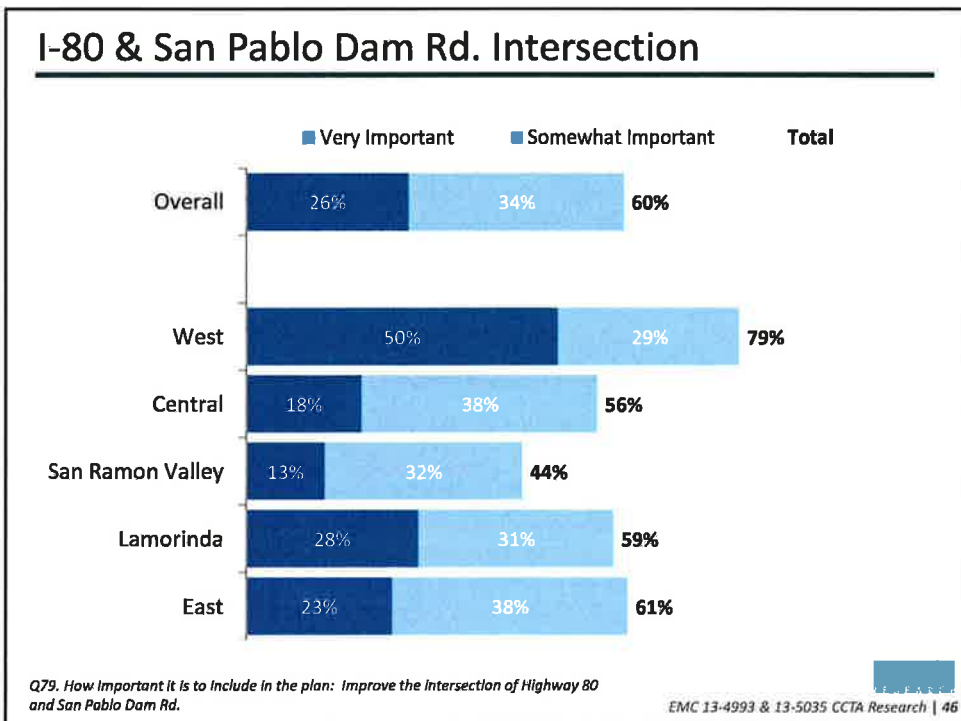
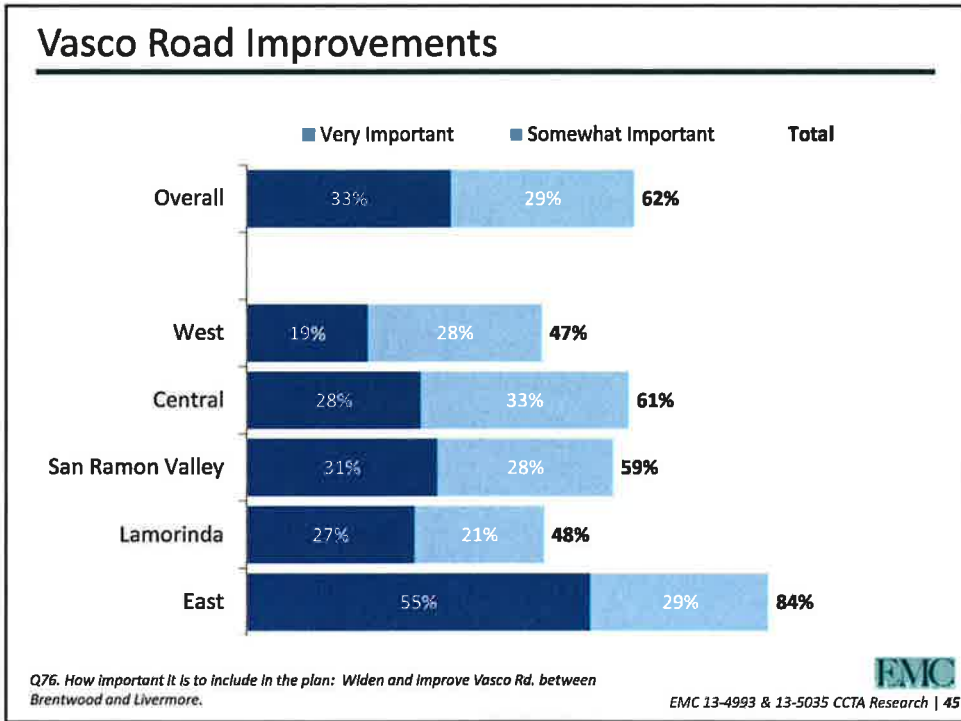
Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...

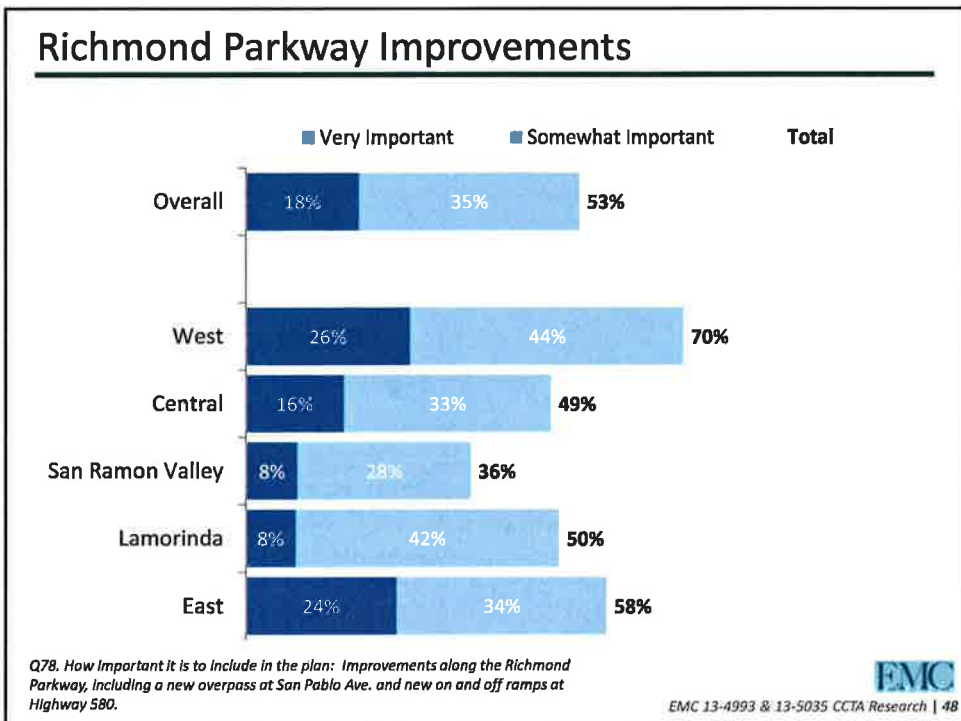
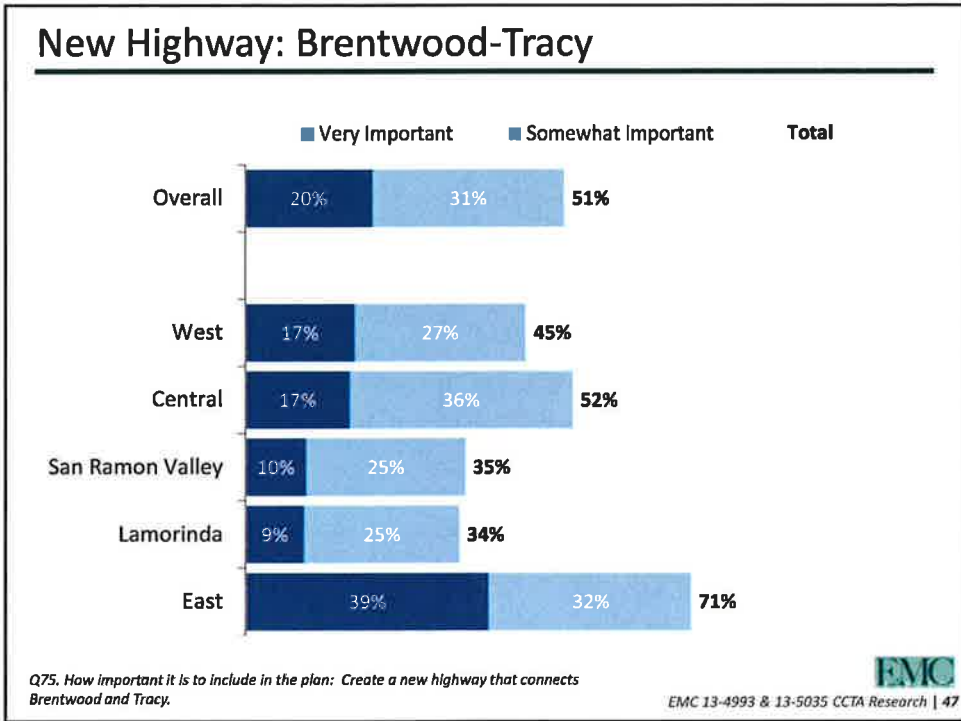


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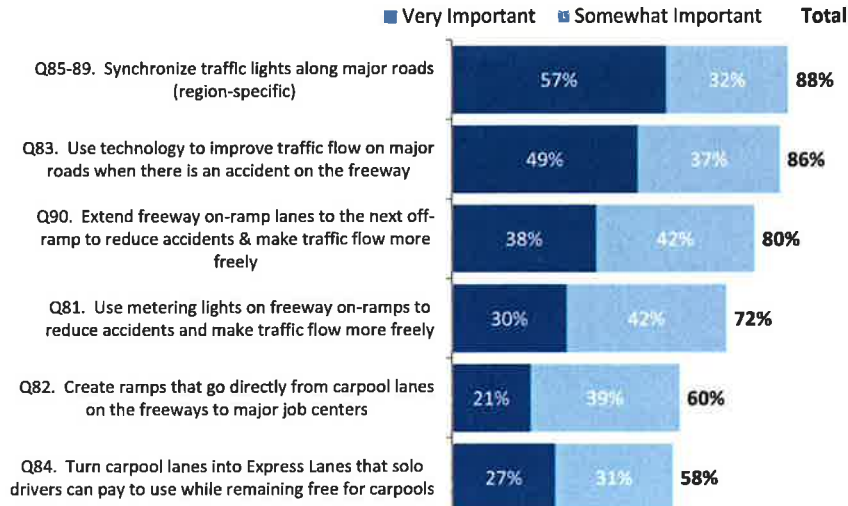








Improvement Priorities – Traffic Flow

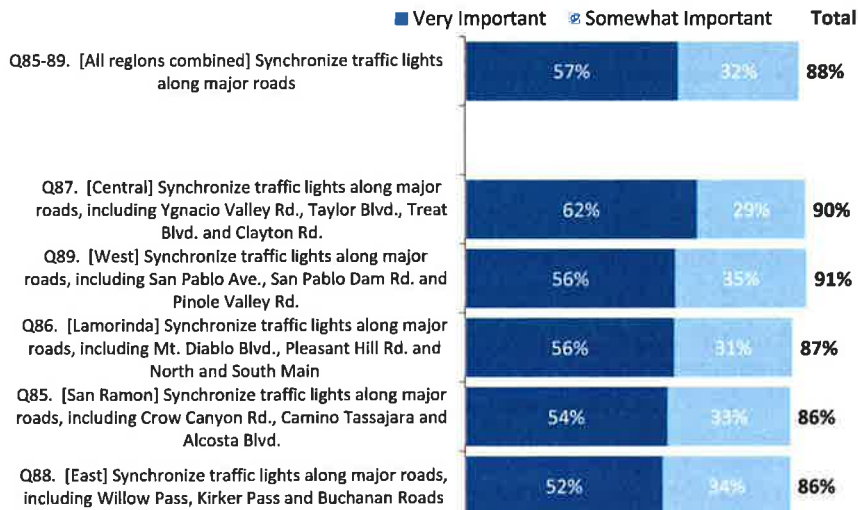


Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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Synchronize Traffic Lights – Local vs. Countywide

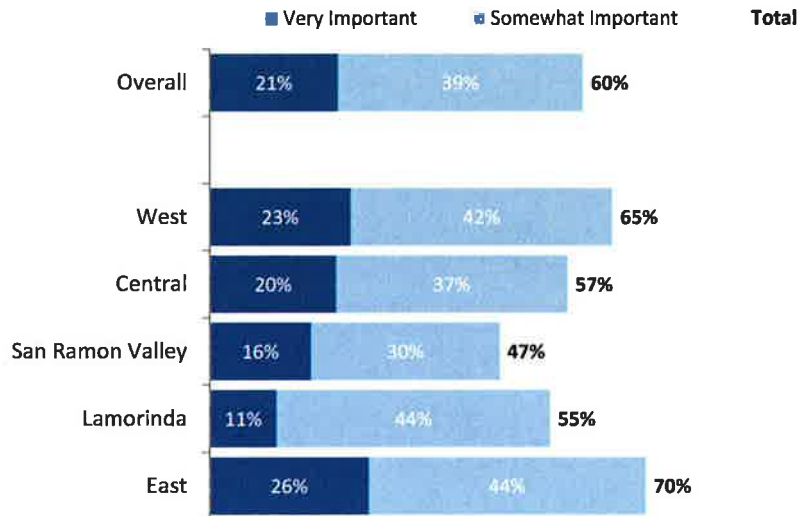


Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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Carpool Lane Ramps

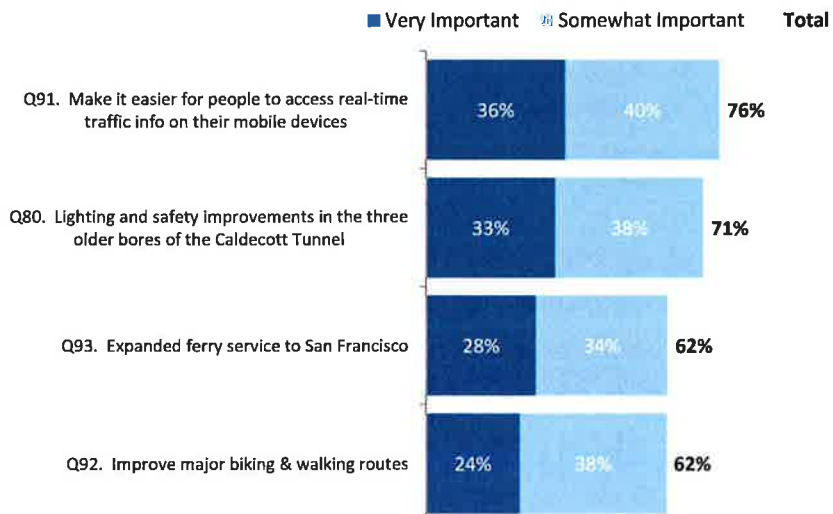


Q82. How important it is to include in the plan: Create ramps that go directly from carpool lanes on the freeways to major job centers, like Bishop Ranch.



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Improvement Priorities – Safety & Other

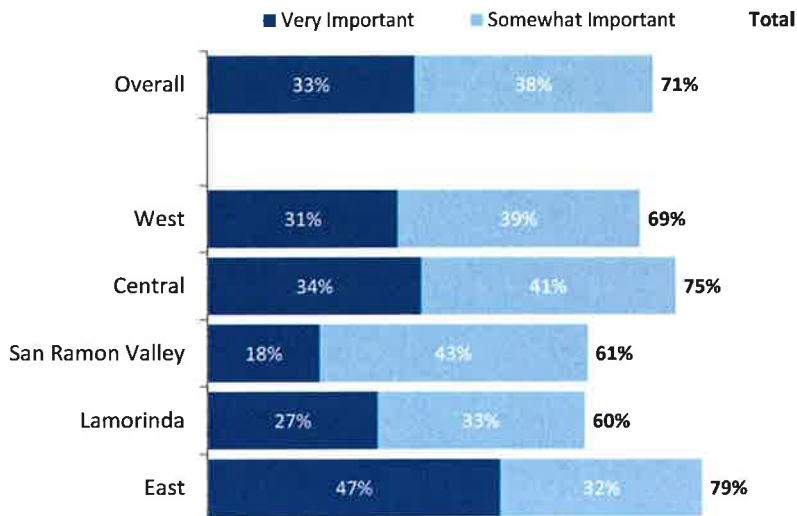


Q57-93. Now I'd like to read you some of the specific projects and programs being considered for inclusion in the Contra Costa Countywide Transportation Plan. For each one, please tell me how important you think it is to include in the plan...



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Caldecott Tunnel Improvements

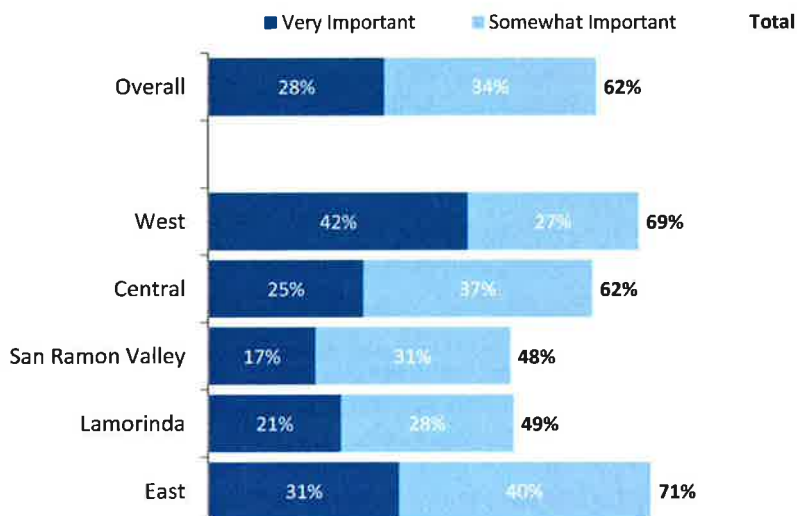


Q80. How important it is to include in the plan: Lighting and safety improvements in the three older bores of the Caldecott Tunnel.



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Ferry Service to San Francisco



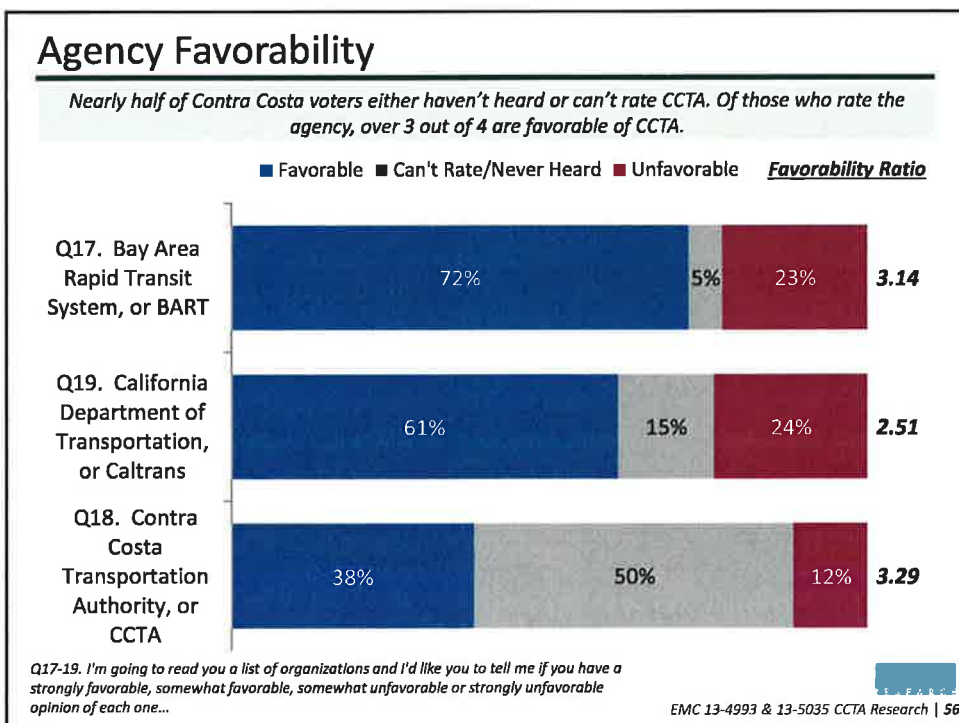
Q93. How important it is to include in the plan: Expanded ferry service to San Francisco.



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Brand Ratings

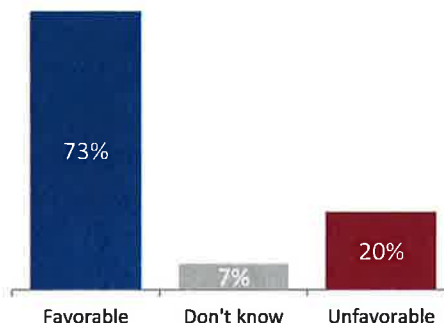


CCTA Favorability – Benefits Message

Positioning Statement A

94. (SAMPLE A) The Contra Costa Transportation Authority is responsible for maintaining and improving Contra Costa's transportation system. They plan, fund, and deliver critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, reduce congestion, and safely and efficiently keep Contra Costa moving. The Authority manages the funds generated by a voter-approved transportation sales tax and serves as the county's Congestion Management Agency.

Having heard this, would you now say you have a strongly favorable, somewhat favorable, somewhat unfavorable or strongly unfavorable opinion of the Contra Costa Transportation Authority?



Now I'm going to read you a description of the Contra Costa Transportation Authority....



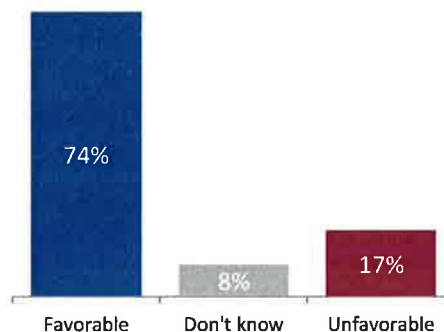
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CCTA Favorability – Funding Message

Positioning Statement B

94. (SAMPLE B) The Contra Costa Transportation Authority is responsible for maintaining and improving Contra Costa's transportation system. They get you where you need to go by providing critical funding for local street repair, highway improvements, BART, AC Transit, and major transportation projects like the Caldecott Tunnel. As the county's Congestion Management Agency, they fund innovative programs to reduce congestion and promote alternative transportation. The Authority manages the funds generated by a voter-approved transportation sales tax.

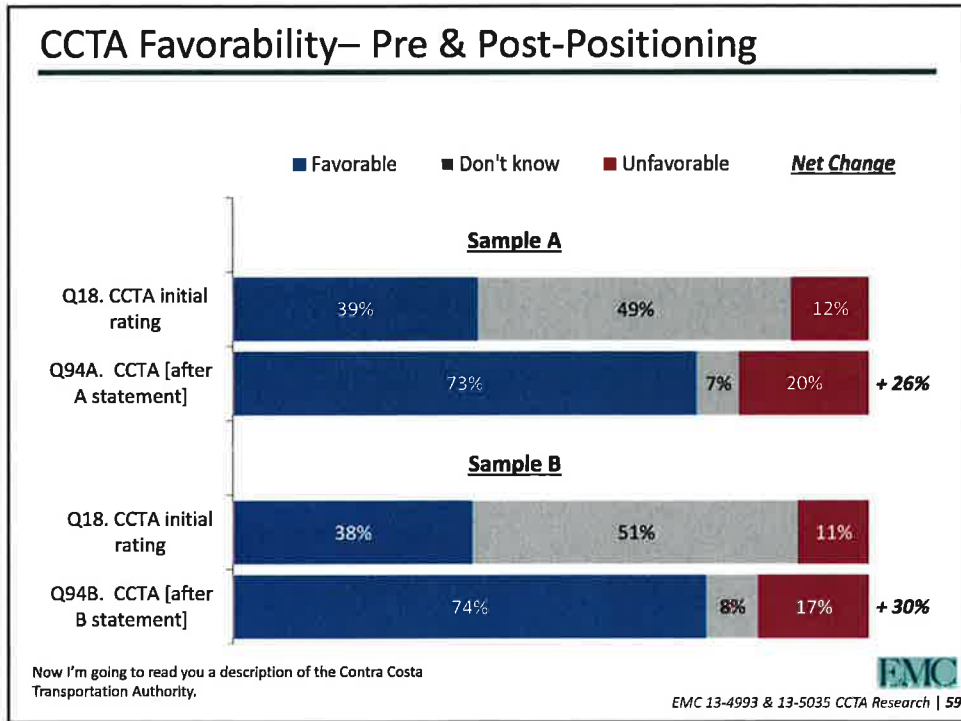
Having heard this, would you now say you have a strongly favorable, somewhat favorable, somewhat unfavorable or strongly unfavorable opinion of the Contra Costa Transportation Authority?



Now I'm going to read you a description of the Contra Costa Transportation Authority....



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- ### Conclusions
- ▶ The mood of the public, particularly in East County, is improving along with the economy
 - ▶ Most Contra Costans want traffic smoothing, road repair, and more/better BART
 - Other projects and programs have narrower, but still passionate, audiences
 - ▶ An augmentation and extension of the Contra Costa County Transportation Sales Tax may be feasible in even a moderate-turnout election
 - Traffic smoothing, road repair, and BART should be central features
 - Technology is a tool for improvements, not an end in itself
 - Each region of the county has locally-specific interests, and communications should be tailored
- EMC
EMC 13-4993 & 13-5035 CCTA Research | 60



CONTRA COSTA
transportation
authority

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Executive Director

March 19, 2014

Mr. Ken Alex
Director
Governor's Office of Planning & Research
P.O. Box 3044
Sacramento, CA 95812-3044

Subject: Implementation of SB 743

Dear Mr. Alex

The Contra Costa Transportation Authority (the Authority) wishes to take this opportunity to comment on the changes to the CEQA Guidelines that OPR is considering in response to the adoption of SB 743 (Steinberg). This legislation eliminated the use of level-of-service (LOS) standards within transit priority areas (TPAs) as a threshold of significance in any CEQA analysis. The Authority supports this change to the CEQA Guidelines. Our growth management program, an integral part of both our Measure C and Measure J transportation sales tax measures, has long allowed exemptions for, or loosened standards within downtowns and other districts well-served by transit.

SB 743 also continues to allow vehicle delay and congestion to be used in the evaluation of air quality, noise and safety impacts. The Authority supports this continuation of current practice.

SB 743 allows OPR to establish alternative metrics to traffic level of service for transportation impacts within or outside of transit priority areas. Of this we are also supportive.

The legislation further states that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." (Section 21099(b)(2)) The OPR report, *Preliminary Evaluation of Alternative Methods of Transportation Analysis*, raises

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a number of issues with the use of LOS standards. Because of these issues, the report concludes that the use of LOS or other delay-based measures as a threshold of significance in CEQA are never appropriate.

This is where the Authority differs with the OPR analysis.

While SB 743 allows alternative metrics outside of TPAs, it also allows those metrics to include traffic LOS, where appropriate. (Section 21099(c)(1)) The Authority believes that where frequent transit service is not and will not be available — that is, outside of TPAs — LOS will remain an appropriate tool for assessing how the transportation system operates and how land use changes affect it.

As the agency responsible for implementing the Measure J Growth Management Program and overseeing the Contra Costa Congestion Management Program — where use of LOS standards is required— we have considerable experience evaluating how our transportation system functions. We believe that LOS and delay measures are important tools for analyzing how the transportation system functions. LOS is backed by considerable evidence and research and has been refined over years of use by transportation professionals throughout the U.S. and world.

Overlooked in the OPR analysis is that LOS mitigations can take many forms other than simply widening an intersection. Through our Growth Management Program, we have seen major housing projects approved with mitigations ranging from providing shuttle buses, to building off-site affordable housing. In our view, LOS is one of many valuable tools, and we should keep it in the tool bag.

A recent survey of Contra Costa engineers and planners indicated that 90 percent currently use LOS in CEQA, and only 18 percent would support eliminating it. At a meeting last February, our Technical Coordinating Committee, comprised of senior engineers and planning managers, voted in favor of retaining LOS in CEQA.

We also believe that continuing use of LOS is consistent with the objective of reducing greenhouse gas emissions called for in AB 32 and SB 375. The I-80 Integrated Corridor Management (I-80 ICM) program demonstrates the value of LOS in transportation analysis. The I-80 corridor is and will continue to be the most congested corridor in the Bay Area. The agencies that developed the I-80 ICM — Caltrans, the Alameda CTC, the Authority and the many jurisdictions through which I-80 passes — used LOS and vehicle delay as one of the key measures to evaluate operations along the freeway and adjoining roadways. The operational improvements now being implemented will benefit both air quality and transportation operations as well as encouraging transit and HOV use.

For these reasons, we hope that the draft CEQA Guidelines that OPR develops will continue to allow the use of LOS and other delay measures in the identification of significant transportation impacts outside of transit priority areas.

Thank you for your consideration.

Sincerely,



Kevin Romick, Chair

cc: Christopher Calfee, OPR
Chris Ganson, OPR
San Francisco Bay Area CMAs
Contra Costa Planning Directors
Contra Costa Public Works Directors

File: 01.12.01



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February 14, 2014

Christopher Calfee, Senior Counsel
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Dear Mr. Calfee:

Thank you for the opportunity to comment on the document entitled "Preliminary Evaluation of Alternative Methods of Transportation Analysis" dated December 30, 2013. Our comments for your consideration and review follow:

1. Purpose and description of SB 743: We respectfully submit that the description of SB 743 found in the "Introduction" understates the purpose of "level of service" (LOS) analysis; and overstates the "focus of transportation analysis" under SB 743.

The first paragraph of the Introduction states:

"Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is measured using a metric known as "level of service," or LOS.

The first paragraph of Section III, Background on Measures of Automobile Delay states:

Many jurisdictions currently use "level of service" standards, volume to capacity ratios, and similar measures of automobile delay, to assess potential traffic impacts during a project's environmental review. Level of service, commonly known as LOS, is a measure of vehicle delay at intersections and on roadway segments, and is expressed with a letter grade ranging from A to F. LOS A represents free flowing traffic, while LOS F represents congested conditions. LOS standards are often found in local general plans and congestion management plans.

As defined by the California Department of Transportation:

“Level of Service (LOS) is a qualitative measure of operating conditions within a traffic stream, and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as *speed, travel time, freedom to maneuver, comfort and convenience, and safety*” (emphasis added).

Comment: LOS analysis used in environmental review of transportation impacts focuses on operational impacts of a project such as freedom to maneuver, comfort, convenience, and safety as well as “delay that vehicles experience at intersections and on roadway segments.”

The first paragraph of the Introduction concludes:

“Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.”

Comment: Although “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered as a significant impact on the environment” after certification of amendments to the guidelines, SB 743 neither (1) prohibits a lead agency from including automobile delay in a transportation analysis for the information of the decision-makers; nor (2) states that the focus of transportation analysis will “shift” from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of a mix of land uses.”

2. LOS and safety: Section 21099(b)(3) states that a public agency must continue to analyze a project’s potentially significant transportation impacts related to “safety or any other impact associated with transportation.”

Comment: The amendments to the Guidelines should acknowledge and reflect that LOS analysis may continue to be used to evaluate “safety or any other impact associated with transportation.” The prohibition on LOS analysis extends only to measurements of automobile delay as a significant impact. Under some circumstances, automobile delay can lead to safety impacts such as when delay and congestion on surface streets cause traffic to back up on a State Highway. The importance of safety impacts to environmental analysis is reflected in Section XVI of the Appendix G to the Guidelines.

3. SB 743 and State Highways: In many cities, the potentially significant transportation impacts of a project include the impacts on a State Highway which bisects or otherwise intersects with the incorporated boundaries of the city.

Comment: We urge OPR to work with the Department of Transportation to revise the Department's Guide for the Preparation of Traffic Impact Studies for State Highways to reflect the changes required by SB 743.

4. Purpose of the Alternative Metrics: SB 743 requires the alternative metrics to promote "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Section 21099(b)(1)).

The Preliminary Evaluation states:

"...VMT captures the environmental benefits of transit and active mode trips" (page 8).

"...VMT could encourage reduction of motor vehicle travel, increase transit and active mode transportation, and increase infill development" (page 9).

"...ATG could encourage reduction of motor vehicle travel, increased active mode transportation, and increased infill development" (page 9).

"MM/LOS could act either to increase or reduce motor vehicle travel, depending on the relative weight of ratings between modes. It could encourage development of transit and active mode facilities, potentially increasing use of those modes. However, because it would assign the burden of those mitigations to development, it has the potential to raise infill costs and thereby reduce infill development" (page 10).

"...Fuel Use would act as to reduce motor vehicle travel, except where transportation operations improvements or capacity expansions induce more travel in the long run. It would tend to increase transit and active mode transportation, although it could penalize their operation if they have a negative effect on motor vehicle traffic operations. Finally, it would tend to increase infill development, with the same caveats" (page 11).

"... VHT could act to reduce motor vehicle travel, except if it were used to justify roadway expansion to create short-run benefit without considering long-run induced demand. VHT would in many cases tend to increase transit and active mode transportation, although it would penalize their operation if they have a negative effect on traffic operations. Finally, in some cases VHT would remove a barrier to infill development, although mitigation measures that increase roadway capacity could have the opposite effect" (page 12).

Comment: We understand that this is a Preliminary Evaluation and, therefore, OPR is unable to determine with certainty at this time whether any or all of these metrics comply with the requirements of Section 21099(b)(1). We suggest, however, that it

may be difficult to support with evidence that these metrics “promote” multimodal transportation networks or a diversity of land uses.

5. Local general plan policies: Section 21099(b)(4) provides as follows:

This subdivision does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds or any other planning requirements pursuant to the police power or any other authority.

Safe and efficient operations of local streets and roads, including, where applicable, their intersection with State highways, are essential to communities throughout the State. For this reason, many cities include LOS standards for roadways in their general plans. We expect that other cities will amend their general plans to include LOS standards as a consequence of SB 743.

Comment: We request that the Guidelines acknowledge and reflect that SB 743 does not prohibit either LOS analysis or imposing conditions on development based upon the LOS standards in a local general plan. We would like to avoid litigation that challenges such conditions on the basis that LOS analysis of traffic delay is not the basis for a significant adverse impact under CEQA. In other words, Section 21099(b)(4) means that CEQA is not the only means for analyzing the traffic impacts of new development.

6. “Except in locations specifically identified:” SB 743 allows OPR to identify locations within transit priority areas to which Section 21099(b)(2) does not apply. A “transit priority area” is defined as an area “with a major transit stop existing or planned, if the planned stop is scheduled to be completed within the planning horizon of the Transportation Improvement Program” (Section 21099(a)(7)).

Comment: We urge OPR to exercise its discretion by distinguishing applying the new metrics to transit priority areas in accordance with two of the requirements of Section 21155(b): (1) measure the required one-half mile distance in accordance with Section 21155(b); and (2) require the planned major transit stop to be included in the regional transportation plan to ensure compliance with the fiscal constraints analysis of the RTP.

7. New Metrics outside TPAs: Section 21099(c)(1) authorizes OPR to adopt guidelines establishing alternative metrics outside transportation priority areas.

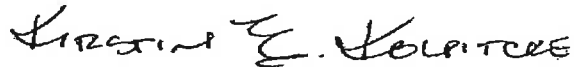
Comment: We urge OPR to delay the adoption of guidelines establishing alternative metrics outside transportation priority areas for three to five years after the effective date of the guidelines that apply alternative metrics to TPAs. The changes made by SB 743 are significant. It will be important to understand their impact within TPAs before extending their reach to areas that are not and most likely will never be served by public transit.

8. **Parking:** As is noted on page 13, parking impacts of certain types of projects in certain locations shall not be considered significant impacts on the environment under SB 743. The Preliminary Evaluation asks: "Where that limitation does not apply, what role, if any, should parking play in the analysis of transportation impacts?"

Comment: We respectfully suggest that the role parking plays in the analysis of transportation impacts outside the locations covered by SB 743 is beyond the scope of these amendments to the Guidelines.

Again, thank you for the opportunity to comment on "Preliminary Evaluation of Alternative Methods of Transportation Analysis". Please do not hesitate to contact me should you have any questions at (916) 658-8250 or kkolpitzke@cacities.org. We look forward to continuing our valuable relationship with OPR.

Sincerely,



Kirstin Kolpitzke
Legislative Representative

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

March 18, 2014

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – March 13, 2014

Dear Mr. Iwasaki:

At its meeting on March 13, 2014, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received report from Peter Engel, CCTA Program Manager, and Rick Ramacier, General Manager, CCCTA regarding the Contra Costa County Mobility Management Plan.
2. Discussed a protocol for the use of TRANSPAC Line 28a Subregional Transportation Needs Funding, and Line 20a Additional Transportation for Seniors and People with Disabilities funds.
3. Received update from Director David Durant on the issues raised by CalPERS regarding the status of 511 Contra Costa employees, and the engagement of Best Best & Krieger in support of the establishment of a TRANSPAC Joint Powers Authority to establish status for past employees as well as current and future 511 Contra Costa employees, with a formal review and consideration at the April 10, 2014 TRANSPAC meeting.
4. Received a report from Lynn Overcashier, 511 Contra Costa.
5. Appointed Jeremy Lochirco as its representative and Corinne Dutra-Roberts as the alternate to the Countywide Bicycle and Pedestrian Advisory Committee.

TRANSPAC hopes that this information is useful to you.

Mr. Randall H. Iwasaki
March 18, 2014
Page 2

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter".

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Candace Andersen, Chair – SWAT
Sal Evola, Chair – TRANSPLAN
Martin Engelman, Hisham Noeimi, Brad Beck (CCTA)
John Nemeth – WCCTAC
Janet Abelson – WCCTAC
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
Danice Rosenbohm, CCTA
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

March 17, 2014

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the Special TRANSPLAN Committee meeting on March 13, 2014.

AUTHORIZE staff to forward the Draft Final East County Action Plan for Routes of Regional Significance to the Contra Costa Transportation Authority (CCTA). TRANSPLAN discussed having the Action Plan formally acknowledge the fact that bicyclists also use Routes of Regional Significance. Staff will work with CCTA staff to incorporate such language. TRANSPLAN Committee authorized staff to forward the Draft Final East County Action Plan for Routes of Regional Significance to CCTA for inclusion in the Draft 2014 Countywide Transportation Plan Update.

RECEIVE presentation on Central Contra Costa Transit Authority (CCCTA) Contra Costa County Mobility Management Plan (MMP). After receiving the presentation, TRANSPLAN Committee discussed the MMP and passed a motion offering a vote of confidence for the Contra Costa County Mobility Management Plan, and a recommendation that John Cunningham (County staff) represent the TRANSPLAN Board on the MMP Oversight Committee.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, April 10, 2014 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps
TRANSPLAN Staff

c: TRANSPLAN Committee D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC J. Townsend, EBRPD
B. Neustadter, TRANSPAC D. Dennis, ECCRFFA
J. Nemeth, WCCTAC



SWAT

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March 10, 2014

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for March 2014

Dear Mr. Iwasaki:

At the **March 3rd, 2014** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Approved the release of the Draft 2014 Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance Update.

Approved the release of the Draft 2014 Lamorinda Action Plan Update.

Received a Presentation on CCCTA's Contra Costa Mobility Management Plan from Peter Engel, Program Manager, CCTA and Rick Ramacier, General Manager, CCCTA.

The next SWAT meeting is scheduled for Monday, April 7th, 2014, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard".

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

March 31, 2014

Hercules

Mr. Randell Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek CA 94597

RE: WCCTAC Board Meeting Summary

Pinole

Dear Randy:

Richmond

The WCCTAC Board at its March 28th meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved two new TCC representatives and one TCC alternate to replace vacancies:
 - o Mr. Chad Smalley from the City of Richmond's Succession Agency to Redevelopment;
 - o Ms. Michele Rodriguez from the City of San Pablo's Planning Department;
 - o Ms. Lori Reese-Brown from the City of Richmond's City Manager's Office (alternate).
- 2) Approved Financial Audits for FY 2011, 2012, and 2013.
- 3) Directed staff to bring the Mobility Management Plan back to the April Board meeting for further discussion and review. The Board also voted unanimously to communicate the following now to CCTA:
 - a. West County needs more time to consider and respond to the Plan prior to the item being taken up again by the CCTA Board;
 - b. The Plan could benefit from more structure and detail, particularly in explaining how the East Bay Paratransit Consortium would fit into the countywide model proposed in the Plan.
 - c. It would be preferable and less expensive for -CCTA to create a Mobility Manager position that resides within CCTA, rather than to spend more resources to establish a new non-profit agency; any savings from this approach should be put into programs.
 - d. Paratransit oversight and coordination efforts can be carried out by existing agencies and CCTA's PCC, rather than a new Oversight Committee;
 - e. Cities with local paratransit programs in West County have been asked by the WCCTAC Board to send a letter to CCTA commenting on the Mobility Management Plan (includes El Cerrito, San Pablo and Richmond).

Contra Costa County

AC Transit

BART

WestCAT

- 4) Approved Draft Final Action Plan.
- 5) Formed an ad-hoc subcommittee to address possible office relocation.

Sincerely,

A handwritten signature in black ink that reads "John Nemeth". The signature is written in a cursive style with a large initial "J" and a long horizontal stroke at the end.

John Nemeth
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; Jamar Stamps, TRANSPLAN; Andy Dillard, SWAT