



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

July 10, 2017

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)
4. **REVIEW record of meeting for May 8, 2017, Transportation, Water and Infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).
5. **CONSIDER and APPROVE recommendations in the Summary Report from the Public Works Department on implementing Municipal Regional Permit 2.0.** (Mike Carlson and Cece Sellgren, Department of Public Works)
6. **REVIEW grant development policies and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)
7. **RECEIVE Report on the Direct Discharge Plan to reduce trash impacts from homeless encampments and illegal dumping into streams.** (Cece Sellgren, Department of Public Works).
8. **CONSIDER recommending that the Board of Supervisors AUTHORIZE a letter to the Contra Costa Transportation Authority communicating comments on the 2017 Countywide Transportation Plan update.** (John Cunningham, Department of Conservation and Development)

9. **CONSIDER recommending to the Board of Supervisors a position of "Support" on Senate Bill 595 (Beall): Bridge Tolls**, a bill that authorizes the Metropolitan Transportation Commission to put on a the ballot, in the nine Bay Area Counties, a measure (Regional Measure 3) to increase bridge tolls. (John Cunningham, Department of Conservation and Development)
10. **CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of specific recommendations in the report above.** (John Cunningham, Department of Conservation and Development)
11. **COMMUNICATION/News Clippings.** (John Cunningham, Department of Conservation and Development)
12. The next meeting is currently scheduled for Monday, August 14, 2017.
13. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 07/10/2017

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 07/10/2017

Subject: REVIEW record of meeting for May 8, 2017, Transportation, Water and Infrastructure Meeting.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the May 8, 2017, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

05-08-17 TWIC Mtg Minutes

05-08-17 TWIC Sign In Sheet

sb 1 ten-yr estimates - total new revenues

sb 1 transportation funding deal - csac

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

May 8, 2017

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Diane Burgis, Chair
Supervisor Karen Mitchoff, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: Diane Burgis, Chair
Karen Mitchoff, Vice Chair

Attendees: Angela Villar, CC County Public Works Department
Nancy Wein, CC County Public Works Department
Jerry Fahy, CC County Public Works Department
Stephen Kowalewski, CC County Public Works Department
Coire Reilly, CC County Health Services
Jody London, Sustainability, DCD
John Cunningham, Transportation, DCD

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. CONSIDER Administrative items and Take ACTION as appropriate.
4. Staff recommends approval of the attached Record of Action for the April 10, 2017, Committee Meeting with any necessary corrections.

The Committee unanimously approved the meeting record.

Staff commented that, in response to the grant protocol discussion at the April TWIC meeting, information will be brought to a future meeting regarding any adopted policies regarding the processing of grants.

5. ACCEPT the Feasibility Report for the San Pablo Avenue Complete Streets Study between Rodeo and Crockett and RECOMMEND the Board of Supervisors approve the Feasibility Report at a future Board meeting. (District V)

The Committee unanimously approved the staff recommendation and directed staff to bring the item to the full Board of Supervisors on consent.

The Committee had a comment that the street crossings should be well-lit and well-designed with staff confirming that yes, attention will be paid to those details as more detailed plans are developed.

6. CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report.

The Committee requested additional information on Senate Bill 1. Attached to these meeting minutes are:

- An explanatory presentation on Senate Bill 1

- Charts detailing new projected revenues

- Detailed draft guidelines on SB1: Road Repair and Accountability Act of 2017

7. RECEIVE communication and DIRECT staff as appropriate.
8. The next meeting is currently scheduled for June 12, 2017, 9:00 a.m. to 10:00 a.m.
9. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

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Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

John Cunningham, Committee Staff

SIGN-IN SHEET

[illegible]

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 5,980,000	\$ 16,540,000	\$ 16,750,000	\$ 18,600,000	\$ 19,390,000	\$ 19,970,000	\$ 20,510,000	\$ 21,180,000	\$ 21,820,000	\$ 22,510,000
Alpine	\$ 120,000	\$ 320,000	\$ 320,000	\$ 360,000	\$ 370,000	\$ 380,000	\$ 390,000	\$ 410,000	\$ 420,000	\$ 430,000
Amador	\$ 550,000	\$ 1,520,000	\$ 1,540,000	\$ 1,710,000	\$ 1,780,000	\$ 1,830,000	\$ 1,880,000	\$ 1,940,000	\$ 2,000,000	\$ 2,060,000
Butte	\$ 1,960,000	\$ 5,410,000	\$ 5,480,000	\$ 6,090,000	\$ 6,340,000	\$ 6,530,000	\$ 6,710,000	\$ 6,930,000	\$ 7,140,000	\$ 7,360,000
Calaveras	\$ 840,000	\$ 2,320,000	\$ 2,350,000	\$ 2,600,000	\$ 2,720,000	\$ 2,800,000	\$ 2,870,000	\$ 2,970,000	\$ 3,060,000	\$ 3,150,000
Colusa	\$ 660,000	\$ 1,820,000	\$ 1,840,000	\$ 2,040,000	\$ 2,130,000	\$ 2,190,000	\$ 2,250,000	\$ 2,330,000	\$ 2,400,000	\$ 2,470,000
Contra Costa	\$ 4,990,000	\$ 13,810,000	\$ 13,990,000	\$ 15,530,000	\$ 16,190,000	\$ 16,680,000	\$ 17,130,000	\$ 17,690,000	\$ 18,220,000	\$ 18,790,000
Del Norte	\$ 340,000	\$ 950,000	\$ 960,000	\$ 1,060,000	\$ 1,110,000	\$ 1,140,000	\$ 1,170,000	\$ 1,210,000	\$ 1,250,000	\$ 1,290,000
El Dorado	\$ 1,760,000	\$ 4,880,000	\$ 4,940,000	\$ 5,490,000	\$ 5,720,000	\$ 5,890,000	\$ 6,050,000	\$ 6,250,000	\$ 6,440,000	\$ 6,640,000
Fresno	\$ 5,990,000	\$ 16,580,000	\$ 16,790,000	\$ 18,640,000	\$ 19,440,000	\$ 20,020,000	\$ 20,560,000	\$ 21,230,000	\$ 21,870,000	\$ 22,560,000
Glenn	\$ 800,000	\$ 2,210,000	\$ 2,230,000	\$ 2,480,000	\$ 2,590,000	\$ 2,660,000	\$ 2,740,000	\$ 2,820,000	\$ 2,910,000	\$ 3,000,000
Humboldt	\$ 1,560,000	\$ 4,300,000	\$ 4,360,000	\$ 4,840,000	\$ 5,050,000	\$ 5,200,000	\$ 5,340,000	\$ 5,510,000	\$ 5,680,000	\$ 5,860,000
Imperial	\$ 2,710,000	\$ 7,490,000	\$ 7,590,000	\$ 8,420,000	\$ 8,780,000	\$ 9,050,000	\$ 9,290,000	\$ 9,600,000	\$ 9,880,000	\$ 10,200,000
Inyo	\$ 960,000	\$ 2,660,000	\$ 2,690,000	\$ 2,990,000	\$ 3,120,000	\$ 3,210,000	\$ 3,300,000	\$ 3,400,000	\$ 3,510,000	\$ 3,620,000
Kern	\$ 5,640,000	\$ 15,600,000	\$ 15,800,000	\$ 17,540,000	\$ 18,290,000	\$ 18,840,000	\$ 19,350,000	\$ 19,980,000	\$ 20,580,000	\$ 21,230,000
Kings	\$ 1,180,000	\$ 3,270,000	\$ 3,310,000	\$ 3,670,000	\$ 3,830,000	\$ 3,950,000	\$ 4,050,000	\$ 4,190,000	\$ 4,310,000	\$ 4,450,000
Lake	\$ 840,000	\$ 2,310,000	\$ 2,340,000	\$ 2,600,000	\$ 2,710,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000	\$ 3,050,000	\$ 3,150,000
Lassen	\$ 810,000	\$ 2,250,000	\$ 2,280,000	\$ 2,530,000	\$ 2,640,000	\$ 2,710,000	\$ 2,790,000	\$ 2,880,000	\$ 2,970,000	\$ 3,060,000
Los Angeles	\$ 36,120,000	\$ 99,910,000	\$ 101,200,000	\$ 112,350,000	\$ 117,150,000	\$ 120,650,000	\$ 123,910,000	\$ 127,970,000	\$ 131,830,000	\$ 135,980,000
Madera	\$ 1,710,000	\$ 4,740,000	\$ 4,800,000	\$ 5,330,000	\$ 5,550,000	\$ 5,720,000	\$ 5,880,000	\$ 6,070,000	\$ 6,250,000	\$ 6,450,000
Marin	\$ 1,360,000	\$ 3,750,000	\$ 3,800,000	\$ 4,220,000	\$ 4,400,000	\$ 4,530,000	\$ 4,660,000	\$ 4,810,000	\$ 4,950,000	\$ 5,110,000
Mariposa	\$ 540,000	\$ 1,480,000	\$ 1,500,000	\$ 1,670,000	\$ 1,740,000	\$ 1,790,000	\$ 1,840,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000
Mendocino	\$ 1,250,000	\$ 3,460,000	\$ 3,510,000	\$ 3,890,000	\$ 4,060,000	\$ 4,180,000	\$ 4,300,000	\$ 4,440,000	\$ 4,570,000	\$ 4,710,000
Merced	\$ 2,260,000	\$ 6,260,000	\$ 6,340,000	\$ 7,040,000	\$ 7,340,000	\$ 7,560,000	\$ 7,770,000	\$ 8,020,000	\$ 8,260,000	\$ 8,520,000
Modoc	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,690,000	\$ 2,780,000	\$ 2,860,000	\$ 2,960,000
Mono	\$ 580,000	\$ 1,610,000	\$ 1,630,000	\$ 1,810,000	\$ 1,890,000	\$ 1,940,000	\$ 1,990,000	\$ 2,060,000	\$ 2,120,000	\$ 2,190,000
Monterey	\$ 2,470,000	\$ 6,830,000	\$ 6,920,000	\$ 7,680,000	\$ 8,010,000	\$ 8,250,000	\$ 8,470,000	\$ 8,750,000	\$ 9,010,000	\$ 9,300,000
Napa	\$ 960,000	\$ 2,640,000	\$ 2,680,000	\$ 2,970,000	\$ 3,100,000	\$ 3,190,000	\$ 3,280,000	\$ 3,390,000	\$ 3,490,000	\$ 3,600,000
Nevada	\$ 980,000	\$ 2,710,000	\$ 2,740,000	\$ 3,050,000	\$ 3,180,000	\$ 3,270,000	\$ 3,360,000	\$ 3,470,000	\$ 3,570,000	\$ 3,690,000
Orange	\$ 12,330,000	\$ 34,120,000	\$ 34,560,000	\$ 38,360,000	\$ 40,000,000	\$ 41,200,000	\$ 42,310,000	\$ 43,700,000	\$ 45,010,000	\$ 46,430,000
Placer	\$ 2,540,000	\$ 7,030,000	\$ 7,120,000	\$ 7,910,000	\$ 8,240,000	\$ 8,490,000	\$ 8,720,000	\$ 9,010,000	\$ 9,280,000	\$ 9,570,000
Plumas	\$ 650,000	\$ 1,790,000	\$ 1,810,000	\$ 2,010,000	\$ 2,090,000	\$ 2,160,000	\$ 2,220,000	\$ 2,290,000	\$ 2,360,000	\$ 2,430,000
Riverside	\$ 9,920,000	\$ 27,420,000	\$ 27,780,000	\$ 30,840,000	\$ 32,160,000	\$ 33,120,000	\$ 34,010,000	\$ 35,130,000	\$ 36,180,000	\$ 37,320,000
Sacramento	\$ 7,370,000	\$ 20,390,000	\$ 20,660,000	\$ 22,930,000	\$ 23,910,000	\$ 24,630,000	\$ 25,290,000	\$ 26,120,000	\$ 26,910,000	\$ 27,760,000
San Benito	\$ 550,000	\$ 1,530,000	\$ 1,550,000	\$ 1,720,000	\$ 1,800,000	\$ 1,850,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000	\$ 2,090,000
San Bernardino	\$ 9,600,000	\$ 26,550,000	\$ 26,890,000	\$ 29,860,000	\$ 31,130,000	\$ 32,060,000	\$ 32,930,000	\$ 34,010,000	\$ 35,030,000	\$ 36,140,000
San Diego	\$ 13,820,000	\$ 38,220,000	\$ 38,710,000	\$ 42,980,000	\$ 44,810,000	\$ 46,150,000	\$ 47,400,000	\$ 48,950,000	\$ 50,430,000	\$ 52,010,000
San Francisco*	\$ 2,810,000	\$ 7,770,000	\$ 7,870,000	\$ 8,740,000	\$ 9,110,000	\$ 9,390,000	\$ 9,640,000	\$ 9,960,000	\$ 10,260,000	\$ 10,580,000
San Joaquin	\$ 3,990,000	\$ 11,030,000	\$ 11,170,000	\$ 12,410,000	\$ 12,930,000	\$ 13,320,000	\$ 13,680,000	\$ 14,130,000	\$ 14,560,000	\$ 15,010,000

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,300,000	\$ 6,350,000	\$ 6,430,000	\$ 7,140,000	\$ 7,450,000	\$ 7,670,000	\$ 7,880,000	\$ 8,140,000	\$ 8,380,000	\$ 8,640,000
San Mateo	\$ 3,360,000	\$ 9,290,000	\$ 9,410,000	\$ 10,440,000	\$ 10,890,000	\$ 11,210,000	\$ 11,520,000	\$ 11,890,000	\$ 12,250,000	\$ 12,640,000
Santa Barbara	\$ 2,340,000	\$ 6,480,000	\$ 6,560,000	\$ 7,290,000	\$ 7,600,000	\$ 7,820,000	\$ 8,040,000	\$ 8,300,000	\$ 8,550,000	\$ 8,820,000
Santa Clara	\$ 7,510,000	\$ 20,770,000	\$ 21,040,000	\$ 23,360,000	\$ 24,360,000	\$ 25,090,000	\$ 25,760,000	\$ 26,610,000	\$ 27,410,000	\$ 28,270,000
Santa Cruz	\$ 1,550,000	\$ 4,280,000	\$ 4,340,000	\$ 4,820,000	\$ 5,020,000	\$ 5,170,000	\$ 5,310,000	\$ 5,490,000	\$ 5,650,000	\$ 5,830,000
Shasta	\$ 1,810,000	\$ 5,000,000	\$ 5,070,000	\$ 5,620,000	\$ 5,860,000	\$ 6,040,000	\$ 6,200,000	\$ 6,410,000	\$ 6,600,000	\$ 6,810,000
Sierra	\$ 310,000	\$ 870,000	\$ 880,000	\$ 980,000	\$ 1,020,000	\$ 1,050,000	\$ 1,080,000	\$ 1,110,000	\$ 1,140,000	\$ 1,180,000
Siskiyou	\$ 1,300,000	\$ 3,580,000	\$ 3,630,000	\$ 4,030,000	\$ 4,200,000	\$ 4,330,000	\$ 4,440,000	\$ 4,590,000	\$ 4,730,000	\$ 4,880,000
Solano	\$ 2,170,000	\$ 6,010,000	\$ 6,080,000	\$ 6,750,000	\$ 7,040,000	\$ 7,250,000	\$ 7,450,000	\$ 7,690,000	\$ 7,920,000	\$ 8,170,000
Sonoma	\$ 3,260,000	\$ 9,020,000	\$ 9,130,000	\$ 10,140,000	\$ 10,570,000	\$ 10,890,000	\$ 11,180,000	\$ 11,550,000	\$ 11,900,000	\$ 12,270,000
Stanislaus	\$ 3,200,000	\$ 8,860,000	\$ 8,980,000	\$ 9,970,000	\$ 10,390,000	\$ 10,700,000	\$ 10,990,000	\$ 11,350,000	\$ 11,690,000	\$ 12,060,000
Sutter	\$ 990,000	\$ 2,730,000	\$ 2,760,000	\$ 3,070,000	\$ 3,200,000	\$ 3,300,000	\$ 3,380,000	\$ 3,500,000	\$ 3,600,000	\$ 3,710,000
Tehama	\$ 1,120,000	\$ 3,110,000	\$ 3,150,000	\$ 3,490,000	\$ 3,640,000	\$ 3,750,000	\$ 3,850,000	\$ 3,980,000	\$ 4,100,000	\$ 4,230,000
Trinity	\$ 600,000	\$ 1,660,000	\$ 1,690,000	\$ 1,870,000	\$ 1,950,000	\$ 2,010,000	\$ 2,060,000	\$ 2,130,000	\$ 2,200,000	\$ 2,260,000
Tulare	\$ 3,890,000	\$ 10,760,000	\$ 10,890,000	\$ 12,100,000	\$ 12,610,000	\$ 12,990,000	\$ 13,340,000	\$ 13,780,000	\$ 14,190,000	\$ 14,640,000
Tuolumne	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,700,000	\$ 2,780,000	\$ 2,870,000	\$ 2,960,000
Ventura	\$ 3,790,000	\$ 10,480,000	\$ 10,610,000	\$ 11,780,000	\$ 12,290,000	\$ 12,650,000	\$ 12,990,000	\$ 13,420,000	\$ 13,820,000	\$ 14,260,000
Yolo	\$ 1,380,000	\$ 3,820,000	\$ 3,870,000	\$ 4,300,000	\$ 4,480,000	\$ 4,620,000	\$ 4,740,000	\$ 4,900,000	\$ 5,050,000	\$ 5,210,000
Yuba	\$ 790,000	\$ 2,180,000	\$ 2,200,000	\$ 2,450,000	\$ 2,550,000	\$ 2,630,000	\$ 2,700,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000
TOTAL	\$ 192,750,000	\$ 533,070,000	\$ 539,920,000	\$ 599,440,000	\$ 625,020,000	\$ 643,700,000	\$ 661,110,000	\$ 682,810,000	\$ 703,340,000	\$ 725,500,000

** County revenues only

*** Note: Estimates only include RMRA revenues, which are one of the four separate components of new SB 1 revenues:**

- Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates.

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 7,140,000	\$ 18,510,000	\$ 26,130,000	\$ 29,780,000	\$ 31,610,000	\$ 33,070,000	\$ 34,590,000	\$ 36,250,000	\$ 37,860,000	\$ 39,530,000
Alpine	\$ 140,000	\$ 350,000	\$ 500,000	\$ 570,000	\$ 600,000	\$ 630,000	\$ 660,000	\$ 700,000	\$ 730,000	\$ 750,000
Amador	\$ 660,000	\$ 1,680,000	\$ 2,380,000	\$ 2,670,000	\$ 2,810,000	\$ 2,920,000	\$ 3,050,000	\$ 3,190,000	\$ 3,320,000	\$ 3,450,000
Butte	\$ 2,340,000	\$ 5,960,000	\$ 8,480,000	\$ 9,490,000	\$ 10,000,000	\$ 10,430,000	\$ 10,860,000	\$ 11,340,000	\$ 11,810,000	\$ 12,280,000
Calaveras	\$ 1,000,000	\$ 2,550,000	\$ 3,640,000	\$ 4,050,000	\$ 4,280,000	\$ 4,460,000	\$ 4,650,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000
Colusa	\$ 790,000	\$ 1,990,000	\$ 2,840,000	\$ 3,140,000	\$ 3,310,000	\$ 3,440,000	\$ 3,570,000	\$ 3,730,000	\$ 3,880,000	\$ 4,020,000
Contra Costa	\$ 5,960,000	\$ 15,460,000	\$ 21,820,000	\$ 24,870,000	\$ 26,400,000	\$ 27,630,000	\$ 28,900,000	\$ 30,280,000	\$ 31,620,000	\$ 33,010,000
Del Norte	\$ 410,000	\$ 1,040,000	\$ 1,490,000	\$ 1,640,000	\$ 1,730,000	\$ 1,800,000	\$ 1,870,000	\$ 1,950,000	\$ 2,040,000	\$ 2,110,000
El Dorado	\$ 2,100,000	\$ 5,440,000	\$ 7,700,000	\$ 8,760,000	\$ 9,280,000	\$ 9,700,000	\$ 10,150,000	\$ 10,620,000	\$ 11,100,000	\$ 11,570,000
Fresno	\$ 7,160,000	\$ 18,290,000	\$ 26,010,000	\$ 29,120,000	\$ 30,770,000	\$ 32,090,000	\$ 33,440,000	\$ 34,900,000	\$ 36,350,000	\$ 37,850,000
Glenn	\$ 960,000	\$ 2,420,000	\$ 3,440,000	\$ 3,820,000	\$ 4,030,000	\$ 4,180,000	\$ 4,350,000	\$ 4,520,000	\$ 4,710,000	\$ 4,890,000
Humboldt	\$ 1,860,000	\$ 4,720,000	\$ 6,740,000	\$ 7,500,000	\$ 7,920,000	\$ 8,250,000	\$ 8,590,000	\$ 8,950,000	\$ 9,310,000	\$ 9,690,000
Imperial	\$ 3,240,000	\$ 8,170,000	\$ 11,700,000	\$ 12,910,000	\$ 13,590,000	\$ 14,150,000	\$ 14,690,000	\$ 15,310,000	\$ 15,890,000	\$ 16,510,000
Inyo	\$ 1,150,000	\$ 2,910,000	\$ 4,150,000	\$ 4,600,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000	\$ 5,460,000	\$ 5,690,000	\$ 5,910,000
Kern	\$ 6,740,000	\$ 17,250,000	\$ 24,510,000	\$ 27,540,000	\$ 29,120,000	\$ 30,390,000	\$ 31,690,000	\$ 33,110,000	\$ 34,500,000	\$ 35,940,000
Kings	\$ 1,410,000	\$ 3,580,000	\$ 5,110,000	\$ 5,670,000	\$ 5,970,000	\$ 6,230,000	\$ 6,470,000	\$ 6,750,000	\$ 7,010,000	\$ 7,290,000
Lake	\$ 1,000,000	\$ 2,540,000	\$ 3,630,000	\$ 4,050,000	\$ 4,280,000	\$ 4,450,000	\$ 4,640,000	\$ 4,840,000	\$ 5,040,000	\$ 5,250,000
Lassen	\$ 970,000	\$ 2,470,000	\$ 3,520,000	\$ 3,920,000	\$ 4,130,000	\$ 4,290,000	\$ 4,470,000	\$ 4,670,000	\$ 4,860,000	\$ 5,050,000
Los Angeles	\$ 43,150,000	\$ 111,800,000	\$ 157,870,000	\$ 179,860,000	\$ 190,910,000	\$ 199,780,000	\$ 208,930,000	\$ 218,870,000	\$ 228,610,000	\$ 238,660,000
Madera	\$ 2,040,000	\$ 5,180,000	\$ 7,400,000	\$ 8,200,000	\$ 8,630,000	\$ 8,990,000	\$ 9,350,000	\$ 9,740,000	\$ 10,120,000	\$ 10,510,000
Marin	\$ 1,620,000	\$ 4,170,000	\$ 5,920,000	\$ 6,700,000	\$ 7,100,000	\$ 7,430,000	\$ 7,760,000	\$ 8,120,000	\$ 8,470,000	\$ 8,840,000
Mariposa	\$ 640,000	\$ 1,620,000	\$ 2,320,000	\$ 2,580,000	\$ 2,720,000	\$ 2,830,000	\$ 2,940,000	\$ 3,070,000	\$ 3,190,000	\$ 3,330,000
Mendocino	\$ 1,490,000	\$ 3,790,000	\$ 5,420,000	\$ 6,030,000	\$ 6,370,000	\$ 6,630,000	\$ 6,910,000	\$ 7,200,000	\$ 7,490,000	\$ 7,780,000
Merced	\$ 2,700,000	\$ 6,860,000	\$ 9,800,000	\$ 10,890,000	\$ 11,480,000	\$ 11,960,000	\$ 12,450,000	\$ 12,970,000	\$ 13,490,000	\$ 14,030,000
Modoc	\$ 940,000	\$ 2,370,000	\$ 3,390,000	\$ 3,770,000	\$ 3,980,000	\$ 4,130,000	\$ 4,300,000	\$ 4,480,000	\$ 4,650,000	\$ 4,850,000
Mono	\$ 690,000	\$ 1,760,000	\$ 2,520,000	\$ 2,810,000	\$ 2,960,000	\$ 3,090,000	\$ 3,210,000	\$ 3,350,000	\$ 3,480,000	\$ 3,620,000
Monterey	\$ 2,950,000	\$ 7,570,000	\$ 10,740,000	\$ 12,090,000	\$ 12,800,000	\$ 13,370,000	\$ 13,940,000	\$ 14,570,000	\$ 15,190,000	\$ 15,830,000
Napa	\$ 1,150,000	\$ 2,930,000	\$ 4,160,000	\$ 4,700,000	\$ 4,970,000	\$ 5,190,000	\$ 5,420,000	\$ 5,670,000	\$ 5,910,000	\$ 6,160,000
Nevada	\$ 1,170,000	\$ 3,010,000	\$ 4,260,000	\$ 4,820,000	\$ 5,100,000	\$ 5,330,000	\$ 5,560,000	\$ 5,820,000	\$ 6,070,000	\$ 6,340,000
Orange	\$ 14,730,000	\$ 38,240,000	\$ 53,950,000	\$ 61,580,000	\$ 65,390,000	\$ 68,460,000	\$ 71,620,000	\$ 75,060,000	\$ 78,410,000	\$ 81,890,000
Placer	\$ 3,030,000	\$ 7,860,000	\$ 11,110,000	\$ 12,650,000	\$ 13,420,000	\$ 14,050,000	\$ 14,690,000	\$ 15,400,000	\$ 16,080,000	\$ 16,780,000
Plumas	\$ 780,000	\$ 1,990,000	\$ 2,820,000	\$ 3,180,000	\$ 3,360,000	\$ 3,520,000	\$ 3,670,000	\$ 3,840,000	\$ 4,010,000	\$ 4,180,000
Riverside	\$ 11,850,000	\$ 30,570,000	\$ 43,260,000	\$ 49,070,000	\$ 52,020,000	\$ 54,390,000	\$ 56,830,000	\$ 59,490,000	\$ 62,090,000	\$ 64,770,000
Sacramento	\$ 8,800,000	\$ 22,720,000	\$ 32,160,000	\$ 36,480,000	\$ 38,670,000	\$ 40,440,000	\$ 42,250,000	\$ 44,220,000	\$ 46,150,000	\$ 48,150,000
San Benito	\$ 660,000	\$ 1,690,000	\$ 2,400,000	\$ 2,680,000	\$ 2,840,000	\$ 2,950,000	\$ 3,070,000	\$ 3,210,000	\$ 3,340,000	\$ 3,480,000
San Bernardino	\$ 11,470,000	\$ 29,620,000	\$ 41,890,000	\$ 47,560,000	\$ 50,420,000	\$ 52,730,000	\$ 55,110,000	\$ 57,690,000	\$ 60,210,000	\$ 62,830,000
San Diego	\$ 16,510,000	\$ 42,730,000	\$ 60,360,000	\$ 68,710,000	\$ 72,900,000	\$ 76,270,000	\$ 79,750,000	\$ 83,530,000	\$ 87,230,000	\$ 91,040,000
San Francisco**	\$ 3,360,000	\$ 8,620,000	\$ 12,230,000	\$ 13,780,000	\$ 14,580,000	\$ 15,240,000	\$ 15,890,000	\$ 16,620,000	\$ 17,330,000	\$ 18,050,000
San Joaquin	\$ 4,770,000	\$ 12,240,000	\$ 17,350,000	\$ 19,570,000	\$ 20,700,000	\$ 21,620,000	\$ 22,560,000	\$ 23,590,000	\$ 24,600,000	\$ 25,630,000

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,750,000	\$ 7,020,000	\$ 9,970,000	\$ 11,180,000	\$ 11,820,000	\$ 12,330,000	\$ 12,860,000	\$ 13,430,000	\$ 13,980,000	\$ 14,560,000
San Mateo	\$ 4,010,000	\$ 10,390,000	\$ 14,670,000	\$ 16,720,000	\$ 17,750,000	\$ 18,560,000	\$ 19,430,000	\$ 20,350,000	\$ 21,250,000	\$ 22,190,000
Santa Barbara	\$ 2,800,000	\$ 7,220,000	\$ 10,210,000	\$ 11,580,000	\$ 12,270,000	\$ 12,820,000	\$ 13,400,000	\$ 14,010,000	\$ 14,620,000	\$ 15,260,000
Santa Clara	\$ 8,970,000	\$ 23,230,000	\$ 32,820,000	\$ 37,360,000	\$ 39,660,000	\$ 41,490,000	\$ 43,390,000	\$ 45,460,000	\$ 47,470,000	\$ 49,550,000
Santa Cruz	\$ 1,850,000	\$ 4,770,000	\$ 6,760,000	\$ 7,660,000	\$ 8,120,000	\$ 8,490,000	\$ 8,870,000	\$ 9,290,000	\$ 9,690,000	\$ 10,110,000
Shasta	\$ 2,160,000	\$ 5,510,000	\$ 7,850,000	\$ 8,780,000	\$ 9,280,000	\$ 9,690,000	\$ 10,090,000	\$ 10,540,000	\$ 10,970,000	\$ 11,430,000
Sierra	\$ 370,000	\$ 960,000	\$ 1,360,000	\$ 1,520,000	\$ 1,610,000	\$ 1,670,000	\$ 1,750,000	\$ 1,820,000	\$ 1,880,000	\$ 1,970,000
Siskiyou	\$ 1,550,000	\$ 3,930,000	\$ 5,620,000	\$ 6,270,000	\$ 6,610,000	\$ 6,890,000	\$ 7,160,000	\$ 7,480,000	\$ 7,790,000	\$ 8,110,000
Solano	\$ 2,590,000	\$ 6,680,000	\$ 9,460,000	\$ 10,710,000	\$ 11,350,000	\$ 11,860,000	\$ 12,390,000	\$ 12,950,000	\$ 13,520,000	\$ 14,090,000
Sonoma	\$ 3,890,000	\$ 10,010,000	\$ 14,190,000	\$ 16,030,000	\$ 16,960,000	\$ 17,720,000	\$ 18,500,000	\$ 19,350,000	\$ 20,180,000	\$ 21,040,000
Stanislaus	\$ 3,820,000	\$ 9,800,000	\$ 13,940,000	\$ 15,670,000	\$ 16,580,000	\$ 17,300,000	\$ 18,040,000	\$ 18,860,000	\$ 19,650,000	\$ 20,480,000
Sutter	\$ 1,180,000	\$ 2,990,000	\$ 4,270,000	\$ 4,750,000	\$ 5,010,000	\$ 5,220,000	\$ 5,420,000	\$ 5,660,000	\$ 5,880,000	\$ 6,110,000
Tehama	\$ 1,340,000	\$ 3,400,000	\$ 4,860,000	\$ 5,370,000	\$ 5,660,000	\$ 5,890,000	\$ 6,120,000	\$ 6,380,000	\$ 6,630,000	\$ 6,890,000
Trinity	\$ 720,000	\$ 1,830,000	\$ 2,610,000	\$ 2,910,000	\$ 3,070,000	\$ 3,200,000	\$ 3,330,000	\$ 3,480,000	\$ 3,630,000	\$ 3,760,000
Tulare	\$ 4,650,000	\$ 11,790,000	\$ 16,820,000	\$ 18,690,000	\$ 19,680,000	\$ 20,500,000	\$ 21,320,000	\$ 22,230,000	\$ 23,110,000	\$ 24,020,000
Tuolumne	\$ 940,000	\$ 2,400,000	\$ 3,410,000	\$ 3,830,000	\$ 4,060,000	\$ 4,230,000	\$ 4,420,000	\$ 4,600,000	\$ 4,800,000	\$ 5,000,000
Ventura	\$ 4,530,000	\$ 11,730,000	\$ 16,550,000	\$ 18,850,000	\$ 20,010,000	\$ 20,930,000	\$ 21,890,000	\$ 22,940,000	\$ 23,950,000	\$ 25,010,000
Yolo	\$ 1,650,000	\$ 4,210,000	\$ 6,000,000	\$ 6,720,000	\$ 7,090,000	\$ 7,410,000	\$ 7,720,000	\$ 8,060,000	\$ 8,400,000	\$ 8,740,000
Yuba	\$ 940,000	\$ 2,390,000	\$ 3,400,000	\$ 3,790,000	\$ 4,000,000	\$ 4,170,000	\$ 4,340,000	\$ 4,520,000	\$ 4,700,000	\$ 4,890,000
TOTAL	\$ 230,240,000	\$ 592,930,000	\$ 839,890,000	\$ 950,200,000	\$ 1,006,590,000	\$ 1,051,930,000	\$ 1,098,540,000	\$ 1,149,340,000	\$ 1,198,990,000	\$ 1,250,310,000

** County revenues only

* **Note: Estimates include all four separate components of new SB 1 revenues:**

- 1. Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates;
- 2. Revenue from future inflationary adjustments to existing 18-cent gasoline excise tax rate, reset to 16-cents of existing diesel excise tax, and future inflationary adjustments to existing diesel excise tax rate;
- 3. Revenue from reset of price-based gasoline excise tax to 17.3 cents and future inflationary adjustments to this rate; and
- 4. Revenue from transportation loan funds redirected to local streets and roads purposes (three annual installments of \$37.5 million to counties in 2017-18, 2018-19 and 2019-20 fiscal years)

Transportation Funding Deal Explained

Chris Lee

CSAC Legislative Analyst

May 18, 2017

SB 1 (Beall)

- Approximately \$5.2 billion/year in new revenue – no sunset
- Approved by Legislature on April 6
- Governor Brown signed April 28
- Accompanied by ACA 5 (Frazier), which provides constitutional protections for revenues
- ACA 5 will go to voters for approval June 2018

What taxes were part of the deal?

- 12-cent gas excise tax increase
- Reset price-based excise tax at 17.3 cents
- 20-cent diesel excise tax increase
- 4% diesel sales tax increase
- \$25-\$175 annual “transportation improvement fee” based on vehicle value
- \$100 annual zero emissions vehicle fee
- CPI adjustments on excise taxes/fees

How will revenues be phased-in?

- New fuel taxes begin in November 2017
- The value-based transportation improvement fee begins in Spring 2018
- The price-based excise tax will be reset July 1, 2019
- New Zero Emissions Vehicles will begin to pay an additional registration fee for road maintenance in 2020

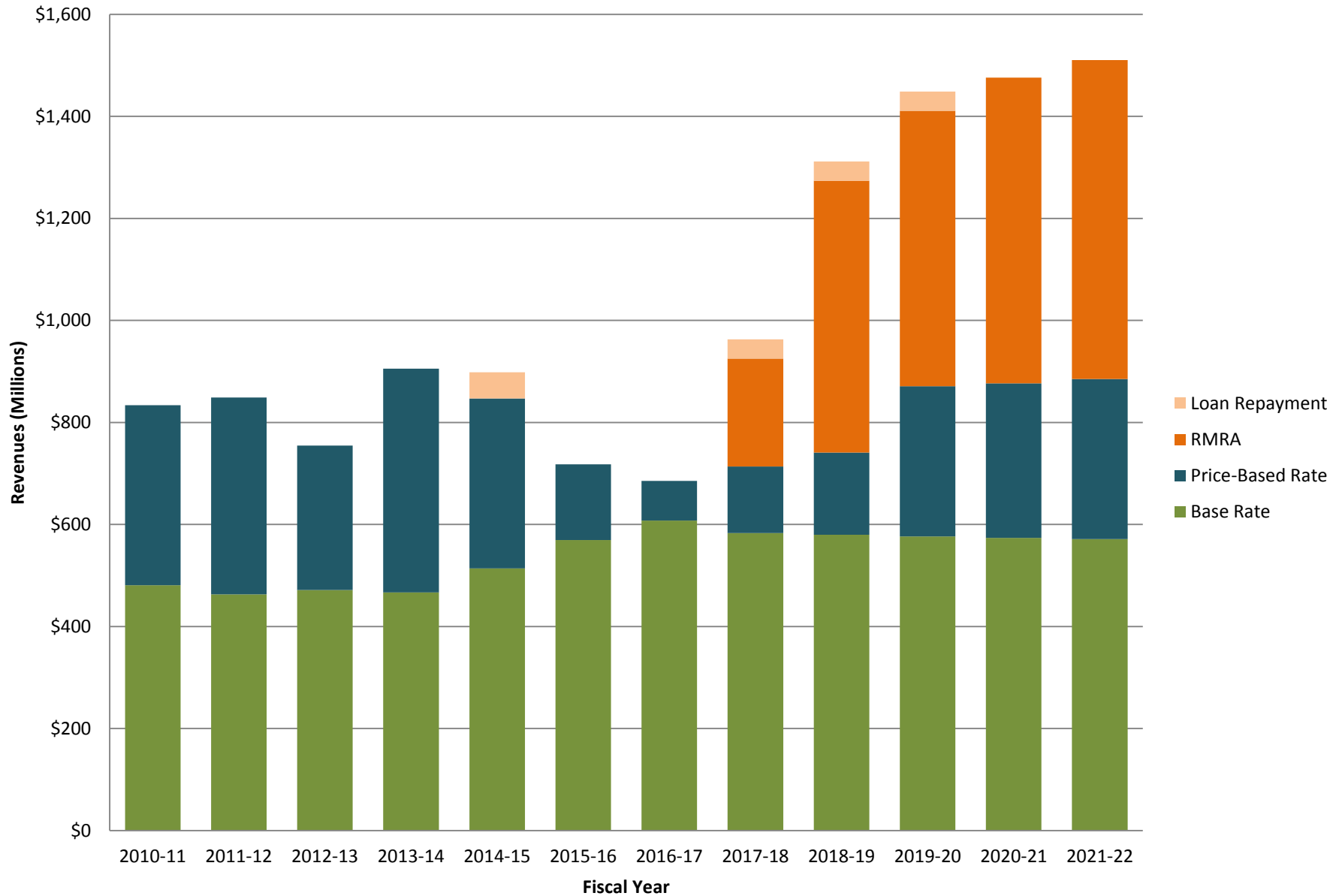
Where does the funding go?

- \$1.5 billion for state highways
- \$1.5 billion for local roads
- \$750 million for transit operations and capital
- \$685 million in loan repayments
- \$400 million for state bridges
- \$300 million for goods movement/freight projects
- \$250 million for the new “Solutions for Congested Corridors” program
- \$200 million for state-local partnership
- \$100 million for the Active Transportation grants
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants
- \$7 million for UC and CSU Transportation Research

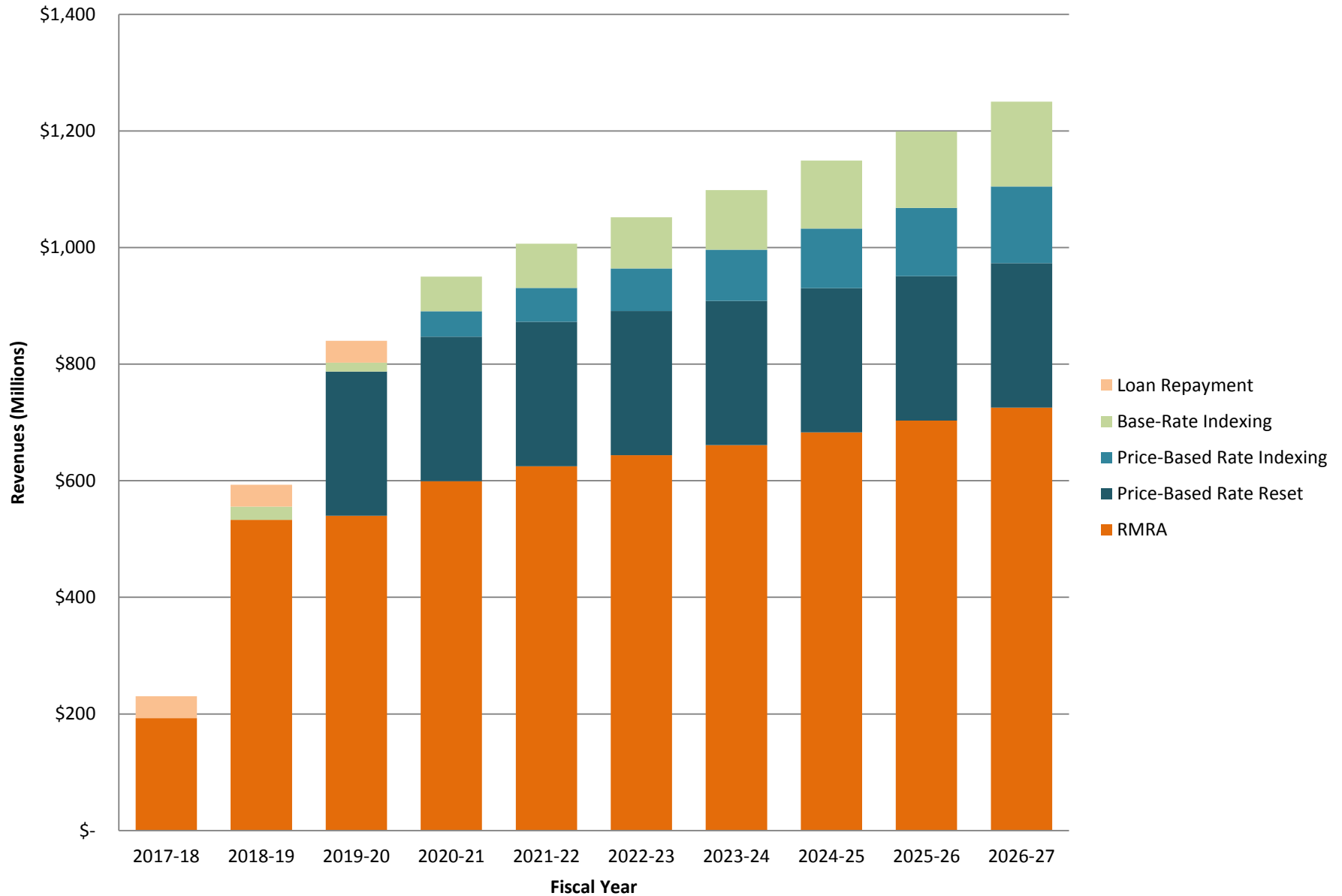
Which revenues flow to counties?

- Road Maintenance and Rehabilitation Account
 - New gas tax, transportation improvement fee, and part of diesel excise tax
- 50% state, 50% local
- Local share split evenly between cities and counties
- County revenues by SHC Section 2103 formula
 - 75% by registered vehicles; 25% by road mileage

Formula Funding for County Roads - Before and After SB 1



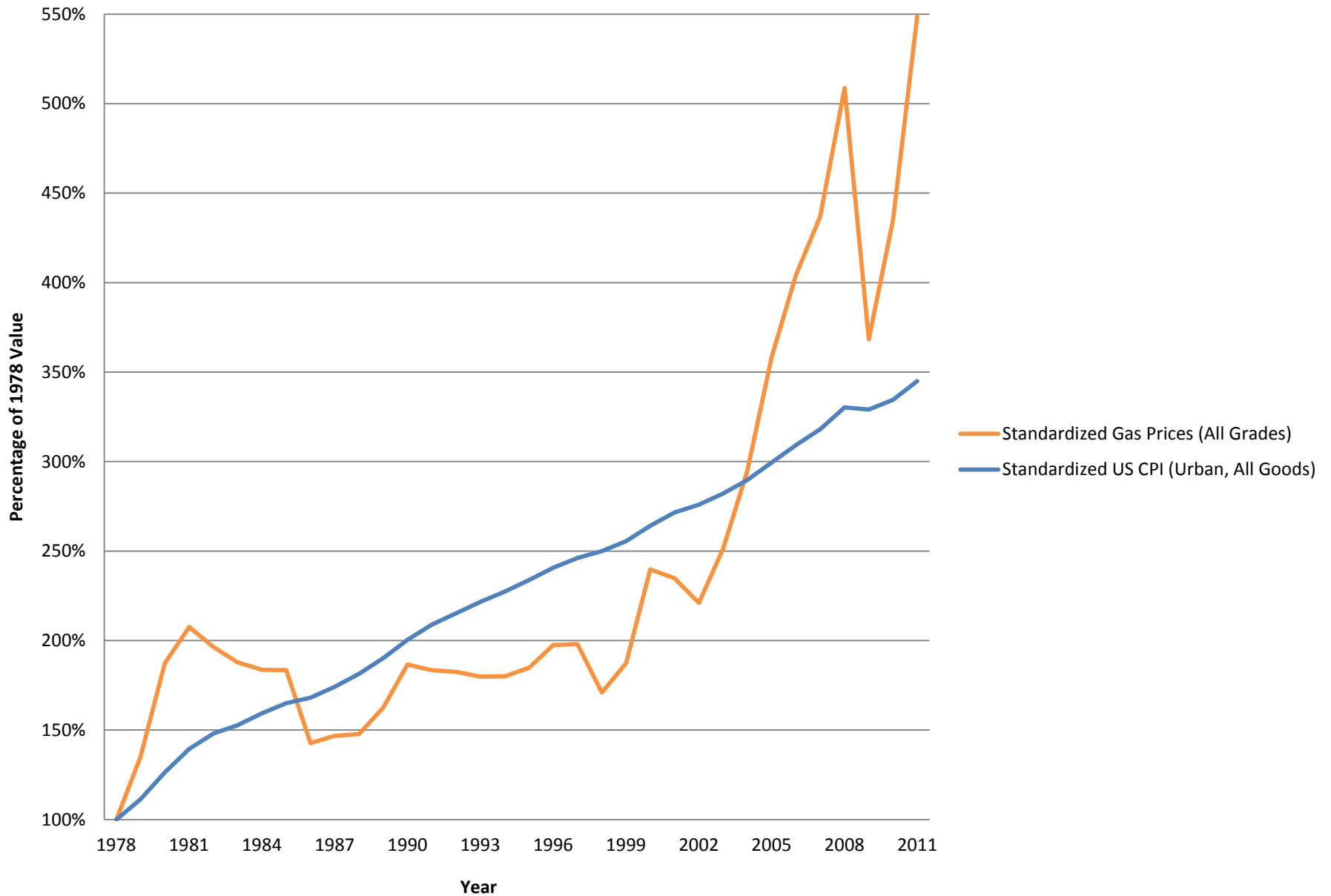
Components of New County Revenues from SB 1



Sources of Revenue Uncertainty

- Inflation – fuel tax and reg. fee now indexed
 - Affects 100% of SB 1 revenues
- Fuel consumption
 - Affects 70% of SB 1 revenues
- Number of registered vehicles and car values
 - Affects 30% of SB 1 revenues
- Gasoline prices no longer directly tied to fuel tax rates for county road revenues under SB 1

Growth in CPI and Gasoline Prices 1978-2011



Competitive Funding Opportunities

- Active Transportation Program – existing program
- State-Local Partnership – new guidelines
- Congested Corridors Program – new program
- Goods Movement Program – new guidelines
- Local Planning – guidelines to be developed
- May CA Transportation Commission meeting will include guideline discussions

What county projects are eligible?

- Road Maintenance and Rehabilitation Funding
“shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.”
Streets and Highways Code Section 2030(a)

Eligible projects cont.

- Eligible projects include, *but are not limited to*:
 - road maintenance and rehabilitation;
 - safety projects;
 - railroad grade separations;
 - complete street components, including active transportation, bike/ped, transit facilities, drainage, and stormwater capture projects;
 - traffic control devices;
 - match for state/federal funds for eligible projects.
- *Streets and Highways Code Section 2030(b)*

What if my roads are in good shape?

- May spend RMRA funds on other transportation priorities if average PCI meets or exceeds 80 (*Streets and Highways Code Section 2037*)
- Constitutional limitations apply: “Research, planning, construction, improvement, maintenance, and operation of public streets and highways” and related nonmotorized facilities for nonmotorized traffic (*Art. XIX, Sec. 2(a)*)

What are the reporting requirements?

- List of projects proposed to be funded each year to California Transportation Commission
- List must be pursuant to an adopted budget approved at a public meeting
- List shall not limit flexible use of funds, provided that projects are eligible
- Must include description and the location of each proposed project, schedule for completion, and estimated useful life of improvement
- *Streets and Highways Code Section 2034(a)(1)*

Reporting requirements cont.

- Upon expending RMRA funds, must submit documentation to the CTC
 - Description and location of each completed project,
 - Amount of funds expended on the project
 - Completion date and the estimated useful life of the improvement
- *Streets and Highways Code Section 2034(a)(2)*

Questions?

Chris Lee

CSAC Legislative Analyst

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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 07/10/2017

Subject: CONSIDER and APPROVE recommendations in the Summary Report from the Public Works Department on implementing Municipal Regional Permit 2.0

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 5

Referral Name: Review issues associated with the health of the San Francisco Bay and Delta, including water quality.

Presenter: Mike Carlson, Department of Public Works

Contact: Cece Sellgren
(925)313-2296

Referral History:

The Regional Water Quality Control Boards issue the County a stormwater permit on a five-year recurring cycle. The first permit was issued in 1993 and the current permit was issued in November 2015. The objective of the permit is to reduce pollutants in stormwater to improve stormwater quality, and increase stormwater infiltration into soils to improve watershed health.

Just before the first permit was issued, the County modified the Flood Control District Act to allow the District to collect an annual assessment on parcels throughout the County, for the cities and the County to fund permit compliance costs. The permit compliance cost for each subsequent permit has increased dramatically over the prior permit. The Transportation, Water, and Infrastructure Committee and the full Board have been following the policy and financial issues associated with implementing these stormwater permits for many years.

Board members have testified before the Regional Water Board several times describing the impacts their stormwater permit has on the County budget.

Referral Update:

The new Stormwater Permit, referred to as the Municipal Regional Permit 2.0, follows the prior Municipal Regional Permit 1.0 issued at the end of 2009.

In 2010, the beginning of the MRP 1.0 five-year permit, there was a surplus of funds in the County's Stormwater Program. In 2015, the last year of the MRP 1.0 permit, compliance costs exceeded the annual revenue of assessment funds and the surplus was virtually gone.

On June 9, 2016, the Committee accepted a report on the policy implications of the MRP 2.0. That was the first of three reports to be developed on the topic. The second report, presented at the October 13, 2016 Committee meeting, outlined the financial implications of implementing the new Municipal Regional Permit 2.0, and the third report, presented at the April 10, 2017 Committee 18, provided two budget scenarios, one compliance based in the other resource-based, and included staff recommendations.

The Summary Report outlines direction provided to staff from the Committee at the April 10, 2017 meeting and is presented to the Committee for concurrence and then forward to the full Board.

Recommendation(s)/Next Step(s):

CONSIDER and APPROVE staff's recommendations and FORWARD this Summary Report to the full Board for consideration and approval.

Fiscal Impact (if any):

N/A

Attachments

Table1.MRP RevisedBudget 7-10-17

Table2.MRP BudgetComparsion 7-10-17

Board Order

Report

Table 1. MRP 2.0 Revised Budget: July 10, 2017

MRP Provision	Description	MRP 1.0 2017- 2018	MRP 2.0 2017-18 Budget	Funding Source for 2017-18 Budget		
				SUA 17	Road Fund	Flood Control District
C2	Municipal Operations	\$32,000	\$25,000	\$25,000		
C2	Street Sweeping	\$200,000	\$315,000	\$315,000		
C3	Development/LID	\$123,000	\$5,000	\$5,000		
C3.j	Green Infrastructure Planning		\$100,000	\$100,000		
C4	Industrial/ Commercial Site Controls	\$225,000	\$275,000	\$275,000		
C5	Illicit Discharges	\$143,000	\$85,000	\$85,000		
C6	Construction Controls	\$8,000	\$5,000	\$5,000		
C7	Public Outreach	\$210,000	\$196,000	\$196,000		
C8	Monitoring	\$30,000	\$30,000	\$30,000		
C9	Pesticide Controls	\$25,000	\$20,000	\$20,000		
C10	Trash (Note 1)	\$456,000	\$340,000	\$340,000		
C10	Trash capture devices (Note 2)		\$50,000	\$50,000		
C10	Trash separator facility (Note 3)		\$50,000	\$50,000		
C10	On-land clean up	\$540,000	\$645,000	\$645,000		
C10	Adopt-a-Spot		\$25,000	\$25,000		
C10	Plastic bag ban program		\$25,000	\$25,000		
C10	Polystyrene ban		\$75,000	\$75,000		

C10	Direct discharge controls (Note 4)	\$100,000	\$300,000	\$250,000		\$50,000
MRP Provision	Description	MRP 1.0 2017- 2018	MRP 2.0 2017-18 Budget	Funding Source for 2017-18 Budget		
				SUA 17	Road Fund	Flood Control District
C10	Creek clean-ups (Note 5)	\$120,000	\$50,000	\$30,000		\$20,000
C11	Mercury Controls	\$15,000	\$5,000	\$5,000		
C12	PCB Controls (Note 6)	\$40,000	\$50,000	\$50,000		
C12	PCB/GI project		\$50,000	\$50,000		
C12	Identify development treatment		\$25,000	\$25,000		
C12	Local Source Properties		\$45,000	\$45,000		
C12	Regional Source Properties		\$5,000	\$5,000		
C12	County CIP Project (Note 7)		\$0			
C15	Annual Report	\$70,000	\$70,000	\$70,000		
	RWQCB Fees	\$45,000	\$45,000	\$45,000		
	BIMID Cost Share	\$30,000	\$30,000	\$30,000		
	Drainage Inventory	\$50,000	\$50,000		\$50,000	
	Marina Program	\$10,000	\$50,000	\$50,000		
	Program Admin. (Note 8)	\$230,000	\$195,000	\$195,000		
Totals		\$2,702,000	\$3,236,000	\$3,116,000	\$50,000	\$70,000

Notes

1. Trash budget for MRP 1.0 represents projected costs from the past two years; the MRP 2.0 budget amount for MRP 2.0 is reduced and spread out to other more specific activities.

2. This budget item is for planning and development of a project to install full trash capture devices in drainage inlets.
3. This budget item is for planning and development of a project to construct a hydrodynamic trash separator.
4. Elements of the Direct Trash Discharge Control Plan will be implemented within the road rights of way funded with Road Funds, within Flood Control District rights of way funded with Flood Control Funds, and on County owned property funded with General Funds.
5. About half of the creek cleanup work will occur in Flood Control District rights of way and funded with Flood Control Funds, and a small portion are on County creek-front property and funded with General Funds.
6. The PCB budget for MRP 1.0 is projected costs from the past two years; the budget amount for MRP 2.0 Additional Provisions is several small scale planning activities such as reports, schedules, and evaluations.
7. County Capital Improvement Program (CIP) projects are divided into two types: one is infrastructure projects like roads and bridges paid for from the Road Fund, and the other is building projects usually paid from the General Fund. If Green Infrastructure has been
8. Program Administration includes such items as supervision, training, budget and contract management, grant writing, and strategic planning.

MRP Provision	Description	Constrained Budget	Revised Budget	Difference
C2	Municipal Operations	\$32,000	\$25,000	\$7,000
C2	Street Sweeping	\$325,000	\$315,000	\$10,000
C3	Development/LID	\$123,000	\$5,000	\$118,000
C3.j	Green Infrastructure Planning	\$92,000	\$100,000	-\$8,000
C4	Industrial/Commercial Site Controls	\$225,000	\$275,000	-\$50,000
C5	Illicit Discharges	\$143,000	\$85,000	\$58,000
C6	Construction Controls	\$8,000	\$5,000	\$3,000
C7	Public Outreach	\$210,000	\$196,000	\$14,000
C8	Monitoring	\$30,000	\$30,000	\$0
C9	Pesticide Controls	\$25,000	\$20,000	\$5,000
C10	Trash (Note 1)	\$525,000	\$340,000	\$185,000
C10	Trash capture devices (Note 2)	\$577,000	\$50,000	\$527,000
C10	Trash separator facility (Note 3)	\$100,000	\$50,000	\$50,000
C10	On-land clean up	\$740,000	\$645,000	\$95,000
C10	Adopt-a-Spot	\$25,000	\$25,000	\$0
C10	Plastic bag ban program	\$25,000	\$25,000	\$0
C10	Polystyrene ban	\$75,000	\$75,000	\$0
C10	Direct discharge controls (Note 4)	\$300,000	\$300,000	\$0

MRP Provision	Description	MRP 1.0 2017-18 Budget	MRP 2.0 2017-18 Budget	Difference
C10	Creek clean-ups (Note 5)	\$150,000	\$50,000	\$100,000
C11	Mercury Controls	\$15,000	\$5,000	\$10,000
C12	PCB Controls (Note 6)	\$51,000	\$50,000	\$1,000
C12	PCB/GI project	\$50,000	\$50,000	\$0
C12	Identify development treatment	\$60,000	\$25,000	\$35,000
C12	Local Source Properties	\$25,000	\$45,000	-\$20,000
C12	Regional Source Properties	\$5,000	\$5,000	\$0
C12	County CIP Project (Note 7)	\$500,000	\$0	\$500,000
C15	Annual Report	\$90,000	\$70,000	\$20,000
	RWQCB Fees	\$45,000	\$45,000	\$0
	BIMID Cost Share	\$30,000	\$30,000	\$0
	Drainage Inventory	\$50,000	\$50,000	\$0
	Knightsen Biofilter	\$10,000	\$0	\$10,000
	Marina Program	\$10,000	\$50,000	-\$40,000
	Program Admin. (Note 8)	\$230,000	\$195,000	\$35,000
TOTALS		\$4,901,000	\$3,236,000	\$1,665,000

Notes

1. Trash budget for MRP 1.0 represents projected costs from the past two years; the MRP 2.0 budget amount for MRP 2.0 is reduced and spread out to other more specific activities.
2. This budget item is for planning and development of a project to install full trash capture devices in drainage inlets.
3. This budget item is for planning and development of a project to construct a hydrodynamic trash separator.
4. Elements of the Direct Trash Discharge Control Plan will be implemented within the road rights of way funded with Road Funds, within Flood Control District rights of way funded with Flood Control Funds, and on County owned property funded with General Funds.
5. About half of the creek cleanup work will occur in Flood Control District rights of way and funded with Flood Control Funds, and a small portion are on County creek-front property and funded with General Funds.
6. The PCB budget for MRP 1.0 is projected costs from the past two years; the budget amount for MRP 2.0 Additional Provisions is several small scale planning activities such as reports, schedules, and evaluations.
7. County Capital Improvement Program (CIP) projects are divided into two types: one is infrastructure projects like roads and bridges paid for from the Road Fund, and the other is building projects usually paid from the General Fund. If Green Infrastructure has been incorporated into the project scope and project budget, then this cost is already included in the project cost and is not an "additional" cost.

8. Program Administration includes such items as supervision, training, budget and contract management, grant writing, and strategic planning.

Draft Board Order on MRP 2.0

To: Board of Supervisors

From: Transportation, Water, and Infrastructure Committee

Subject: Approve recommendations and Accept the attached Options Report on implementing the Municipal Regional Permit issued by the Regional Water Quality Control Board in November 2016.

Recommendations:

- ACKNOWLEDGE continued commitment to the objective of MRP 2.0 and improving water quality.
- DIRECT staff to incorporate Green Infrastructure into County projects.
- ACKNOWLEDGE that non-compliance is very likely.
- DIRECT staff to work with the Health Services Department on developing service fees to cover inspection costs.
- DIRECT staff to communicate to the Regional Board the County's fiscal constraints, request more time to comply, and seek regulatory adjustments.
- DIRECT staff to focus on trash rather than on PCBs.
- CONFIRM that no General Funds are available for County Watershed Program costs.
- ACKNOWLEDGE that Road Funds can pay some road related costs with the new gas tax.
- DIRECT staff to explore other revenue ideas and report back to the Committee.

Background:

On April 10, 2017 the Transportation, Water, and Infrastructure Committee (Committee) considered the attached Options Report which explored and provided recommendations to the Committee for implementing the Municipal Regional Permit adopted by the Regional Water Quality Control Board (Regional Board) in November 2015 (MRP 2.0). It was the third and final report on the issues associated with implementing MRP 2.0. The first report to the Committee on June 9, 2016, the Policy Report, provided an overall background and history of past stormwater permits that have led to the current permit, current permit requirements, and policy implications of implementing MRP 2.0. The new permit requirements also have fiscal implications, which were reviewed in detail in the second report to the Committee, the Financial Report, on October 13, 2016, and updated with the Options Report.

Detailed analysis of permit compliance underscored that PCB costs were far and away the most expensive provision of MRP 2.0. Trash was the other large cost item. The Committee was presented with two budget proposals. One budget was "constrained" to reflect the revenue sources available plus some additional infusion of General Funds, either directly or from other department services. The proposed Constrained Budget for Fiscal Year 2017/18 was \$4.9 million, and assumed PCB load reductions would be met by development or other sources, but not directly by the County. The other budget was based on the most likely scenario of PCB load reductions the County would need to meet by building Green Infrastructure. The proposed Most Likely Scenario Budget for Fiscal Year 2017/18 was \$17.9 million. The Committee focused on the Constrained Budget as the only viable one to consider. The Committee further refined the Constrained Budget by directing staff to eliminate General Funds as a source to pay for County Watershed Program (Stormwater Program) activities.

Staff subsequently developed a revised budget that had no General Funds paying for staff stormwater activities, focused resources on meeting trash load reduction goals, and reduced resources associated with PCBs. The Revised Budget is \$1,665,000 less than the Constrained Budget (34% reduction). At the Committee's July 10, 2017 meeting, staff summarized the direction provided by the Committee at the April 10, 2017 meeting and presented it for concurrence and approval. This Board Order reflects the Committee's direction, stated below as the recommended action items with additional information for background and context.

ACKNOWLEDGE continued commitment to the objective of MRP 2.0 and improving water quality. The overarching objective of the MRP 2.0 permit is to improve the quality of stormwater and other runoff, and to increase infiltration of stormwater into the landscape. The permit includes a myriad of required activities to meet these objectives. The County agrees with the overall objective, but does not always agree with the mandated requirements and prioritization of requirements to achieve the objective.

DIRECT staff to incorporate Green Infrastructure into County projects. The County has a variety of capital improvement programs that direct investment of resources in buildings, roads, airports, and other public infrastructure. MRP 2.0 requires the County to include Green Infrastructure in its projects where applicable. Green Infrastructure is a stormwater treatment facility that also enhances infiltration, such as grassy swales, bio-retention facilities, and rain gardens. The County agrees to include Green Infrastructure in all projects required by the permit.

ACKNOWLEDGE that non-compliance is very likely. Staff will attempt to meet permit requirements with the reduced budget, but cannot guarantee the County will meet all of the load reduction goals. At the end of FY 2015/16 the County did not meet the 60% load reduction requirement for trash. The County submitted a plan to meet the next required target of 70% by July 1, 2017, the end of FY 2016/17. By July 1,

2017 the County had not met the 70% trash load reduction requirement nor met the requirement for public outreach. In the September Annual Report staff will be submitting a multi-pronged strategy to meet the 70% target for trash reduction over the next fiscal year. If the Regional Board does not accept this plan (we are beyond the due date and this would be the second submittal for non-compliance) the permit then requires installation of full trash capture devices in our drainage inlets, which would cost about \$4 million. With regards to PCBs, the operative assumption going forward is the County will not have to construct any Green Infrastructure to meet PCB load reduction targets. If PCB load reduction targets are not met through other means, such as source properties, then the County will definitely be out of compliance. The penalty for non-compliance is a potential fine of \$37,500 per violation per day through federal authority, and \$10,000 per violation per day through state authority. The largest exposure from non-compliance, however, is from third-party lawsuits.

DIRECT staff to work with the Health Services Department on developing service fees to cover inspection costs. While the Committee directed staff not to use General Funds to pay staff costs, it did support the notion of establishing service fees to pay for certain staff costs. The Environmental Health Division and Hazmat Division provide inspection services for the County Watershed Program. This service has traditionally been funded by the County Watershed Program, but there is now a shortage of Stormwater Utility Assessment funds available. Initial discussions with Environmental Health and Hazmat indicate it would be possible to establish a service fee to pay for inspection costs. It will take at least a year to establish a service fee so this revenue source would not be available for Fiscal Year 2017/18, but would help in following fiscal years.

DIRECT staff to communicate to the Regional Board the County's fiscal constraints, request more time to comply, and seek regulatory adjustments. County staff has been meeting with staff at the Regional Board on a regular basis to explain the methodology County staff used to develop permit compliance costs, review the County's available revenue sources and budget projections, and point out implementation issues. Now that the budget has been finalized, staff can more definitively indicate to the Regional Board what the County will be able to achieve this next fiscal year. At this point it seems extremely likely the County will need additional time to meet the permit requirements. And it also makes sense to discuss the adjustment of certain requirements that would make their achievement more feasible.

DIRECT staff to focus on trash rather than on PCBs. The cost to comply with PCB requirements represented 73% of the Most Likely Scenario Budget, and a minimal amount of the Constrained Budget. To reduce the budget further it would be necessary to continue reducing the budget on PCB related activities and focus on trash load reduction activities. This strategy was identified in staff's strategic plan as the most cost-effective approach given the funds available.

CONFIRM that no General Funds are available for County Watershed Program costs. Direction from the Committee was clear that there were no General Funds available for stormwater activities in Fiscal Year 2017/18. Staff has revised and reduced the budget accordingly. See attached Table 1. However, each year is a new year and at some point there may be General Funds available for the County Watershed Program.

ACKNOWLEDGE that Road Funds can pay some road related costs with the new gas tax. Statutory language in Senate Bill 1 that authorized the new gas tax specifically mentioned stormwater projects being eligible for funding. The new gas tax does not go into effect until November of 2017 so there may be little, if any, funds available for Fiscal Year 2017/18. However, there should be funding available in subsequent fiscal years.

DIRECT staff to explore other revenue ideas and report back to the Committee. Although there were no General Funds available this year to help with the County Watershed Program budget, the Committee acknowledged the need for additional funding to support the County Watershed Program. To that end the Committee supported looking at other potential revenue sources and bringing them back to the Committee for further discussion and consideration.

Financial Impact:

Approval of the above recommended actions finalizes and approves the Revised Budget submitted to the Committee with this report. The Revised Budget was prepared consistent with the recommended actions. The Revised Budget for Fiscal Year 2017/18 to implement MRP 2.0 is \$3.24 million. This will be funded with a mix of Stormwater Utility Assessment 17 Funds (about \$3 million), Flood Control District Funds, and Road Funds. The Revised Budget does not include any General Fund revenue for Watershed Program activities. However, there is some General Fund impact with regards to County projects funded with General Fund revenue. These projects must now include stormwater treatment, which increases project costs. This is similar to the Americans with Disabilities Act requirements over a decade ago, a requirement that has since become integrated into the design process for every project.

2015 Municipal Regional Permit Summary Report to the Transportation, Water, and Infrastructure Committee

July 10, 2017

I. Background

On April 10, 2017 the Transportation, Water, and Infrastructure Committee (Committee) considered the Options Report which explored and provided recommendations to the Committee for implementing the Municipal Regional Permit adopted by the Regional Water Quality Control Board (Regional Board) in November 2015 (MRP 2.0). It was the third and final report on the issues associated with implementing MRP 2.0. The first report to the Committee on June 9, 2016, the Policy Report, provided an overall background and history of past stormwater permits that have led to the current permit, current permit requirements, and policy implications of implementing MRP 2.0. The new permit requirements also have fiscal implications, which were reviewed in detail in the second report to the Committee, the Financial Report, on October 13, 2016, and updated with the Options Report.

Detailed analysis of permit compliance underscored that PCB costs were far and away the most expensive provision of MRP 2.0. Trash was the other large cost item. The Committee was presented with two budget proposals. One budget was "constrained" to reflect the revenue sources available plus some additional infusion of General Funds, either directly or from other department services. The proposed Constrained Budget for Fiscal Year 2017/18 was \$4.9 million, and assumed PCB load reductions would be met by development or other sources, but not directly by the County. The other budget was based on the most likely scenario of PCB load reductions the County would need to meet by building Green Infrastructure. The proposed Most Likely Scenario Budget for Fiscal Year 2017/18 was \$17.9 million. The Committee focused on the Constrained Budget as the only viable one to consider. The Committee further refined the Constrained Budget by directing staff to eliminate General Funds as a source to pay for County Watershed Program (Stormwater Program) activities.

Staff subsequently developed a Revised Budget that had no General Funds paying for staff stormwater activities, focused resources on meeting trash load reduction goals, and reduced resources associated with PCBs. Attached Table 1 outlines the Revised Budget. The Revised Budget is \$1,665,000 less than the Constrained Budget (34% reduction). Attached Table 2 shows the difference between the Constrained Budget and the Revised Budget. This Summary Report summarizes the direction provided by

the Committee at the April 10, 2017 meeting and presents it for concurrence and approval. Each policy direction is stated in the form of a recommended action item, with additional information provided to describe the recommendation and provide background context. Once the Committee concurs with the recommendations, then this report can be forwarded to the full Board for approval. Attached is a draft Board Order using this report as its base.

II. Summary Report

ACKNOWLEDGE continued commitment to the objective of MRP 2.0 and improving water quality. The overarching objective of the MRP 2.0 permit is to improve the quality of stormwater and other runoff, and to increase infiltration of stormwater into the landscape. The permit includes a myriad of required activities to meet these objectives. The County agrees with the overall objective, but does not always agree with the mandated requirements and prioritization of requirements to achieve the objective.

DIRECT staff to incorporate Green Infrastructure into County projects. The County has a variety of capital improvement programs that direct investment of resources in buildings, roads, airports, and other public infrastructure. MRP 2.0 requires the County to include Green Infrastructure in its projects where applicable. Green Infrastructure is a stormwater treatment facility that also enhances infiltration, such as grassy swales, bio-retention facilities, and rain gardens. The County agrees to include Green Infrastructure in all projects required by the permit.

ACKNOWLEDGE that non-compliance is very likely. Staff will attempt to meet permit requirements with the reduced budget, but cannot guarantee the County will meet all of the load reduction goals. At the end of FY 2015/16 the County did not meet the 60% load reduction requirement for trash. The County submitted a plan to meet the next required target of 70% by July 1, 2017, the end of FY 2016/17. By July 1, 2017 the County had not met the 70% trash load reduction requirement nor met the requirement for public outreach. In the September Annual Report staff will be submitting a multi-pronged strategy to meet the 70% target for trash reduction over the next fiscal year. If the Regional Board does not accept this plan (we are beyond the due date and this would be the second submittal for non-compliance) the permit then requires installation of full trash capture devices in our drainage inlets, which would cost about \$4 million. With regards to PCBs, the operative assumption going forward is the County will not have to construct any Green Infrastructure to meet PCB load reduction targets. If PCB load reduction targets are not met through other means, such as source properties, then the County will definitely be out of compliance. The penalty for non-compliance is a potential fine of \$37,500 per violation per day through federal authority, and \$10,000 per violation per day through state authority. The largest exposure from non-compliance, however, is from third-party lawsuits.

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ACKNOWLEDGE that Road Funds can pay some road related costs with the new gas tax. Statutory language in Senate Bill 1 that authorized the new gas tax specifically mentioned stormwater projects being eligible for funding. The new gas tax does not go into effect until November of 2017 so there may be little, if any, funds available for Fiscal Year 2017/18. However, there should be funding available in subsequent fiscal years.

DIRECT staff to explore other revenue ideas and report back to the Committee. Although there were no General Funds available this year to help with the County Watershed Program budget, the Committee acknowledged the need for additional funding to support the County Watershed Program. To that end the Committee supported looking at other potential revenue sources and bringing them back to the Committee for further discussion and consideration.

III. Financial Impact

Approval of the above recommended actions finalizes and approves the Revised Budget submitted to the Committee with this report. The Revised Budget was prepared consistent with the recommended actions. The Revised Budget for Fiscal Year 2017/18 to implement MRP 2.0 is \$3.24 million. This will be funded with a mix of Stormwater Utility Assessment 17 Funds (about \$3 million), Flood Control District Funds, and Road Funds. The Revised Budget does not include any General Fund revenue for Watershed Program activities. However, there is some General Fund impact with regards to County projects funded with General Fund revenue. These projects must now include stormwater treatment, which increases project costs. This is similar to the Americans with Disabilities Act requirements over a decade ago, a requirement that has since become integrated into the design process for every project.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 07/10/2017

Subject:

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: N/A

Referral Name: Administrative Item

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

N/A

Referral Update:

During the April 10, 2017 TWIC meeting discussion arose regarding the protocol to be followed by staff when applying for grants. This report follows up on that discussion.

Two policies guiding staff on how to submit grant applications are provided below and attached for the Committees consideration:

1: Administrative Bulletin

#104: Board Authority for New or Expanded Programs and Projects.(Attached)

2: Transportation, Water, and Infrastructure Referral #2: Review applications for transportation, water and infrastructure grants to be prepared by the Public Works and Conservation and Development Departments.

Recommendation(s)/Next Step(s):

REVIEW grant development policies and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

CC County - Admin Bulletin #104

CONTRA COSTA COUNTY

Office of the County Administrator

ADMINISTRATIVE BULLETIN

Number: 104.1
Date: December 10, 2009
Section: General

SUBJECT: Board Authority for New or Expanded Programs and Projects

- I. APPLICABILITY.** This bulletin is applicable to all County departments.
- II. AUTHORITY.** In accordance with the provisions of County Ordinance Code Section 24-4.009, and Resolution 867, dated May 15, 1962, the County Administrator is responsible for reviewing all departmental, agency and district requests for adjustments and transfers of budgeted funds and making recommendations to the Board of Supervisors.
- III. PURPOSE.** The Contra Costa County Budget, as adopted by the Board of Supervisors, makes provision for specific programs, services and projects to be carried out by County Departments. Occasionally, introduction of new or expanded programs or services during the year may be warranted, either with or without reimbursement for expenditures to be made.
- IV. POLICY.** County policy concerning the establishment or extension of services during the year, or the initiation of special projects, is as follows:

No action shall be taken to initiate new or expanded programs or projects (such as the submission of a grant application) unless approved by the Board of Supervisors in advance. Department must submit requests for the Board of Supervisors consideration to the Office of the County Administrator.

- V. PROCEDURES.**

Departments will request approval for implementation of new services or projects (such as submission of a grant application) in accordance with the following procedures:

- 1. The department shall submit a written request on the program or project to the Office of the County Administrator. The request must include the following:
 - a. a detailed description of the new program or the expansion of an existing program,

- b. an explanation of why the new or expanded program is in the best interest of the County and its residents,
- c. an estimate of any new staffing requirements,
- d. the total anticipated cost of the new or expanded program,
- e. available revenue to fund the program or project,
- f. pros and cons of the request; and
- g. negative consequences if the request is not approved.

Except in unusual or emergency situations, any additional expenses to the County General Fund must be funded from within the Departments authorized budget. A detailed explanation of how the costs will be absorbed must be included with the request.

- 2. The Office of the County Administrator shall review the request and, if appropriate, forward the request to the Board of Supervisors with a recommendation.
- 3. The Board of Supervisors shall consider the program or project, make a determination as to whether to support the request, and, if approved, authorize the department to submit an application for the available funds, if necessary.

New and additional services, programs and projects affect administrative planning for personnel and space utilization and for that reason will be carefully analyzed by the Office of the County Administrator.

Reference: Resolution Number 867 dated May 15, 1962



David Twa
County Administrator

IN THE BOARD OF SUPERVISORS
OF
CONTRA COSTA COUNTY, STATE OF CALIFORNIA

In the Matter of Applications
for Program and Project Funds. }

RESOLUTION NO. 867

WHEREAS legislation enacted by the Congress and the California State Legislature in recent years has made available various program and project fund grants to local agencies in fields such as public health, social welfare, medical care and library services; and

WHEREAS such programs and projects may provide significant benefits and knowledge in the subject fields; and

WHEREAS various county departments have applied for and received various program and project funds for specific purposes; and

WHEREAS certain county departments have expressed interest in other programs and projects; and

WHEREAS program and project grants are usually reimbursable as to salaries and some other costs in whole or part but not as to capital outlay and building space; and

WHEREAS the non reimbursable cost items are of critical importance to the county; and

WHEREAS the value of specific programs and projects warrants careful policy review and evaluation;

NOW, THEREFORE, BE IT BY THIS BOARD RESOLVED that the following policies and procedures shall apply with respect to programs and projects of both a limited term and recurring nature:

1. Departments desiring to make application for program or project funds shall notify the Office of the County Administrator in writing, indicating the nature and scope of the proposed program or project.
2. The Office of the County Administrator shall inform the Board of Supervisors of the program or project and the laws under which funds may be available.
3. The Board of Supervisors shall consider the program or project from the viewpoint of policy and make a determination as to whether the county will attempt to obtain approval.

RESOLUTION NO. 867

1/2

4. The Board of Supervisors, if it endorses the program or project, shall issue an order authorizing the department to make application for the available funds.
5. If the application for the funds is approved, the department shall advise the Office of the County Administrator, which will make arrangements for the processing of necessary documents by the Board of Supervisors.

AND BE IT FURTHER RESOLVED that departments and agencies shall refrain from making application for program and project grants except in the manner specified in this resolution.

PASSED AND ADOPTED this 15th day of May, 1962, by the following vote of the Board:

AYES: Supervisors James P. Kenny, Mel F. Nielsen,
Thomas John Coll, Edmund A. Linscheid.

NOES: None.

ABSENT: Supervisor Joseph S. Silva.

867

2/1



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 07/10/2017

Subject: RECEIVE report on the Direct Discharge Plan to reduce trash impacts from homeless encampments and illegal dumping into streams.

Submitted For: Julia R. Bueren, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 5

Referral Name: Review issues associated with the health of the San Francisco Bay and Delta.

Presenter: Cece Sellgren, Public Works Dept. &
Lavonna Martin, Health Services Dept.

Contact: Cece Sellgren
(925)313-2296

Referral History:

The County Watershed Program last gave a presentation on the trash management plan on October 13, 2016, where the strategy to achieve 70% by July 1, 2017, was presented. One of the strategies discussed was to implement a Direct Discharge Plan.

Referral Update:

The Direct Discharge Plan addresses trash thrown directly into streams flowing adjacent to or through County or Flood Control and Water Conservation District (FC District) property or rights of way. There are two types of sources of trash: homeless encampments and illegal dumping. This presentation will discuss an interdepartmental approach to reduce litter in homeless encampments and create barriers to reduce illegal dumping into streams flowing through or adjacent to County or FC District property and/or rights of way. Successful implementation will create up to 15% of trash reduction credit.

Recommendation(s)/Next Step(s):

Receive report and provide direction regarding implementation of this program.

Fiscal Impact (if any):

The Direct Discharge Program is budgeted for \$300,000/year paid with Stormwater Utility Fees, Road Funds, and FC District Zone Funds.

Attachments

Direct Discharge Control Plan

Appendix 1

Appendix 2

Appendix 3

Contra Costa County Direct Discharge Trash Control Program

Contra Costa County Watershed Program

February 1, 2017

Purpose and scope

The purpose of Contra Costa County's Direct Discharge Plan is to prevent illegal dumping from homeless people and from those who discharge trash and other unwanted items directly into the creeks within County parcels and road and flood control rights of way within unincorporated areas. In addition this program removes material thrown into these streams.

Unincorporated County Demographics and Direct Trash Sources

Unincorporated Contra Costa County has the most diverse and dispersed set of communities of any other Bay Area counties. Thirty unincorporated communities are identified by the Local Agency Formation Commission (LAFCO) within the County's Urban Limit Line. The County's Trash Reduction Plan is limited to unincorporated communities within the County Urban Limit Line and several roads that connect communities or freeways.

There are several sources of trash which enters into the County's creeks. The vast majority of this trash enters through the Municipal Separate Storm Sewer (MS4). Contra Costa County's Direct Discharge Plan is focusing on two additional primary sources:

1. Homeless encampments on County or Flood Control District (FCD) properties with streams, and
2. Illegal dumping of unwanted items into County properties with streams, County road rights of way that intersect with a stream, and Flood Control District properties or rights of way. Again the focus is in unincorporated communities within the Urban Limit Line.

County and FCD Parcels and Rights of Way and Limits of Authority

Contra Costa County provides a wide variety of services in both unincorporated County and the cities. The County has offices and other facilities scattered throughout the County, often in cities, to support these services. But the County only has authority to enforce trespassing and littering on parcels or rights of way within unincorporated County, even if the parcel is owned by the County. Violations of law on a FCD parcel in Pleasant Hill require a response from Pleasant Hill Police Department. Because of this limitation, the focus of the Direct Discharge Plan is limited to County and FCD parcels in unincorporated areas within the County.

Existing Challenges and Overall Strategy

The challenges from homeless encampments and illegal dumping are very different and will require distinctly different approaches. The key to homeless encampments is to make these areas less enticing and to quickly remove people living next to creeks. But removal alone will simply lead to reestablishment of the encampment. Instead, the goal of the Direct Discharge Program is to use County Social Workers who specialize on homeless issues to find a better place than their streamside encampment.

The challenge of illegal dumping is that some people are unwilling to pay the fees to safely dispose of whatever material is no longer wanted. Unfortunately solid waste facilities are incredibly expensive to create and to operate, and Contra Costa County (who operates the County disposal sites) cannot afford to offer low cost or free disposal. Many solid waste franchise agreements incorporate disposal of large items, but this is clearly not enough. Contra Costa County has identified key locations where illegal dumping into streams within the road rights of way or into streams on County property can occur. The County is implementing a program to create barriers at the edge of the road rights of way to prohibit from entering into a stream adjacent to or crossing under a roadway. The County has also identified County owned properties with streams, and is implementing a similar barrier approach to reduce or eliminate large trash items from entering into streams.

Homeless Demographics in Contra Costa County

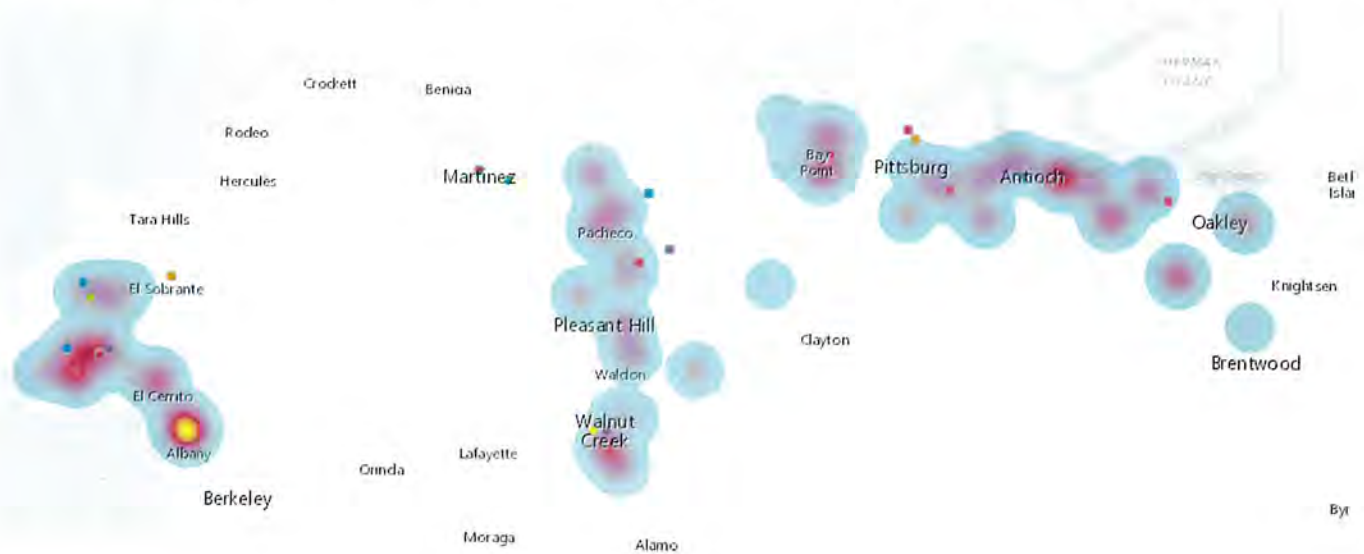
Homelessness is an ongoing and significant concern for Contra Costa County. The County addresses homelessness through County's Homelessness Programs, coordinated by the County's Health, Housing, and Homeless Services Division.

Contra Costa's Homeless Continuum of Care (CoC) conducts a comprehensive point-in-time count of families and individuals experiencing homelessness. The CoC is a coalition, comprised of service providers, members of the faith community, businesses, funders, education systems, and law enforcement governed by the County's "Council on Homelessness". The CoC represents powerful non-profit partners in the County's effort to reduce homelessness and subsequent illegal dumping into local creeks. The Point in Time (PIT) Count tallies information about people sleeping in emergency shelters, transitional housing, cars, abandoned properties, and/or in other places not meant for human habitation. It provides a one-day snapshot of homelessness and includes data about families, youth, chronically homeless, and veterans, as well as demographic data about gender, ethnicity, and race.

According to Contra Costa Homelessness Council's "2016 Point in Time Count," last conducted on January 27, 2016, there were 3,500 individuals identified as homeless, or at risk of homelessness, in the County. The "2016 Point in Time Count" full report can be found in APPENDIX 1.

Many homeless live in encampments along the FCD's flood control channels, and particularly along Walnut Creek, Wildcat Creek and San Pablo Creek. Encampments can also be found along creeks in Bay Point and Antioch. These encampments and are illustrated by Figure 1, *Contra Costa Homeless Encampment and Corresponding Service Locations*.

Figure 1: Contra Costa Homeless Encampment and Corresponding Service



Locations

LEGEND: **Service Sites** are represented by the colored dots and the **Population Range** of these encampments is shown from low to high:

- Soup Kitchen
- Emergency Shelter
- Multi-Service Site
- Community Site
- Transitional Housing
- Emergency Shelter and MSC

Homeless Encampments



Of the 3,500 homeless individuals, slightly less than half (1,730) were literally homeless, and 1,770 were at risk of homelessness. Among those actually homeless, 620 people were in shelters and another 1,110 were sleeping on the streets. Youth under the age of 18 made up 11% of the homeless population and two-thirds of those youth were residing in shelters the night of the count. Two-thirds of the overall homeless population is male.

The 1,730 homeless individuals made up 1,437 households; 7% of these households were families with minors. There were an additional six unaccompanied minors, five in youth shelters and one living on the streets.

There was a significant regional shift across the county for unsheltered individuals, from west to east: more people reported sleeping outside or were found in encampments in East County relative to 2015 data, and fewer in West and Central County.

2015-2016 Regional Changes in Unsheltered



Additionally, over the past five years there has been a decrease in number of unsheltered individuals identified through PIT. Since 2011 there has been a 26% decrease in the number of people sleeping outside across the county. Central County has experienced 70% fewer people sleeping outside and West County had 60% fewer since 2011. East County had a 30% increase.

Characteristics of Illegal Dumping

Contra Costa County maintains 660 miles of road right-of-way in unincorporated county. In unincorporated Contra Costa County, trash, construction debris, used oil, unwanted furniture and debris dumped in creeks is within and adjacent to County road right-of-ways. This debris and trash has the potential to travel to San Francisco Bay after being directly deposited. The trash and debris affects Contra Costa communities, economy, and environment.

Several departments coordinate to regularly pick up, haul and dispose of hundreds of yards of materials illegally dumped. These programs cost the County over \$1 million annually.

The County's Direct Discharge Plan strengthens the coordination and focuses more resources on the identification of illegal dumping sites, prevention of dumping, follow-up, and enforcement of illegal dumping. Maps in APPENDIX 2 show the streams and County right-of-ways and properties.

Illegal Dumping Into Flood Control Facilities

Contra Costa County Flood Control District maintains regional flood facilities countywide including approximately 75 miles of channels, 4 dams, and 35 retention basins. Illegal dumping occurs in these Flood Control right-of-ways all too often. As with illegal dumping into natural streams and County rights-of-way, trash, construction debris, used oil, unwanted furniture and debris is dumped in Flood Control Drainage areas which can potentially travel to San Francisco Bay.

Priority Locations/Project Areas

County staff used geographical information systems (GIS) to identify to identify locations where creeks are located within or adjacent to County/FCD parcels or rights of way. One hundred and seven County or FCD properties were located and 600 miles of road rights of way and 20 miles of FCD rights of way have a stream flowing through or immediately adjacent to property. The County is focusing its initial efforts in these following communities and connector roads:

- Baypoint
 - Three County properties
 - Three bridges or culverts
- El Sobrante
 - Eleven bridge crossings or culverts
 - Three County owned parcels
- Pacheco
 - Grayson Creek FCD facility
 - Three bridges
- Rodeo
 - One County owned parcel
 - One FCD facility
 - Six bridges/culverts
- Unincorporated Martinez
 - Three FCD Facilities
 - Walnut Creek
 - Grayson Creek
 - Pacheco Creek
 - Three bridges
 - One parcel
- Unincorporated Richmond (Montalvin Manor)
 - Six bridges
 - 1 County property
- Alhambra Valley Rd Connector Road
 - Three segments of the road adjacent to Pinole Creek (approximately ¼ in total)
- Castro Ranch Rd Connector Rd
 - Two culverts on Pavon Creek
- Franklin Canyon Road Connector Rd
 - 7 segments where road runs parallel to Franklin Creek
- Pinole Valley Rd Connector Rd
 - One culvert

Maps of these communities are included in APPENDIX 2. The maps from other communities which are less trash challenged are available on request.

To address homeless encampments on County of FCD parcels or rights of way, the County is funding a CORE (Comprehensive Response Outreach and Engagement) Team to focus on the those areas identified in the GIS analysis (exclusive of Connector Roads). This Program is primarily targeted to engage homeless encampments on

County and FCD and rights of way of way. The County's Creek CORE Teams work to engage and stabilize homeless individuals living outside through consistent outreach to facilitate basic services and to help them secure permanent housing. All Creek CORE Teams are a portal to Contra Costa's coordinated Continuum of Care for unsheltered people and they work to locate, engage, stabilize and house chronically homeless individuals and families. The Creek CORE Team is focused on supporting the housing and service needs of those living in homeless encampments along streams and flood control channels. Counselors facilitate the connection of the homeless to shelter and to their use of services.

The primary difference between a County Sheriff patrol and a Creek CORE Team patrol as initial point of contact is the sheriff job is to remove homeless individuals from County property, FCD facility, or road right of way. The Creek CORE Team evaluates the needs of the homeless individuals and offers immediate opportunities to obtain the specific services they need in that moment to allow them to obtain a safe place to stay. If the homeless individual(s) reject the services, then a County Deputy Sheriff is contacted, who will engage them to leave. Failure to leave voluntarily can result in arrest. The following business day the encampment is posted by County, as per the County's policy.

Team Composition: The Creek CORE Teams are managed by a full-time Outreach Coordinator that provides outreach services throughout Contra Costa County. Each team includes two outreach specialists and may, if necessary, be joined by a benefits social worker, nurse, or primary care physician, psychiatrist, behaviorist, and/or housing navigator.

Creek CORE Team Priorities:

- Engage with homeless individuals living outside and/or in encampment
- Provide basic need services such as clothing, hygiene materials
- Refer and transport (when needed) clients to CARE centers
- Provide direct placement into available shelter beds during evening hours
- Provide direct placement into the Concord Warming Center in the evening
- Conduct housing and service needs assessments in the field
- Enroll individuals in benefits such as CalFresh, General Assistance, and Temporary Assistance for Needy Families
- Encourage the homeless to leave their streamside encampments
- Training: All Creek CORE team members are trained in CPR, Motivational Interviewing, Non-Violent Crisis Intervention training, and the administration of Narcan.
- Hours of Operation: Creek CORE Teams will operate 18 hours per day, Monday through Friday 7 am – 1 am, and Saturday evening, 5pm-1am.

Identification and Response to Homeless Encampments

The Creek CORE Team is the identified responders in the Direct Discharge Trash Control Program. The Team will adhere to the following procedures in taking action with respect to homeless encampments:

- The Creek CORE Team or other entity responding to a report of, or discovering a homeless encampment, and identifies immediate hazards to be addressed. They document with photographs whenever possible. An "immediate hazard" is an imminent threat to the health or safety of the homeless or the community (e.g. a campfire).
- The Creek CORE Team leader notifies the County Health Services Department Homeless Program Director immediately upon becoming aware of any encampment. The Homeless Program Director will send the Creek CORE Team to the identified site within 24 hours in an attempt to find and offer alternative housing and services. It is desirable that individuals either move into services or vacate the area on their own and remove their own belongings
- After the Creek CORE Team has visited the site, the Homeless Program notifies the responsible police jurisdiction of the situation and provides any relevant information. The member of the Board of Supervisors representing the district in which the homeless encampment is located is also notified by the Homeless Program.
- The responsible police jurisdiction posts the notice to vacate the encampment.
- Over the next 72 hours, up to two hours prior to expiration of the time limit, the Creek CORE Team continues to go out to assist individuals to find housing and other services.
- 72 hours after posting of the notice, the encampment may be removed, but only after a field review of the encampment and sufficient photographic and/or written documentation of its condition and areal extent.
- During removal of the encampment, all personal belongings, including tents, backpacks, jewelry, bedrolls, clothing , personal photographs duffle bags, blankets, audio equipment, stoves etc. that are reasonably safe and not a sanitary hazard, should be held by the appropriate maintenance yard for a minimum of 30 days prior to disposal:
- The location where the belongings are stored shall be posted at the encampment site.
- Anything stored from a location can be kept in one box/container that is marked with the date, time and location of the removal. Possessions are to be released to persons who can identify them. Employees are not responsible for insuring that property is released to actual owners.
- Persons illegally trespassing or lodging on County right of way can be arrested immediately. However, normally law enforcement personnel will only make arrests if someone refuses to leave or is suspected of committing a criminal

offense. Individuals are encouraged to take bags or belongings with them at the time they leave.

- The County or FCD is responsible for cleaning up and making the area of the former encampment safe. This will include cleaning any hazardous waste found in the area and repairing or replacing items such as fencing.
- Individuals assigned to remove the encampment are to take appropriate safety precautions in the course of the work. This should include gloves, hoots, safety glasses, and other equipment as necessary.
- If necessary, request the County Health Services Department to inspect and report on issues involving the protection of the homeless and workers during the encampment removal.
- It is the agreed upon policy not to permit the re-establishment of encampments once they have been removed through this procedure. (APPENDIX 3)

Placement of Barrier Fencing along Creeks along Road Right-of-Ways

Trash and materials are often illegally dumped in rural areas, along County roads and right-of-ways adjacent to creeks. County right-of-ways sometimes have barriers that are cut or vandalized to gain access. Public Works Dept. Staff observe County right-of-ways regularly when traveling in the course of their routine work. Local residents or engaged citizens will also call the County "1-800-No Dumping Hotline" to notify County staff.

When dumping occurs in County or FCD right-of-ways or parcels, County staff evaluates the location to determine if the installation of a barrier to reduce access is warranted. In some locations, barrier fencing can be temporarily installed to prevent access to the site without impeding traffic or creating a safety hazard, or more before having more permanent barriers installed. Public Works Maintenance will explore opportunities to install barriers to help prevent dumping where possible.

Investigation and Enforcement of Illegal Dumping Prohibitions

Many materials left in a creek or in the public right-of-way do not clearly identify an owner; however, when items do have something that may indicate where they originated, County Staff forward the information to Environmental Health or Sheriff, as appropriate, to investigate where they came from. An Environmental Health Inspector or Sheriff Deputy will investigate and try to track the information to a property owner and request that the materials are cleaned. The responsible party will be fined or cited as appropriate. Where there is enforcement and follow-up, it sends a message to the illegal dumpers not to dump materials illegally. If there is enough material or a more egregious dumping situation, the case will be reported to the District Attorney to assist with legal action.

Reporting

County Public Works Maintenance uses sophisticated software to track activities, including location of work site, actions taken, crew members involved, equipment used, and follow-up required. This software is used to record homeless encampments and illegal dumping responses. The County will submit a comprehensive progress report as part of the annual report submitted to the San Francisco Weatherboard in the fall of each year.

2/1/2017

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2016 Point in Time Count

SUMMARY

Each January, Contra Costa's Homeless Continuum of Care (CoC) conducts a comprehensive point-in-time count of families and individuals experiencing homelessness. The Point in Time (PIT) Count tallies information about people sleeping in emergency shelters and transitional housing as well as people sleeping in cars, in abandoned properties, or in other places not meant for human habitation. It provides a one-day snapshot of homelessness and includes data about families, youth, chronically homeless, and veterans, as well as demographic data about gender, ethnicity, and race.

PIT data collection is conducted by CoC service agencies, community partners, and volunteers. PIT methodology is provided in Appendix A. Data collection took place the evening of January 27th and continued through the next two days at community sites and through outreach efforts.

Results Overview

On the evening of January 27, 2016, there were 3,500 individuals identified as homeless or at risk of homelessness in Contra Costa County through the annual Point in Time (PIT) Count. Slightly less than half (1,730) of these individuals were literally homeless and 1,770 were at risk of homelessness. Among the literally homeless, there were 620 people in shelters and another 1,110 were sleeping on the streets. Youth under the age of 18 made up 11% of the homeless population and two-thirds of those youth were residing in shelters the night of the count. Two-thirds of the population are male.



* Sub-population data is self-reported and collected only for literally homeless adults.

The 1,730 homeless individuals made up 1,437 households (households refer to the number of single adults or family units that need housing); 7% of these households were families with minors. There were an additional six unaccompanied minors, five in youth shelters and one living on the streets.

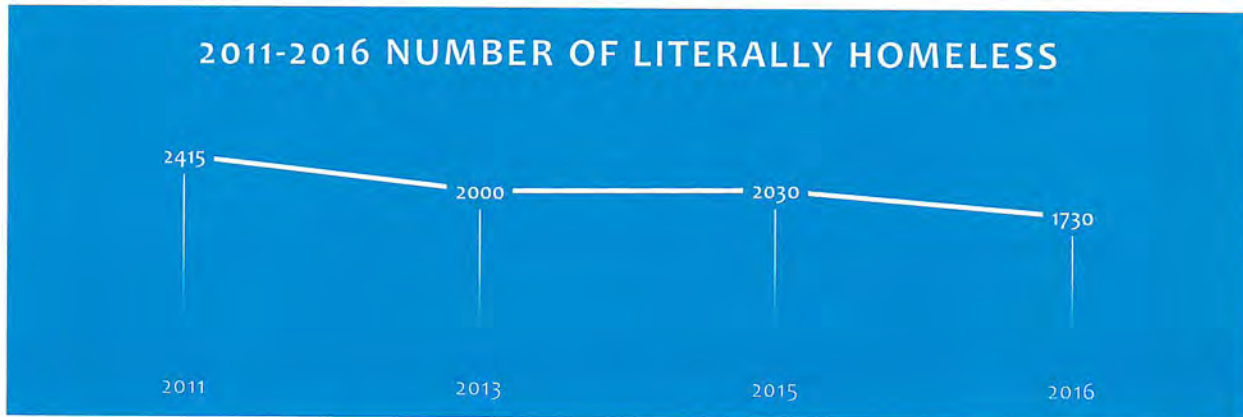
Two-thirds of homeless families slept in shelters the night of the count.

There was a significant regional shift across the county for unsheltered individuals. More people reported sleeping outside or were found in encampments in East County relative to 2015 data, and fewer in West and Central County.

2015-2016 Regional Changes in Unsheltered



Contra Costa County has experienced a 26% decrease in the number of people since the 2011 Point In Time Count.



Additionally, over the past five years there has been a decrease in number of unsheltered individuals identified through PIT. Since 2011 there has been a 26% decrease in the number of people sleeping outside across the county. Central County has experienced 70% fewer people sleeping outside and West County had 60% fewer since 2011. East County had a 30% increase.



2016 Point In Time Count

Please contact homelessprogram@hsd.cccounty.us for questions or more information about the 2016 Point In Time Report.



2016 Point In Time Count

3

2016 PIT RESULTS

The Point in Time Count is required by the U.S. Department of Housing and Urban Development (HUD) to measure homelessness over the course of one night each January. PIT provides valuable information about the scope of homelessness, particularly around the number of unsheltered people on the streets and the progress being made in ending homelessness for adults and families. It is also used by local agencies to help plan services and programs appropriately, address strengths and gaps in programming, increase public awareness, and attract resources to help end homelessness. More information about the purpose of the PIT Count is included in Appendix A; PIT Methodology is provided in Appendix B.

The 2016 Point in Time Count identified 3,500 individuals that were homeless or at-risk of homelessness in Contra Costa County the night of January 27, 2016. Half of these individuals (1,730) were “literally” homeless and the other half (1,770) were “at-risk” of homelessness.

Literally Homeless Sheltered and Unsheltered

There were 1,730 literally homeless individuals identified in the 2016 PIT Count. Almost two-thirds (1,110 individuals) were sleeping in uninhabitable locations such as encampments, abandoned buildings, and vehicles. Six hundred and twenty people were residing in emergency or transitional shelters.

At-Risk of Homelessness

Individuals at-risk of homelessness are those people that were at imminent risk of losing a temporary sleeping arrangement and were not yet homeless per the HUD definition. Almost all of those identified as at-risk of homelessness were being served under the McKinney Vento Homeless Education Act with the West Contra Costa County Unified School District. Only 179 of the 1,770 were identified as at-risk through PIT surveys.



The 1,730 literally homeless individuals constituted 1,437 households (households refer to the number of single adults or family units that need housing). One hundred and eleven of these households were families with children. There were an additional six unaccompanied minors--five in youth shelters and one living on the streets.



1,437 Homeless Households

- 111 families with children (7% of households)
- 6 unaccompanied youth
- 1,320 households with adults only

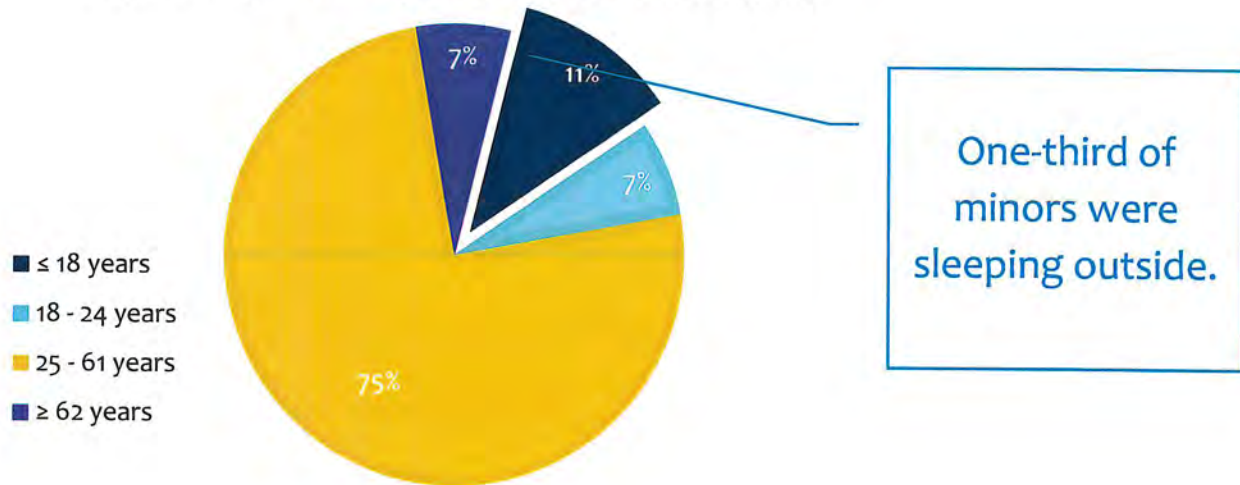


2016 Point In Time Count

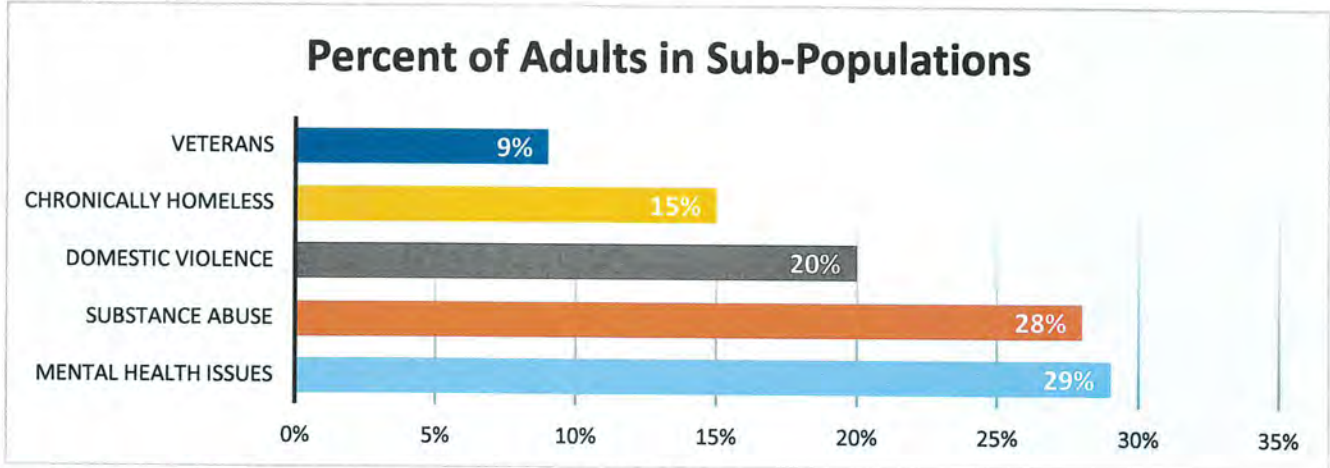
Homeless Sub-Populations

PIT data allows the CoC to understand the housing needs of various groups within the homeless community. Below are data for age groups, chronically homeless, and those with persistent and debilitating mental and physical health conditions. The new HUD definition of chronically homeless is provided in Appendix C.

Age Groups Among Literally Homeless in PIT



Information from the PIT Count confirmed that a significant number of homeless individuals are challenged with chronic disabilities. Many people reported more than one health condition. Data on these sub-populations are consistent with the CoC's service data collected throughout the year. Note that these categories are not mutually exclusive; individuals may be included in more than one sub-population type.



* Data reported for those that self-report a disability or veteran status



2016 Point In Time Count

Encampments and Service Site Map

Outreach teams mapped encampments the night of the count using GPS (Global Positioning System) or hardcopy maps and entered into ARCGIS for visualization. This map does not capture every individual that reported sleeping outside the night of the count and instead identifies encampments encountered during the count by outreach team. Service sites where the PIT Count was conducted are displayed on the map as well. The shaded areas in the map illustrate where encampments were found the night of the PIT Count. The heat maps demonstrate where there was greater density of encampments within a given area.

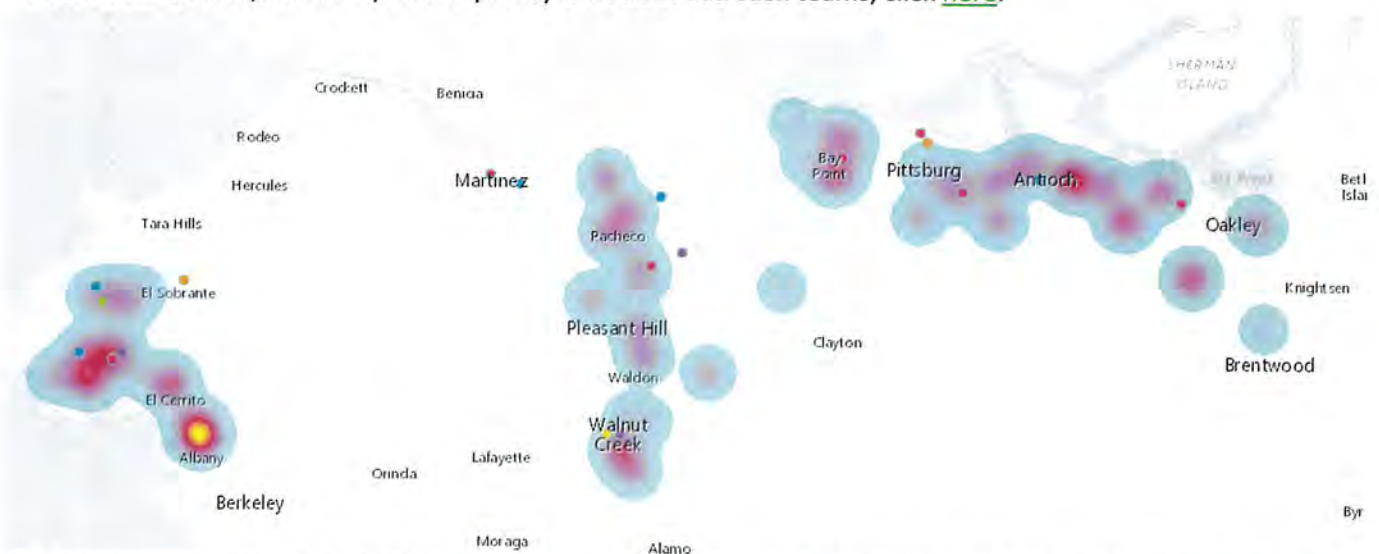
Service sites are represented by the colored dots on the map. Each type of service site is a specific color.

- Soup Kitchen
- Emergency Shelter
- Multi-Service Site
- Community Site
- Transitional Housing
- Emergency Shelter and MSC

Homeless Encampments



To view the encampment map developed by the street outreach teams, click [here](https://cogis.maps.arcgis.com/apps/Viewer/index.html?appid=b857690b1fdb4cb09f8d54303a968fc1&extent=-122.4766,37.6554,-121.5634,38.1484).



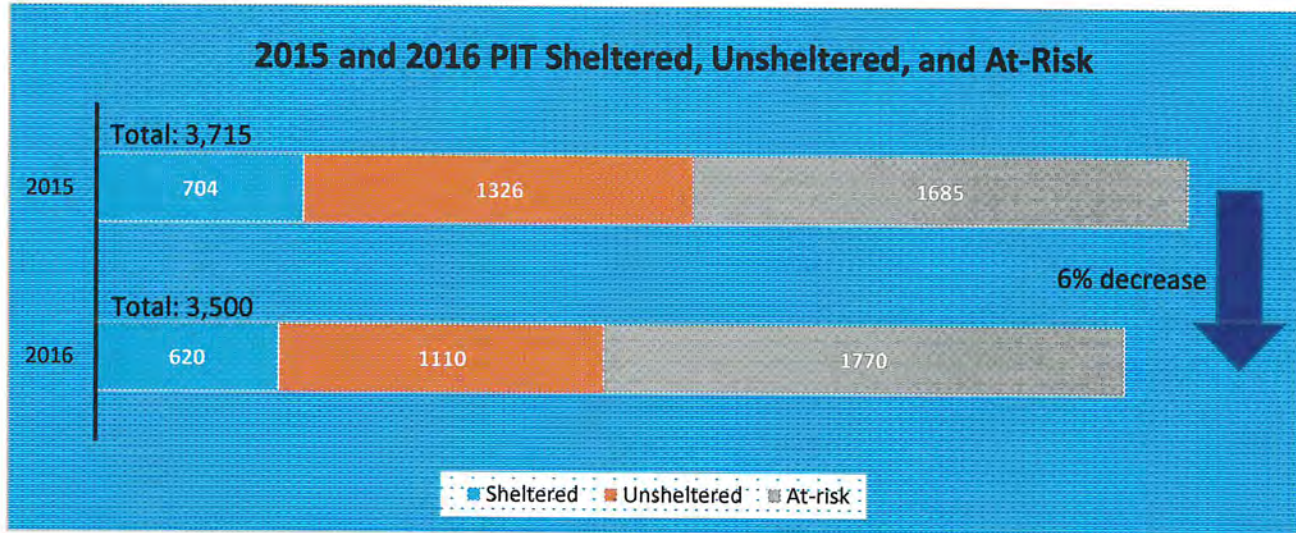
The encampment map can be found at: <https://cogis.maps.arcgis.com/apps/Viewer/index.html?appid=b857690b1fdb4cb09f8d54303a968fc1&extent=-122.4766,37.6554,-121.5634,38.1484>



2016 Point In Time Count

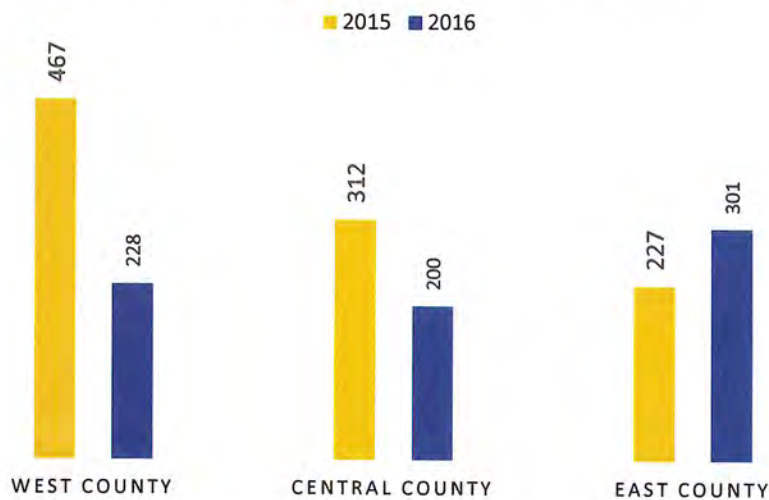
2015 AND 2016 PIT COMPARISONS

The total number of individuals identified in the 2016 PIT Count was similar to the number found in 2015. There were 215 fewer people included in the 2016 Count, a 6% decrease, with slightly fewer in all three homeless status categories (sheltered, unsheltered, and at-risk). Among literally homeless, there was a 15% decrease.



The most notable difference between 2015 and 2016 were the shifts across regions within the county where people slept outside on the night of the count. The graphic below illustrates regional changes for unsheltered individuals who reported the city in which they slept.

PIT UNSHELTERED BY REGION



33% increase in number of people sleeping in uninhabitable locations in East County in one year

The number of people that slept outside during the 2015 and 2016 PIT Counts are listed by each city below. Most cities in

2016 Point In Time Count



West and Central County had decreases in the number of people sleeping outside while multiple cities in East County experienced increases.

2015 and 2016 Unsheltered PIT by City

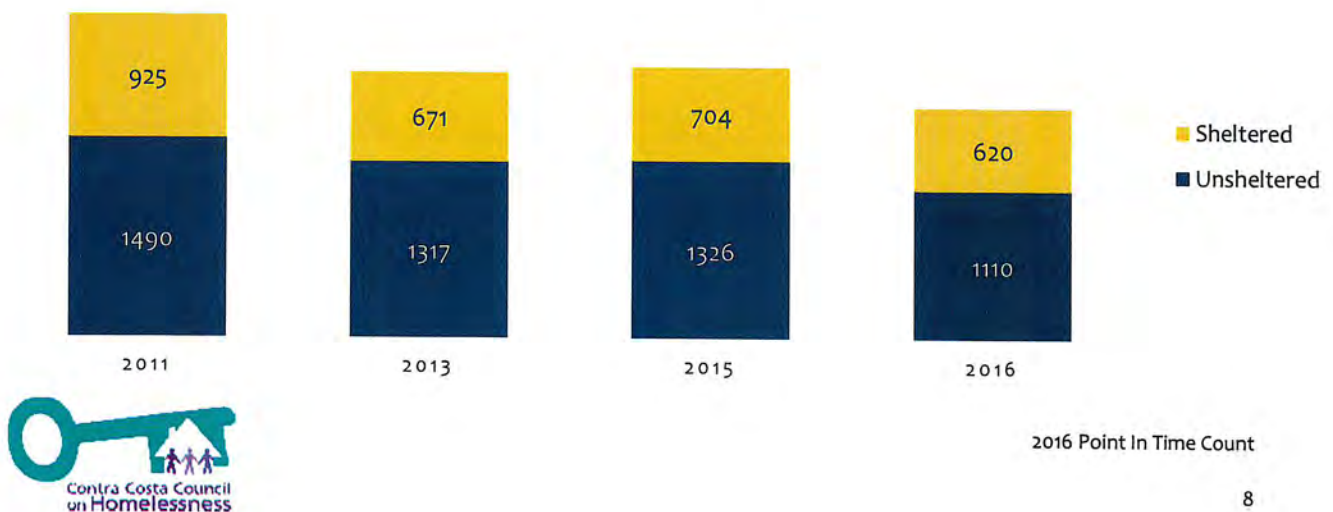
East County			Central County			West County		
	2015	2016		2015	2016		2015	2016
Antioch	122	164	Alamo	0	1	Crockett	0	1
Bay Point	25	39	Clayton	10	2	El Cerrito	30	13
Bethel Island	5	2	Clyde	0	1	El Sobrante	14	8
Brentwood	11	8	Concord	114	73	Hercules	12	1
Byron	0	0	Danville	0	0	N. Richmond	9	1
Oakley	8	28	Lafayette	1	2	Pinole	11	5
Pittsburg	56	60	Martinez	72	63	Richmond	356	160
			Pacheco	18	8	Rodeo	12	2
			Pleasant Hill	63	11	San Pablo	23	37
			San Ramon	1	0			
			Walnut Creek	33	39			
Totals	227	301	Totals	312	200	Totals	467	228

* This table includes data only for individuals that reported the city in which they slept on the night of the count.

PIT TREND DATA (2011-2016)

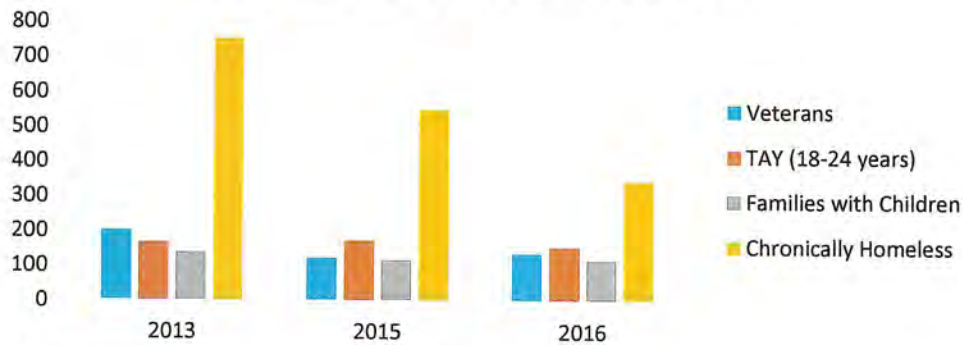
There has been a 26% decreased in the number of people identified through PIT that are homeless since 2011.

2011-2016 LITERALLY HOMELESS



PIT data includes information on demographics and special populations. Since 2013, there has been a general decrease in the number of veterans, transition age youth (18 to 24 year olds), families with children, and chronically homeless individuals. HUD has established a new definition for chronically homeless, provided in Appendix C.

2013-2016 Sub-Population PIT Trends

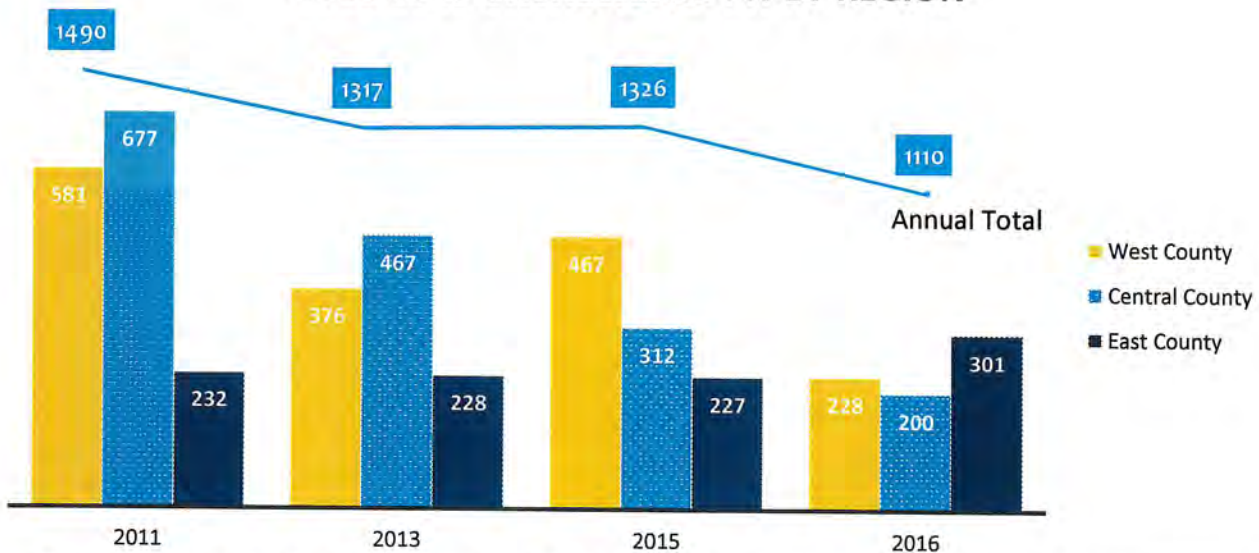


The number in every sub-population has decreased in the past three years.

* Data reported for those that self-report a disability or veteran status

The number of people sleeping outside has decreased gradually over time. There was a 26% decrease in the number of unsheltered identified in the PIT Count from 2011 to 2016. Regional trends show increases in East County and significant decreases in Central and West County.

2011-2016 UNSHELTERED PIT BY REGION



Since 2011, there has been a 70% decrease in Central County in the number of people sleeping outside the night of the PIT Count and a 60% decrease in West County. East County experienced a 30% increase.



2016 Point In Time Count

APPENDIX A – Purpose of Point in Time Count

The Annual Point In Time (PIT) Count is required by the U.S. Department of Housing and Urban Development (HUD) to learn about homeless individuals and households in each Continuum of Care (CoC) across the country. PIT results are referenced by HUD and other government and non-profit agencies to understand needs and allocate resources to serve those affected by homelessness. Data is reported for *sheltered* and *unsheltered* individuals that are literally homeless. Sheltered individuals are those living in an emergency shelter, transitional housing, half-way house, or youth foster program on the night of the count. Unsheltered individuals are those living in encampments, cars, streets, or other locations not designed for human habitation on the night of the count.

In previous years, Contra Costa's Council on Homelessness collected data on those that did not fit the HUD definition of homelessness but had other temporary living arrangement eligible for HUD funded services, referenced as "at-risk" of homelessness. This includes individuals sleeping in temporary locations such as treatment facilities, jails, hospitals, or doubled-or-tripled-up with family or friends on a temporary basis. However, as the Council moves toward relying on HUD-recognized tools and definitions, the 2016 PIT report does not provide detailed data on "at-risk."

Quantifying the needs and resources to end homelessness requires the use of multiple data sources. There are three key data elements used by HUD to understand the homeless population that fall under four homeless categories (defined in the sidebar on this page). The Point in Time Count and Housing Inventory Count (collected together on the same day) are useful for identifying and serving those homeless that fall under Category One; while the American Housing Survey includes data about Categories Two and Three.

The Continuum of Care collects data throughout the year on all consumers utilizing homeless services. The PIT is simply a snap shot of Category One homelessness.



HUD HOMELESS CATEGORIES

Category 1 Literal Homelessness

Individuals and families who live in a place not meant for human habitation (including the streets or in their car), emergency shelter, transitional housing, and hotels paid for by a government or charitable organization.

Category 2 Imminent Risk of

Homelessness Individuals or families who will lose their primary nighttime residence within 14 days and has no other resources or support networks to obtain other permanent housing.

Category 3 Homeless Under Other

Statutes Unaccompanied youth under 25 years of age, or families with children and youth, who do not meet any of the other categories but are homeless under other federal statutes, have not had a lease and have moved 2 or more times in the past 60 days and are likely to remain unstable because of special needs or barriers.

Category 4 Fleeing Domestic

Violence Individuals or families who are fleeing or attempting to flee domestic violence, dating violence, sexual assault, or stalking and who lack resources and support networks to obtain other permanent housing.

2016 Point In Time Count

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APPENDIX B – Point in Time Methodology

HUD requires that a full sheltered and unsheltered count be conducted every other year, in “odd years,” while sheltered-only counts are acceptable in “even years.” However, the Council on Homelessness chose to conduct the full count in 2016 to better capture trends and changes in this county as the community embarks on new initiatives and programming. For this year’s count, a full census was conducted on January 27, 2016. The PIT Count results presented in this document reflect all the individuals identified as experiencing homelessness on this night.

A new strategy for collecting PIT data was implemented for the 2015 census. These efforts proved to be effective in reaching both sheltered and unsheltered homeless individuals and engaged community members in data collection efforts. These strategies were used for the 2016 PIT Count as well as an additional resource through shelter hotlines (explained below).

The use of these four data collection strategies is critical for the CoC because Contra Costa County is over 720 square miles and has homeless individuals residing in shelters, encampments, and other temporary living situations in rural, suburban, and urban areas. The PIT Count collected data for January 27th, 2016.

The four data collection resources utilized in the 2016 PIT Count:

- 1) **Homeless Management Information System (HMIS) Data:** this captures all individuals residing in emergency shelters and transitional housing on January 27th, 2106.
- 2) **Service and Community Site Canvas:** volunteers surveyed persons experiencing homelessness that utilized homeless services or community resources during the count.
- 3) **Encampment Outreach:** trained staff surveyed all persons sleeping in homeless encampments.
- 4) **Call Centers and Shelter Access Lines:** staff at the three shelter access lines were trained to conduct the PIT survey during PIT data collection.

1) Homeless Management Information System (HMIS) Data

Homeless Management Information System (HMIS) data is collected for any individual utilizing homeless services at any agency in the Contra Costa County Homeless Continuum of Care (CoC). HMIS is important for capturing data about the homeless population served throughout the year at the various CoC sites. For the PIT Count, this data is pulled only for those utilizing emergency or transitional shelters the night of the count, January 27, 2106. Shelter sites not entering data into HMIS provided a supplemental survey to report how many people were sheltered in their program that night, broken down by age category and household type. HMIS and shelter surveys captured demographic and subpopulation data required for HUD reporting.

2) Service and Community Site Canvas

Outreach to individuals experiencing homelessness took place over a two-day period as they visited service providers or community agencies where homeless frequently utilize services. These community



sites included Multi Service Centers that are part of the CoC as well as locations frequented by homeless persons - food distribution sites, soup kitchens and dining halls, libraries, and health care facilities. The full list of service sites is available in the Appendix A. The PIT survey is provided in Appendix D.

All data collection volunteers were required to attend one of the four training sessions offered before initial collection began the evening of the 27th. Volunteers were assigned, based on their availability and location preferences, to a service or community site to interview members of the homeless community. The volunteers conducted a five to ten minute survey with each person experiencing homelessness. Volunteers were posted in these sites over two days following the night of the PIT Count, January 28th and January 29th, for two to four hour shifts at high traffic times as identified by the location managers and/or staff.

To ensure that the same people were not counted multiple times, the PIT survey included the full name, birthdate, and last five digits of the social security number of each person interviewed. Duplicate surveys were then removed from the total count using the Homeless Management Information System (HMIS).

An observational tool was used to capture the most basic and observable data for individuals that chose not to participate or had communication barriers.

3) Encampment Outreach

Outreach for unsheltered individuals was conducted over a three-day period across encampments throughout the county. This outreach was completed by the CoC's regular outreach teams as they are trained in outreach techniques and familiar with encampment locations and the populations residing in those encampments. These teams utilized the HMIS data collection system already used when serving new or current clients. Some individuals in encampments were not comfortable sharing personal information or were sleeping or unwilling to talk. For these individuals, the 2016 PIT Observation Tool was completed to capture basic, observable information such as age and gender.

Outreach teams also tracked, either through GPS or hardcopy maps, the locations of each encampment to help illustrate primary geographic areas throughout the county where encampments have been established. Specific locations are not provided in this report to protect both the homeless community members as well as the local agencies serving those areas.

All encampment locations identified during the count were entered into ARCGIS for a visual representation. Service and community sites where PIT Count was conducted are also included in the map. This map is provided on page 4.

4) Call Centers and Shelter Access Lines

The county has three help lines for consumers to contact when seeking emergency shelter: the Contra Costa Shelter Hotline, 211 with the Contra Costa Crisis Center, and One Door (through SHELTER, Inc.).



Staff and volunteers at these agencies already collect personal identifying information as they help identify emergency shelter options.

Using shelter access lines for reaching homeless consumers was a new strategy for the 2016 PIT Count. There were fewer calls than anticipated but this option proved to capture those that would not have been identified through other PIT data collection tools.

PIT Data Elements

In previous years the CoC reported detailed data on those that were literally homeless (the numbers reported to HUD) and at-risk of homelessness in the PIT Count. In an effort to align with HUD PIT reporting requirements, specific information about the population is focused only on those that are literally homeless. However, the total number of homeless referenced in this report includes Individuals categorized as at-risk because they have other temporary living situations, including anyone who told interviewers that they stayed in a jail, hospital, treatment program, or a friend or family member's house on January 27 and consider themselves homeless because they do not have a steady and stable residence. Any family currently in the West Contra Costa County Unified School District Homeless Education program as reported in HMIS (Homeless Management Information System) were also included in the "at-risk" category. These families include those that were "couch surfing" or "doubling-up" and fall within the McKinney Vento definition of homelessness used by the Department of Education.

HUD PIT Reporting Requirements

HUD requires each Continuum of Care to report how many people were sheltered in transitional housing and emergency sheltered programs and how many people were unsheltered on the date chosen in January. Those counted are broken down by age category and household type:

- Age Categories:
 - The number of children under age 18
 - The number of adults ages 18 to 24
 - The number of adults over age 24
- Household Categories:
 - Households with at least one adult and one child
 - Households without children
 - Households with only children (including one-child households and multi-child households)
 - Youth households (including parenting youth and unaccompanied youth)

HUD also requires the CoC to capture demographic data such as ethnicity, race, and gender, as well as subpopulation data for chronically homeless individuals and families, veterans, severely mentally ill persons, persons experiencing chronic substance abuse, persons with HIV/AIDS, and victims of domestic violence (optional reporting).



2016 Point In Time Count

2016 Point In Time Data Collection Sites

Food Distribution Sites

- Greater Richmond Interfaith Program Souper Center
- Loaves and Fishes (Martinez, Antioch, Pittsburg, Bay Point, Oakley)
- Sunrise Café
- Monument Crisis Center

Multi-Service Sites

- Bay Area Rescue Mission
- Trinity Center
- Anka Behavioral Health Centers

Emergency Shelters and Transitional Housing

- Greater Richmond Interfaith Program
- Bay Area Rescue Mission
- Trinity Center
- Winter Nights
- Mountain View
- County Emergency Shelters (Concord, Brookside, Calli House, Respite)
- Don Brown Shelter
- Lyle Morris Family Center

Healthcare

- HealthCare for the Homeless mobile van

Community Sites

- County and City Libraries

Hotlines

- 211
- Homeless Shelter line
- One Door

Flyer locations

- BART
- John Muir Emergency Rooms (Walnut Creek and Concord)
- Sutter Health Emergency Room
- Contra Costa County Hospital Emergency Room
- Contra Costa County Mental Health clinics
- Day Labor Program



2016 Point In Time Count

- AmTrak



2016 Point In Time Count

15

APPENDIX C – New Chronically Homeless Definition

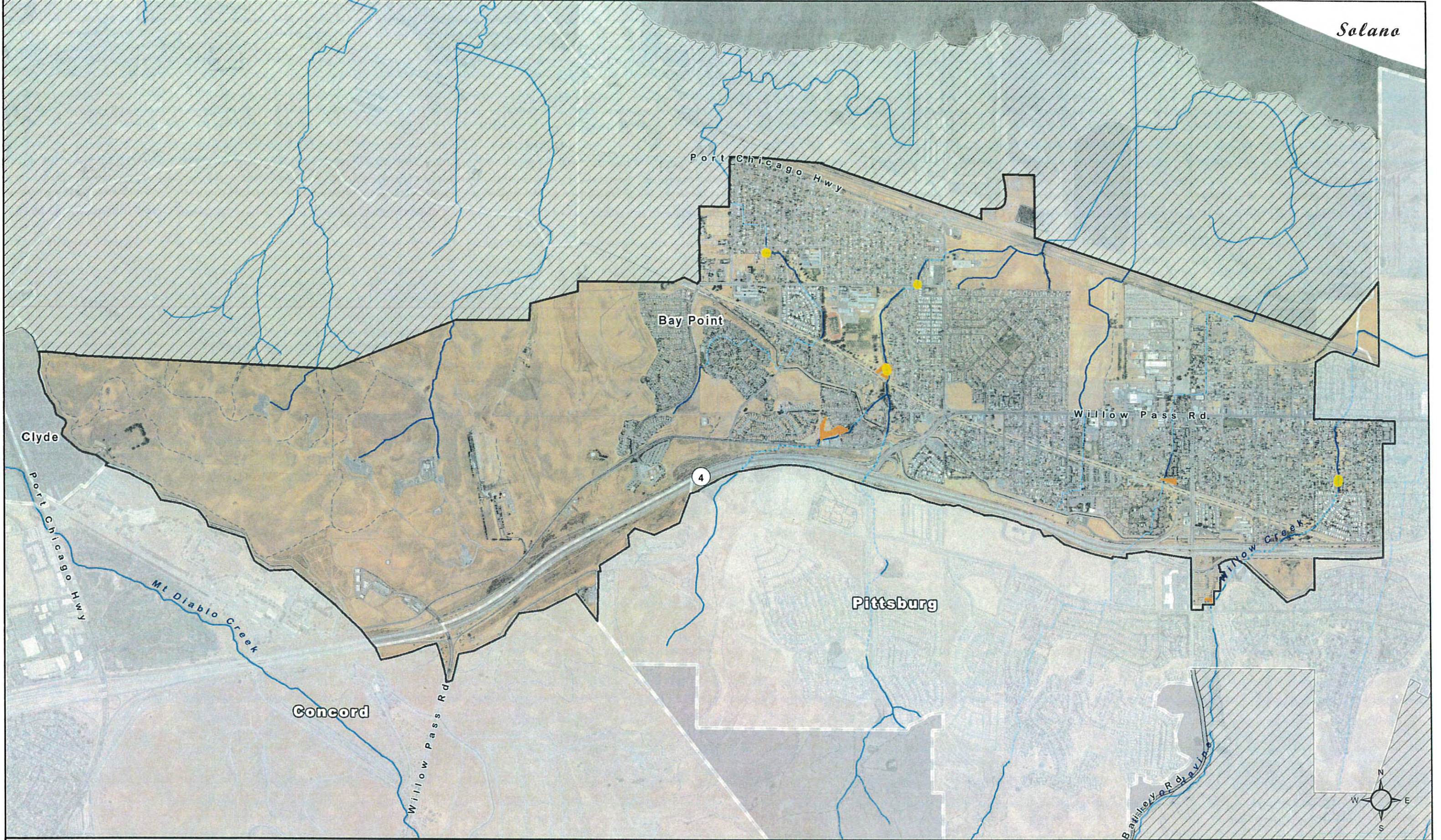
One of the sub-populations reported in this report are individuals that are chronically homeless. HUD modified the chronically homeless definition to better identify those with the highest needs for permanent supportive housing. The change in definition resulted in far fewer people identified as chronically homeless in the 2016 PIT Count.

HUD DEFINITION OF CHRONICALLY HOMELESS	
Old Definition	New Definition
<ul style="list-style-type: none"> • Has a disability • Experienced homelessness for longer than a year, during which time the individual may have lived in a shelter, Safe Haven, or a place not meant for human habitation. • Or experienced homelessness four or more times in the last three years. 	<ul style="list-style-type: none"> • Has a disability • First, in terms of length of homelessness, the four episodes now have to add up to 12 months. Before this new definition, an individual could technically be homeless four different days over a three-year period and be classified as chronically homeless. • Second, previously people who exited institutional care facilities after spending fewer than 90 days there would not have that period counted toward their homelessness. Now, it will be. • Third, the time between periods of homelessness has now been defined as seven days in order for the period of homelessness to constitute an "episode." • Finally, HUD has clarified the ways in which service providers should verify whether an individual's homelessness experience meets the definition of chronic homelessness.





2016 Point In Time Count

APPENDIX 2






**Contra Costa County
Direct Discharge Focal Points
Community of
Bay Point**

Direct Discharge Focal Points

-  Creeks Within Maintained Road Right-of-Way
-  County and FCD Properties / ROW Adjacent to / Within Creeks

Reference Layers

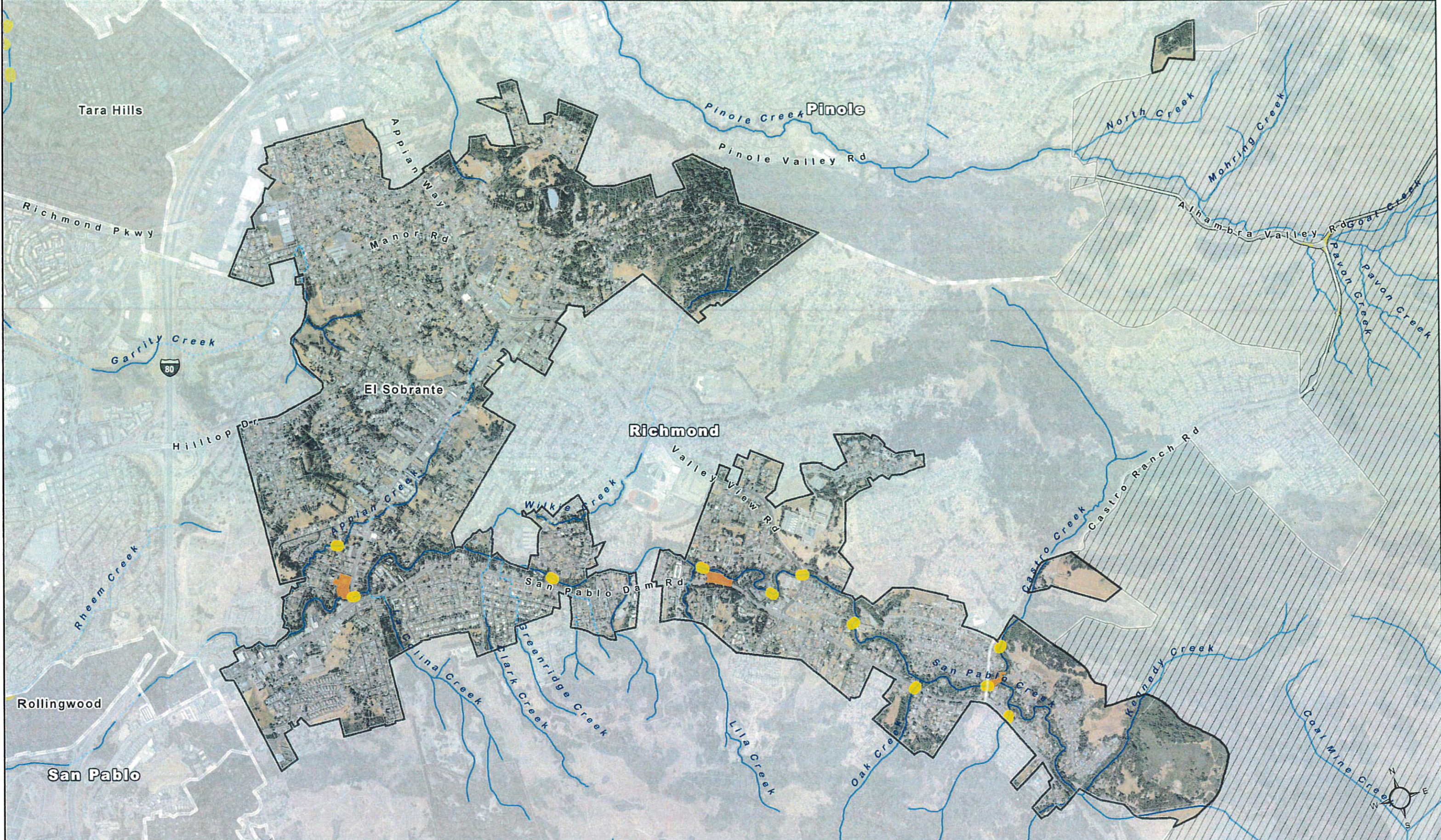
-  Above Ground Creek
-  Under Ground Creek
-  Outside Urban Limit

City Limits



Source:

Creeks Within Maintained Road Right-of-Way: Creeks are defined as having a 'U_GROUND' value of 'no' in the DCD Creeks layer 'HYD_CDD_CreeksDrainages'. County Maintained Roads are defined as having a 'REMFLAG' value of '0' in the PWD layer 'TRA_PWD_MaintRds'. County Maintained Roads were buffered 30' on either side to approximate Right-of-Way. The layer is the result of the intersection of this buffered county maintained roads layer with the Creeks layer. The resulting creek segments were buffered 100' for display purposes.
County and FCD Properties / ROW Adjacent to / Within Creeks: County owned parcels are defined by the assessor as parcels within the GIS Parcel Dataset having a 'Tax Code' value of 'CO'. Creeks are defined as having an 'U_GROUND' value of 'no' in the DCD Creeks layer 'HYD_CDD_CreeksDrainages'. The layer is the result of selecting County owned parcels within 10 feet of Creeks. The layer also includes all polygons within the 'HYD_PWD_FC_ROW' layer including 'Easements Granted to Others', 'Easements Returned to FCD', 'FCD Easement', 'FCD Fee Title', 'Fee Title Transfer From FCD', 'Other', and 'Unknown' Within 10 feet of a Creek.
Ortho: 2014



**Contra Costa County
Direct Discharge Focal Points
Community of
El Sobrante**

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks



Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits



Source:

Creeks Within Maintained Road Right-of-Way: Creeks are defined as having an 'U_GROUND' value of 'no' in the DCD Creeks layer 'HYD_CDD_CreeksDrainages'. County Maintained Roads are defined as having a 'REMFAC' value of '0' in the PWD layer 'TRA_PWD_MainRd'. County Maintained Roads were buffered 30' on either side to approximate Right-of-Way. The layer is the result of the intersection of this buffered county maintained roads layer with the Creeks layer. The resulting creek segments were buffered 100' for display purposes.

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Ortho: 2014



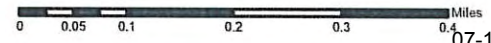
Contra Costa County
Direct Discharge Focal Points
Community of
North Richmond

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks

Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits



Source:
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Ortho: 2014

Contra Costa County
Public Works Department
IT Division
January 31, 2017

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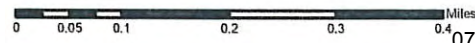
**Contra Costa County
Direct Discharge Focal Points
Community of
Pacheco**

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks

Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits



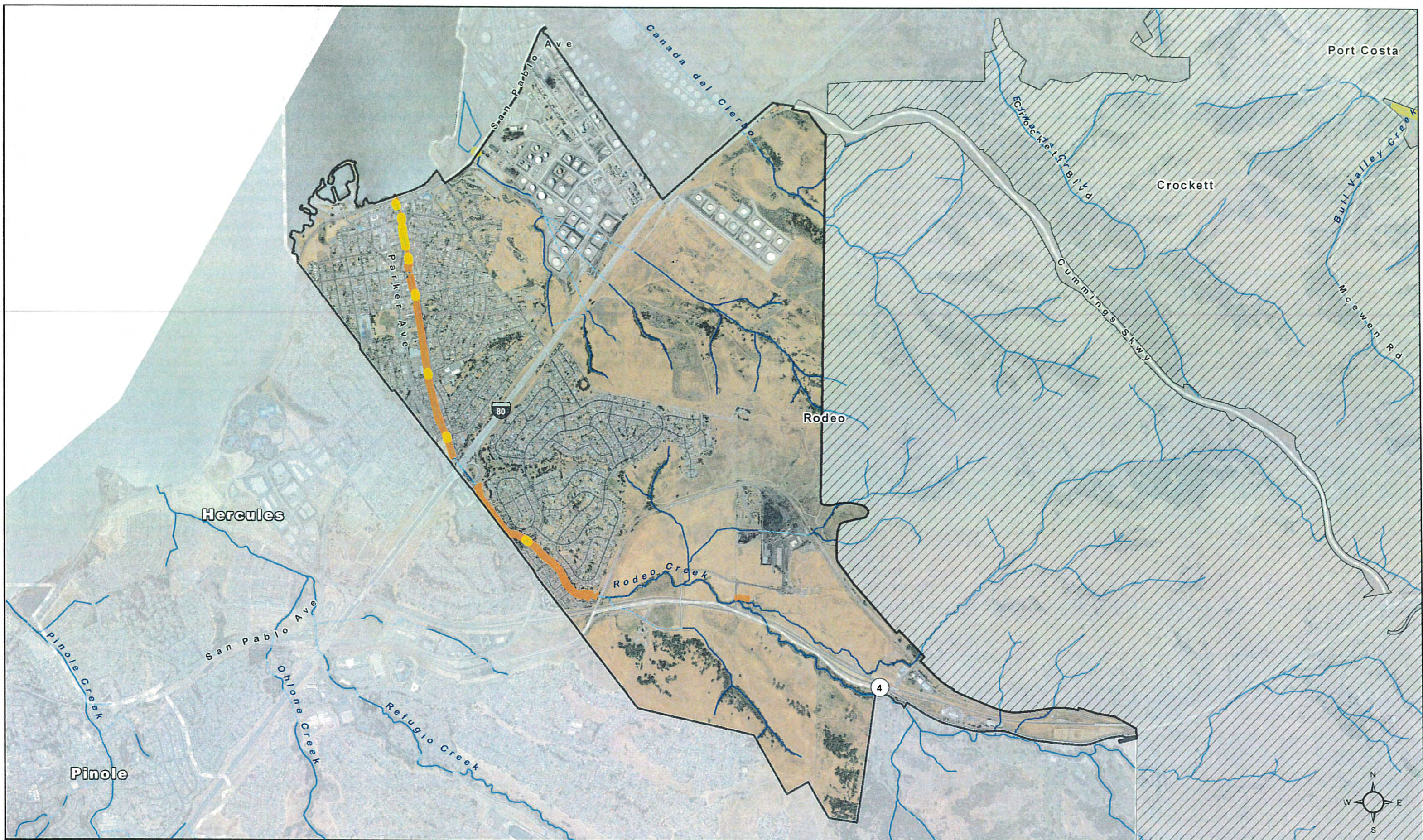
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Ortho: 2014

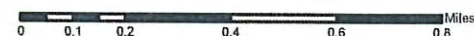
Contra Costa County
Public Works Department
IT Division
January 31, 2017



Contra Costa County **Direct Discharge Focal Points** **Community of** **Rodeo**

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks



Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits



Source:

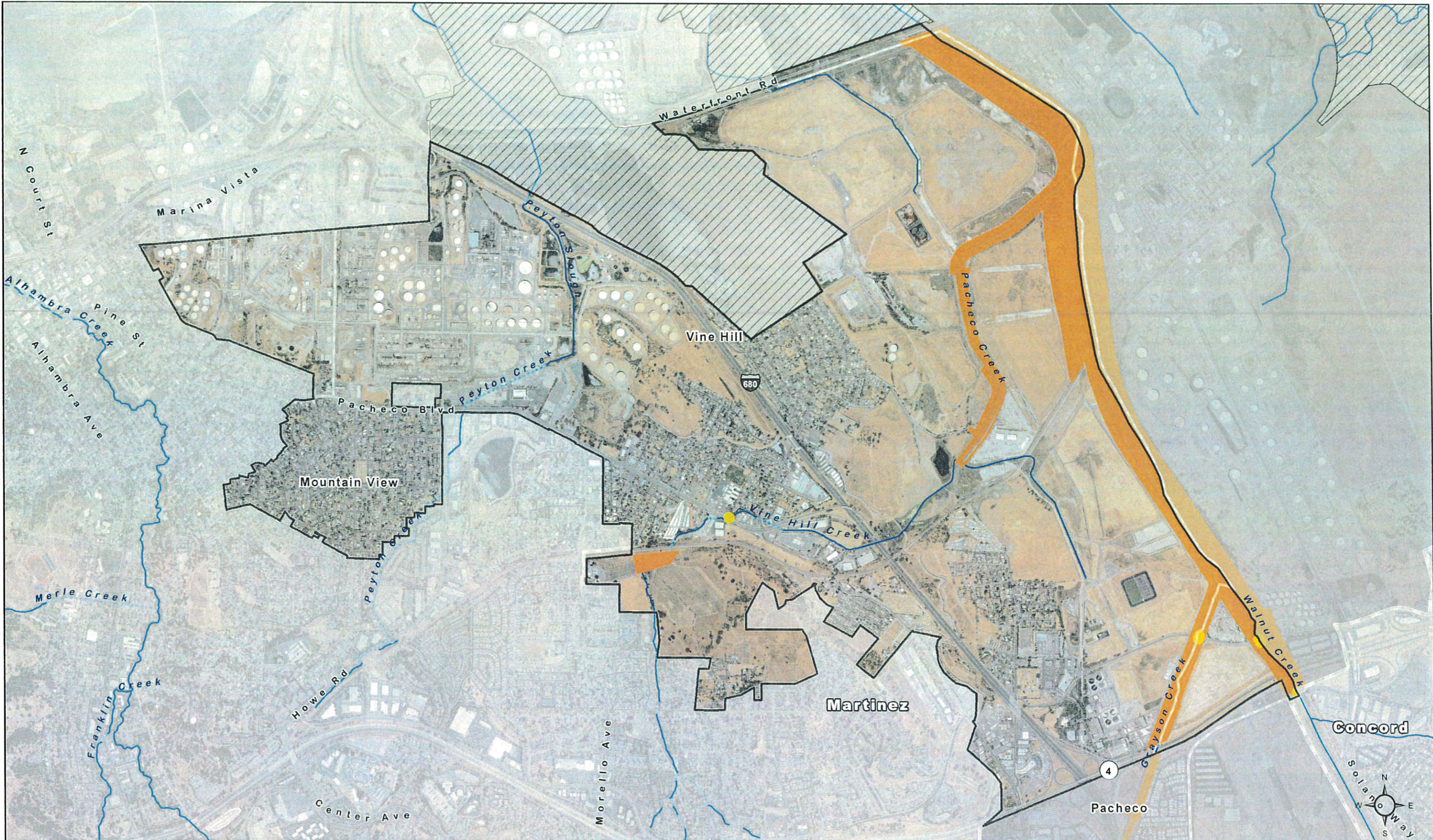
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Ortho: 2014

Contra Costa County
 Public Works Department
 IT Division
 January 31, 2017





**Contra Costa County
Direct Discharge Focal Points
Unincorporated
Martinez Neighborhoods**

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks

Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits

0 0.075 0.15 0.3 0.45 0.6 Miles

07-10-17 TWIC Mtg. Packet - Pg. 84 of 304

Source:

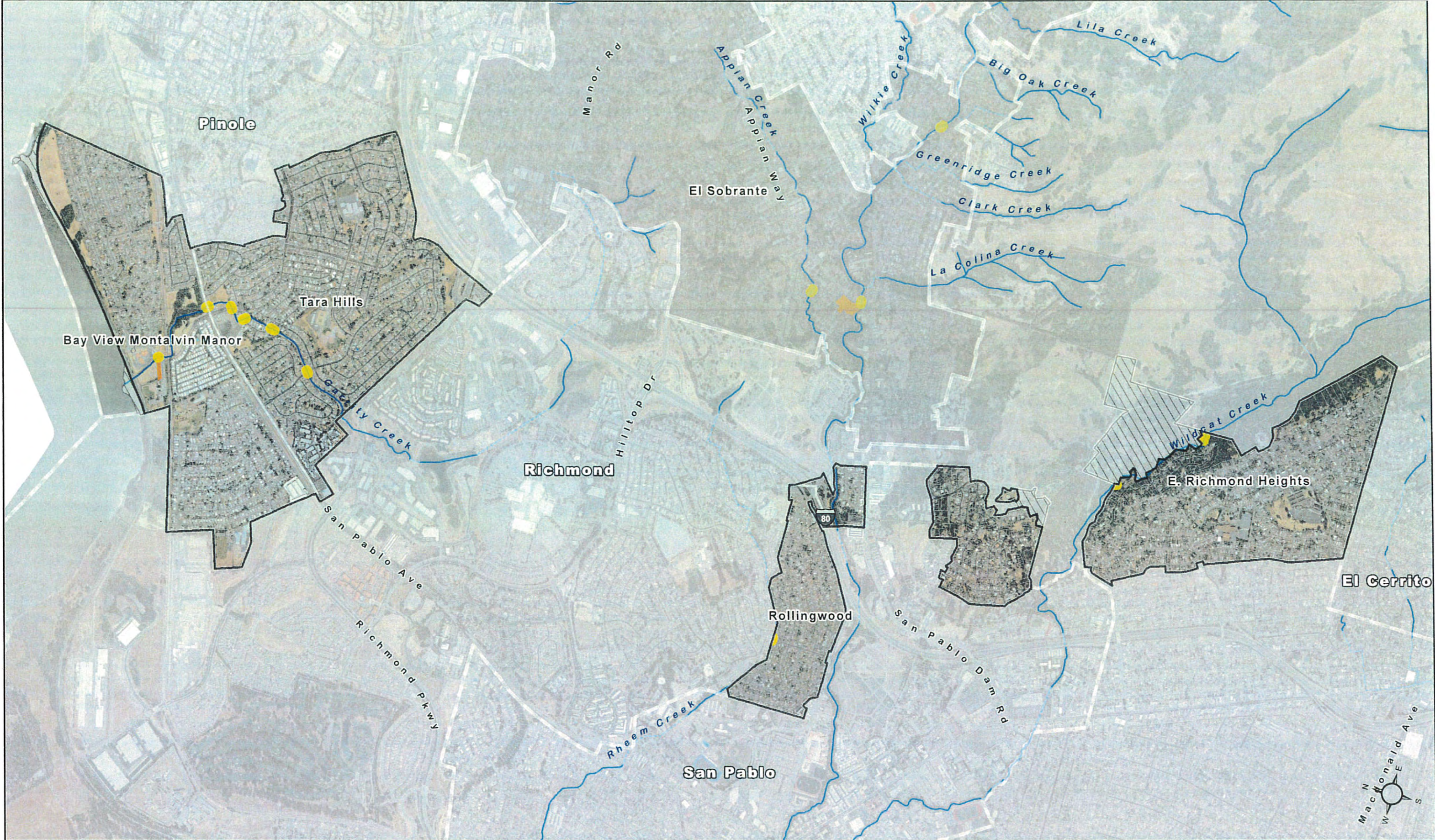
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Ortho: 2014

Contra Costa County
Public Works Department
IT Division
January 31, 2017

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**Contra Costa County
Direct Discharge Focal Points
Unincorporated
Richmond Neighborhoods**

Direct Discharge Focal Points

- Creeks Within Maintained Road Right-of-Way
- County and FCD Properties / ROW Adjacent to / Within Creeks

Reference Layers

- Above Ground Creek
- Under Ground Creek
- Outside Urban Limit
- City Limits



Source:

Creeks Within Maintained Road Right-of-Way: Creeks are defined as having a 'U_GROUND' value of 'no' in the DCD Creeks layer 'HYD_CDD_CreeksDrainages'. County Maintained Roads are defined as having a 'REIPLAG' value of '0' in the PWD layer 'TRA_PWD_MainRds'. County Maintained Roads were buffered 30' on either side to approximate Right-of-Way. The layer is the result of the intersection of this buffered county maintained roads layer with the Creeks layer. The resulting creek segments were buffered 100' for display purposes.

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Ortho: 2014

0 0.075 0.15 0.3 0.45 0.6 Miles

APPENDIX 3

CONTRA COSTA COUNTY

Homeless Encampment Action Protocol

1. This procedure is applicable to homeless encampments in the unincorporated areas of Contra Costa County only, unless separately agreed to by an incorporated jurisdiction.
2. Any entity responding to a report of, or discovering a homeless encampment, will identify immediate hazard to be addressed. Document with photographs whenever possible. An "immediate hazard" is an imminent threat to the health or safety of the homeless or the community (e.g. a fire).
3. Notify the County Health Services Department Homeless Program Director (925) 313-6736, immediately upon becoming aware of any encampment. The Homeless Program Director will send the Outreach Team to the identified site within 24 hours in an attempt to find and offer alternative housing and services. It is desirable that individuals either move into services or vacate the area on their own and remove their own belongings.
4. After the Outreach Team has visited the site, the Homeless Program will notify the responsible police jurisdiction of the situation and provide any relevant information. The member of the Board of Supervisors representing the district in which the homeless encampment is located will also be notified by the Homeless Program.
5. The responsible police jurisdiction will post the notice to vacate the encampment. It is encouraged that the notice be printed in multiple languages, as appropriate for the area and include the date, time and location of posting.
6. Over the next 72 hours, up to two hours prior to expiration of the time limit, the Outreach Teams will continue to go out to assist individuals to find housing and other services.
7. 72 hours after posting of the notice, the encampment may be removed after the following is completed:
 - a. Conduct a quick field review of the encampment (i.e., look around at the items which are in plain view).
 - b. Take sufficient photographs, notes, or otherwise document the condition and extent of area covered by the encampment.
8. Each agency with jurisdiction is encouraged to keep a record of the date, time and location of the removal of a homeless encampment.

During removal of the encampment, if any of the following types of items are apparent, reasonably safe and not a sanitary hazard, they should be held by the appropriate maintenance yard for a minimum of 30 days prior to disposal:

Watches	Tents	Backpacks
Medication	Eyeglasses	Books
Jewelry	Stoves	Audio equipment
Toiletries	Handbags	Usable clothing
Personal photographs	Personal records	Bedrolls
Blankets	Duffle bags	

9. The location where the above belongings are stored shall be posted at the encampment site.
10. Anything stored from a location can be kept in one box/container that is marked with the date, time and location of the removal. Possessions are to be released to persons who can identify them. Employees are not responsible for insuring that property is released to actual owners.
11. Persons illegally trespassing or lodging on County right of way can be arrested immediately. However, normally law enforcement personnel will only make arrests if someone refuses to leave or is suspected of committing a criminal offense. Individuals are encouraged to take bags or belongings with them at the time they leave.
12. The entity with jurisdiction for the area (for example, the County if the encampment is located on County owned property) is responsible for cleaning up and making safe the area of the encampment. This will include cleaning any hazardous waste found in the area and repairing or replacing items such as fencing.
13. Individuals assigned to remove the encampment should take appropriate safety precautions in the course of the work. This should include gloves, hoots, safety glasses, and other equipment as necessary.
14. If necessary, request the County Health Services Department to inspect and report on issues involving the protections of the homeless and workers during encampment removal, including hazardous waste.
15. It is the agreed upon policy not to permit the re-establishment of encampments once they have been removed through this procedure. This will include the following activities:
 - a. After encampment removal, the area will be posted with signs saying "No Camping" or "No Trespassing" and include the telephone number of the homeless hotline.
 - b. The police agency with jurisdiction will provide routine patrol of the areas to prevent the formation of an encampment.

HOMELESS HOTLINE

1-800-799-6599

CONTRA COSTA COUNTY HOMELESS PROGRAM

(925) 313-6736



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 07/10/2017

Subject: County Comments on CCTA 2017 Countywide Transportation Plan Update

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: Review legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

The Committee and the Board of Supervisors discussed the update to the Countywide Transportation Plan (CTP) from 2014 through 2016. For a portion of this time the discussion was in conjunction with the development of the Measure X Transportation Expenditure Plan (TEP). Ultimately, CTP development was temporarily suspended in 2016 and the TEP development proceeded independently.

While the CTP was under review, the County submitted several comment letters. The Contra Costa Transportation Authority (Authority) was responsive to County input and the majority of our revisions were incorporated in to the document. This CTP review is, in part, picking up where we left off before CTP development was suspended. However, the document has been reformatted and some content has been changed. In short, our current, proposed comments on the CTP are minimal given the Authority's prior responsiveness to our input.

Referral Update:

The following chapters from the Countywide Transportation Plan are attached: Executive Summary, Introduction, Challenges and Opportunities, and Visions, Goals, and Strategies are attached to this report. The full document is available here:

<http://2017ctpupdate.net/>

Draft Letter: A draft comment letter on the DRAFT CTP is attached for the Committees review.

The letter focuses on two topics, the Northern Waterfront Economic Development Initiative, and Accessible Transit

Northern Waterfront Economic Development Initiative: As seen in the draft letter, the CTP supports the County's Northern Waterfront Economic Development Initiative. The comments in the letter are meant to include some concrete actions in the CTP. The concept of "Priority Production Areas" has seen some support at the Association of Bay Area Governments and the Metropolitan Transportation Commission. Similar to Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) staff believes the County would benefit from a formal, funded program at the regional level to assist with our Northern Waterfront efforts.

Accessible Transit: The language related to paratransit is a departure from the County's past practice in addressing the issue of accessible transit. During the previous CTP update and development of the TEP, the County provided detailed, well documented rationale including data, history, best practices, etc, in support of the need to strategically and proactively address accessible transit needs. Staff believes the BOS position on this issue is well-known and the rationale for for our advocacy on this topic is also well-established.

That said our comments on this topic are brief relative to our prior communication. Staff believes that it is not the lack of supporting information holding back progress on this issue but rather the lack of a critical mass of interested parties engaging on the issue. Staff is seeking Committee guidance on how to make progress on this issue.

Recommendation(s)/Next Step(s):

CONSIDER recommending that the Board of Supervisors AUTHORIZE a letter (attached) to the Contra Costa Transportation Authority communicating comments on the 2017 Countywide Transportation Plan update.

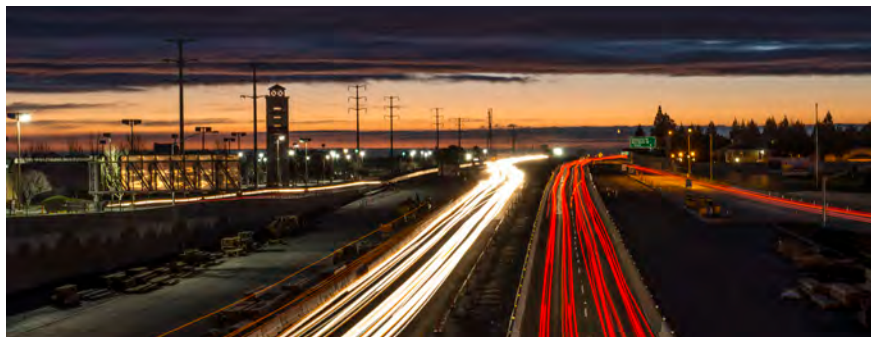
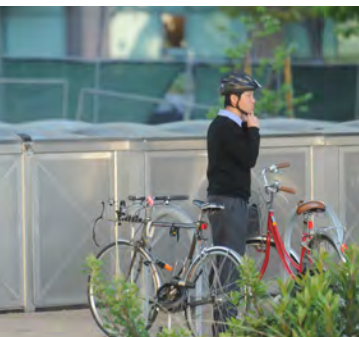
Fiscal Impact (if any):

None.

Attachments

2017-CTP-ExecSum, Intro, Challenges, Goals.pdf

DRAFT - BOS to CCTA re 2017 CTP update



2017 Countywide Comprehensive Transportation Plan

Volume I

May 24, 2017

**PUBLIC
REVIEW
DRAFT**



CONTRA COSTA
transportation
authority

Contra Costa Transportation Authority

Board Members

Tom Butt, Chair
City of Richmond

Karen Mitchoff
Board of Supervisors

Federal Glover, Vice Chair
Chair for Board of Supervisors

Julie Pierce
City of Clayton

Janet Abelson
City of El Cerrito

Kevin Romick
City of Oakley

Newell Arnerich
Town of Danville

Robert Taylor
City of Brentwood

Loella Haskew
City of Walnut Creek

Dave Trotter
Town of Moraga

David Hudson
City of San Ramon

Ex-Officio Members

Joel Keller
BART
District 2 Director

Don Tatzin
Public Transit Bus Operators
City of Lafayette

Amy Worth
MTC
City of Orinda

2017 Countywide Comprehensive Transportation Plan

Volume I

**PUBLIC
REVIEW
DRAFT**

May 24, 2017



CONTRA COSTA
transportation
authority

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Executive Summary

The Contra Costa Countywide Transportation Plan, or CTP, is the blueprint for Contra Costa's transportation system over the coming decades. This long-range vision for transportation identifies the projects, programs, and policies that the Authority Board hopes to pursue. The CTP identifies goals for bringing together all modes of travel, networks and operators, to meet the diverse needs of Contra Costa and to support Plan Bay Area.

By improving the transportation system, we can help to address the challenges that a growing population, more jobs, and more traffic will bring. We also see new opportunities—from technological innovation to the benefits of active transportation—to address the challenges of growth and change without more roads. The CTP lays out a vision for our transportation future, the goals and strategies for achieving that vision, and the future transportation investments needed to promote a growing economy, advance technological changes, protect the environment, and improve our quality of life.

INNOVATION IS THE KEY

Innovation is the guiding theme for this CTP, with the Authority taking the lead on introducing and managing new technology, funding and constructing improvements to the county's transportation infrastructure, and overseeing ongoing transportation programs. These new initiatives, coupled with current programs and projects and the Authority's growth management program, will reduce congestion, improve air quality, and provide mobility options for all residents without undertaking major expansion projects. Since 1989 the Authority has been actively and successfully engaged in long-range planning for critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, manage traffic, expand transit service, and safely and efficiently get people to their destination of choice. Building on prior CTPs, the 2017 CTP sets forth a viable, transformative framework to continue this mission, using technology and innovation to make the best use of available resources.

To be effective and responsive, the Authority works closely with the Regional Transportation Planning Committees (RTPCs), local jurisdictions, transit agencies and paratransit providers and regional and state partners – MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, Caltrans, and the California Air Resources Board, among others.

CHALLENGES AND OPPORTUNITIES

The population of Contra Costa and the region will continue to grow. Nearly 300,000 new people, 88,000 new households and 122,000 new jobs are expected in Contra Costa County by 2040, accounting for between 10 and 13 percent of total growth for the region. Increased population and jobs will place new demands on our transportation system, but we also have new tools and innovative approaches to help meet those demands.

Challenges

The challenges will be to plan for future needs in areas of growth, facilitate economic development, and help local jurisdictions respond to and facilitate new technologies, including electric vehicles, transportation network companies, and connected/autonomous vehicles, to serve development and respond to changing demographics and travel patterns. Responding to environmental mandates, particularly

air quality, and concerns about rising tides, public health, and equity also will be important. And finally, maintaining and operating the system we have remains a pressing challenge.

Projected Growth in Population and Jobs

While the rate of growth in Contra Costa is slowing, the Authority still expects substantial growth through 2040. A 27 percent increase in our population, a 31 percent increase in our workforce, and a 36 percent increase in the number of jobs is expected by 2040 in Contra Costa. To accommodate that growth, Contra Costa will need to provide housing, as well as the schools, stores and other services needed to support the projected population increase.

Table ES-1: ABAG Projections 2013 for Contra Costa County 2010 and 2040

	2010	2040	Change	% Change
Population	1,049,000	1,328,000	279,000	27%
Households	375,000	464,000	89,000	24%
Employed Residents	442,000	580,000	138,000	31%
Jobs	345,000	468,000	123,000	36%

Source: ABAG Projections 2013.

While both jobs and population will increase throughout Contra Costa, growth will be faster in some areas of the county than others. Population growth in West, Central, and East County is expected to be the highest. Job growth in East and Central County is expected to outpace other areas, with the lowest rate of growth found in the Lamorinda subarea.

The demographics of the county will change as well. The median age of the county is likely to increase as “Baby Boomers” age. Seniors may rely more on transit and paratransit than the working population because of mobility challenges. For them, services provided by transportation network companies such as Lyft and Uber and, over the longer term, shared autonomous vehicles, will be a real benefit. However, these private operations will need to adapt to senior’s mobility challenges, or the impact on publicly funded paratransit services will be substantial.

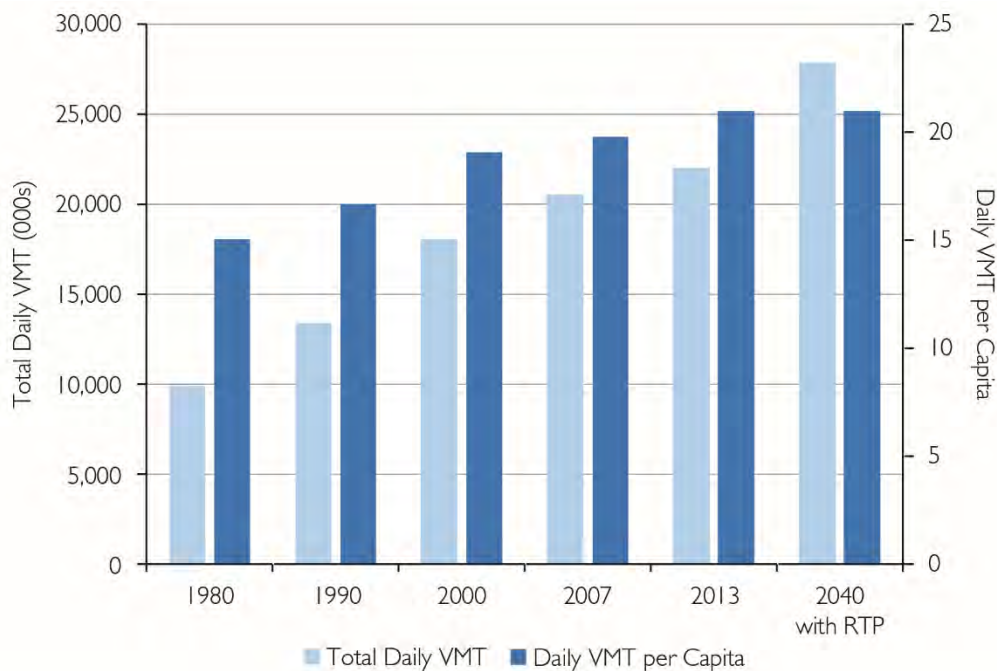
In addition, as more families move to Contra Costa County, especially into the East County, Central, and Tri-Valley areas, safe transportation options for school children

will become increasingly important. The “millennials,” as the generation born after 1980 is known, are driving less frequently than older generations, but whether this is a trend or only a short-term phenomenon is not yet clear. Partly, they are responding to the high cost of owning and operating a vehicle, and also many are choosing to live in close-in, walkable neighborhoods. If this trend continues, and it may not, it would mean that forecasts of increased congestion may be excessively dire; however, we also expect more delay on our roadways, especially those used for the daily commute to work.

How Will Growth Affect Travel and Congestion?

The increase in population will increase travel demand throughout the transportation system; it also will affect congestion throughout the county. The share of trips taken by car is expected to remain at about 92 percent of all trips. Therefore, vehicle miles traveled (VMT) will continue to increase even though the amount individuals drive, VMT per capita, is expected to level off, as shown in Figure ES-1. But an increase in total VMT does not translate into more air pollutants; as more electric and clean-fuel vehicles take to the road, tailpipe emissions will become cleaner.

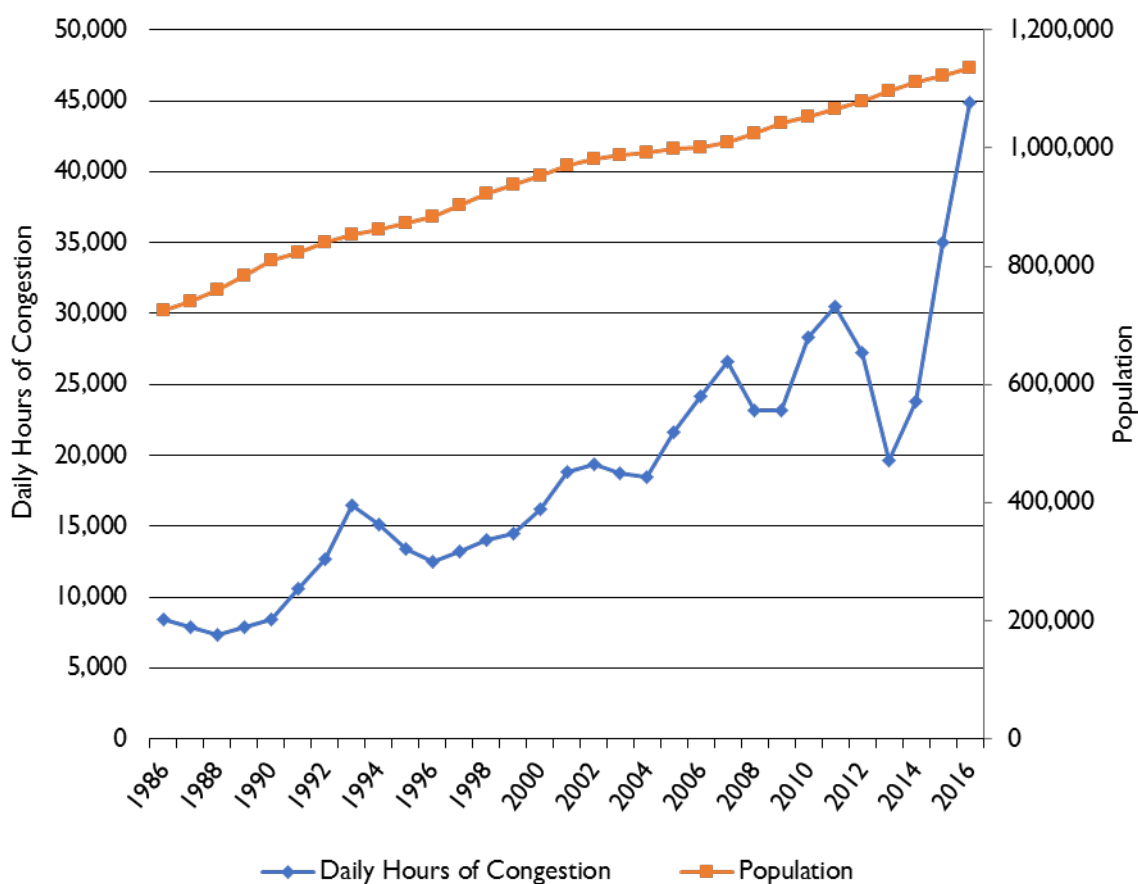
Figure ES-1: Average Weekday VMT and VMT per Capita in Contra Costa County 1980-2040



Source: Year 1980 estimated based on ARB Almanac 2007; Years 1990-2007 from 2005 MTC Travel Forecasts; Year 2013 and 2040 from Fehr and Peers and Dyett & Bhatia, 2015.

Over the past 30 years, overall traffic congestion has increased at a faster rate than population growth, as shown in Figure ES-2. In 1986, for example, drivers in the county experienced about 8,400 hours of delay on streets and highways; by 2012, this delay had increased over three-fold to 27,300 hours. More recently, the past three years show average vehicle hours of delay increasing by 50 percent over 2012. Downturns in the growth trend occurred during economic recessions. The County's population, by contrast, only grew 43 percent during this same time period. Before the fourth bore of the Caldecott tunnel opened at the end of 2013, the SR-24 bottleneck in Orinda was one of the Bay Area's top ten list of worst bottlenecks. The SR-4 widening from four to eight lanes, which was completed in 2015, lessened congestion on this segment of the highway, but further east and in the I-680 corridor, traffic congestion remains an issue.

Figure ES-2: Population Growth and Average Daily Hours of Congestion in Contra Costa County, 1986-2016



Data Sources: Caltrans District 4, 1986-2008 Hi-Comp Report; 2009-2016 Mobility Performance Report

While these improvements added new capacity to our roadway system, and eliminated some bottlenecks, latent demand added new traffic, somewhat offsetting the perceived benefits of these projects. Corridor management techniques, such as the Integrated Corridor Management approach used on I-80, can serve to meter new demand and reduce congestion.

Looking ahead to 2040, congestion is expected to continue to increase with average vehicle delay more than doubling. New roadway and vehicle technologies, however, can serve to reduce vehicle delay and mitigate lost time and productivity spent in traffic. This would be a significant economic benefit.

Environment and Health; the “Vision Zero” Concept

The transportation system affects our environment and public health. It is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Air pollution from mobile sources, especially diesel engines, increases the risk of asthma and lung diseases. Traffic collisions cause fatalities and injuries, and time spent in cars directly relates to increased rates of obesity. However, more opportunities for active transportation, and advanced vehicle technology (electric cars and zero emissions vehicles) and better vehicle connectivity can reduce pollution, improve public health, and reduce accidents.

Vision Zero is an international approach to road safety thinking, which originated in Sweden in the mid-1990s and continues to evolve. It can be summarized in one sentence: No loss of life is acceptable. The Vision Zero approach has proven highly successful as a guiding principle for many transportation organizations and plans. For example, the Intelligent Transportation Society of America (ITSA) has adopted Vision Zero as a primary driver towards intelligent transportation technologies that can improve safety. Indeed, a key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided by roadway design, traffic controls, connectivity, education and training. Increased mobility depends on effective road safety, and this concept is a fundamental component of the CTP.

Equity

The Authority is committed to the principle of fairness, meaning **benefits** and burdens that occur from transportation investments should be equally distributed to all residents. The Authority also invites all residents to participate in the decision-making processes through outreach activities, which are described on the following pages.

The equity implications of the Long-Range Transportation Investment Program presented in this CTP were evaluated using MTC's performance targets. The results of this analysis are contained in Volume 2. Overall the 2017 CTP supports *Plan Bay Area's* equity targets for the Regional Transportation Plan (RTP) by offering equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents.

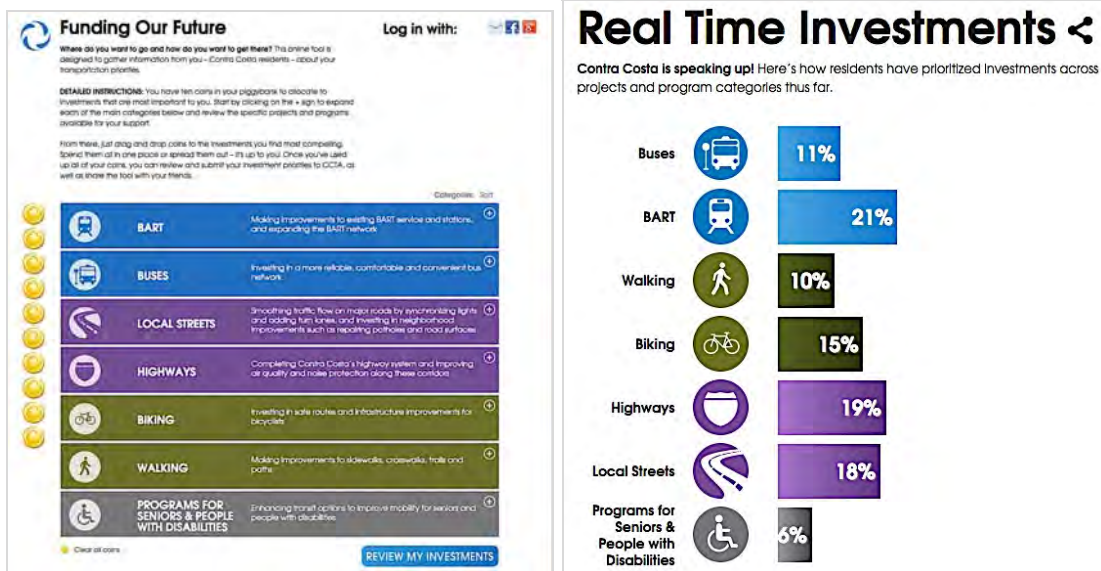
Opportunities

The CTP supports improvements to the efficiency of existing infrastructure, strategic investments in new capacity, advanced technology, and new **potential funding sources** to provide opportunities to improve the mobility and accessibility in Contra Costa. New technology, which supports express lanes and integrated corridor management, coupled with proven technologies for traffic signal coordination and ramp metering, is already improving the efficiency of existing roads and freeways. Shared-use mobility services through transportation network companies that facilitate carpooling are filling unused seating capacity of the vehicles traveling on the roads. And the technology on the horizon, such as fully connected and autonomous vehicles, provides huge opportunities for improved efficiency through potential reduction of accidents and increased roadway capacity.

PUBLIC ENGAGEMENT; OUTREACH ACTIVITIES

The CTP has been prepared with substantial public input since work began on the update in 2014. The Authority's outreach spanned the gamut from traditional forums, public meetings and newsletters to new technologies, including social media. This extensive outreach effort enabled the Authority to learn how residents generally viewed the Plan's proposals and transportation needs. An online public engagement survey/comment tool and a telephone Town Hall, one of the first in the Bay Area, offered individuals the opportunity to engage with the Authority's Board members and

senior staff. The Authority also hosted a website portal that enabled residents to express their priorities by showing how they would allocate funding and prioritize investments across an array of projects and programs.



Those participating in the outreach activities supported a broad range of projects and programs; many also expressed concerns about congestion on arterial corridors and highways across the county; funding for bicycle and pedestrian projects; and climate change. These comments guided Authority staff in making revisions that have been incorporated into the 2017 CTP.

Following release of the Draft 2017 CTP, the Authority will initiate a public engagement process that will allow Contra Costa's residents to weigh in on the Draft Plan. This effort will include:

- Countywide workshops using an "open house" format to facilitate participation;
- Meetings with the Authority's Citizens Advisory Committee;
- Public meetings starting in June to enable the Authority to hear comments from residents and others on the Draft Plan and the Environmental Impact Report (EIR) on the Plan;
- Focus group and stakeholder outreach;

- Workshops and study sessions with the Regional Transportation Planning Committees (RTPCs); and
- Presentations to City Councils, boards and commissions, upon request; and
- An online open house from the end of May through July for residents to learn more about the Plan and provide feedback.

VISION, GOALS AND STRATEGIES

The following vision encapsulates the role the transportation system will play in supporting the people, economy, and environment of Contra Costa:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Authority identified five goals for the 2017 CTP.

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

For each of these goals, the Authority has identified strategies for achieving them.

Investing Wisely

One of the Authority's goals is to "invest wisely", because our funding needs far exceed our funding resources. Creating a "wise" investment package will require using our funds to attract funds from other sources and evaluating proposed projects to identify those that best meet the Authority's vision.

The 2017 CTP outlines the investment priorities proposed by the Authority. It begins with the priorities expressed in MTC's 2013 RTP, and uses that as a building block to establish new priorities through the Action Plans developed by the RTPCs, from public and stakeholder input, and from recently completed studies that focus on specific corridor issues. It reflects a "bottoms-up" approach, drawing together all of the suggestions for funding that have been submitted since the last CTP was adopted in 2009. Priorities were reviewed with the RTPCs, stakeholders, and the Authority's advisory committees, and the results of packages of project and programs were evaluated and compared using performance measures established by MTC. The building blocks for the Long-Range Transportation Investment Program (LRTIP) included in the CTP reflects the consensus that emerged from these discussions and Authority direction on a preferred approach.

Measure C and Measure J together have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they attracted from other sources. The following table shows Measure C/J expenditures by category, including the amount of funds leveraged, for a total of 6.5 billion in Year of Expenditure (YOE) dollars.

Table ES-2: Measures C and J Past and Future Project Expenditures (Year of Expenditure Dollars in Millions)			
Measure C and Measure J	Past	Future	Total
Roadway (highways, arterials and maintenance)	\$755	\$1,031	\$1,785
Transit (rail, bus, ferry, express bus, paratransit, commute alternatives)	\$434	\$738	\$1,171
Pedestrian & Bicycle, including Transportation for Livable Communities, trails, safe transport for children, and subregional needs	\$11	\$323	\$334
Other	\$144	\$373	\$517
Subtotal	\$1,344	\$2,464	\$3,808
Leveraged funds on Measure C & J projects	\$1,721	\$970	\$2,691
TOTAL FUNDS	\$3,065	\$3,434	\$6,499
Note: Past expenditures are through FY 2014-15 up to June 30, 2015.			

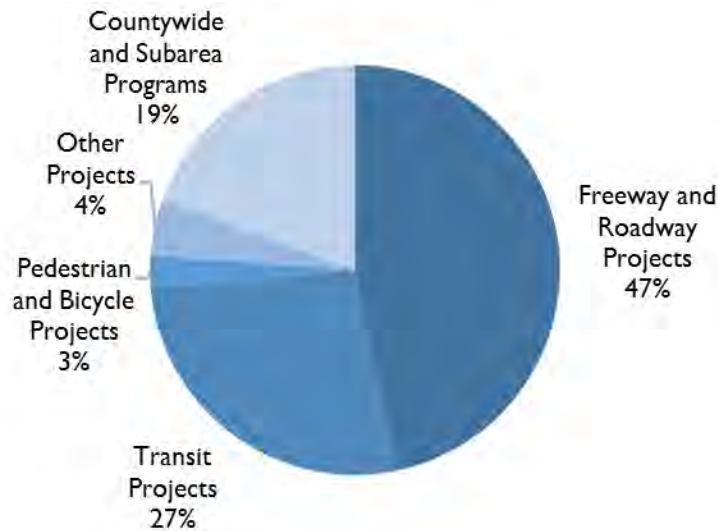
The Authority maintains a “master” project list that includes all projects – completed, under construction, and proposed. Called the Comprehensive Transportation Project List, or CTPL, this financially-unconstrained project list is used to track all potential projects and their funding status. All told, over \$29 billion in new projects and programs have been identified to maintain and improve our roads, freeways, transit systems, and bicycle and pedestrian facilities, meaning there is a significant unfunded need.

Table ES-3 presents the proposed 2040 funding program that has been developed by the Authority. It reflects a combination of existing and new potential revenue sources and leverage of local sources through State and federal grant programs, with priority given to those programs and projects that will help transform and maintain the transportation system with technology and innovation.

Table ES-3: LRTIP Funding Overview (2017 \$ in Millions)		
	Total Cost	% of Total
Freeway and Roadway Projects	\$3,742	47%
Transit Projects	\$2,150	27%
Pedestrian and Bicycle Projects	\$200	3%
Other Projects	\$355	4%
Countywide and Subarea Programs	\$1,555	19%
Subtotal (Additional Revenues)	\$8,002	100%
2013 RTP Projects Total (Assumed Revenues)	\$3,672	
TOTAL FUNDS	\$11,674	
Note: Numbers may not sum precisely due to rounding.		

Figure ES-3 shows a high-level summary of the funding allocations in the LRTIP, including the split between projects and programs and the travel modes supported. Public feedback on these allocations will help the Authority determine whether any adjustments should be made in the final plan to be considered for adoption.

Figure ES-3: Funding Allocations in the LRTIP (excluding 2013 RTP)



Maintaining our System

One of the Authority's greatest challenges is to ensure adequate maintenance of the transportation system, so the capital investments that have been and will be made are not compromised. The 2017 CTP includes new strategies to establish effective preventive maintenance and reduce the backlog of transportation rehabilitation and maintenance needs. Creating a stable funding source for long-term maintenance costs is a Plan priority. With this in mind, the Authority intends to **expand the Regional Transportation Mitigation Program** to ensure that fees collected cover the costs of ongoing maintenance. New facilities should not be built if they cannot be maintained. Deferred maintenance of existing facilities also is addressed, along with the role of external partnerships, such as the California Transportation Infrastructure Priorities Work Group among others, in helping secure needed funding.

IMPLEMENTING THE PLAN

The 2017 CTP will play an important role in shaping our transportation policy and investment decisions. But how will the Plan be carried out? The CTP outlines the strategies, the partnerships and the guidelines essential for a smooth transition from concept to reality. The Authority will need to work with many agencies to fund and prioritize the programs and projects in the LRTIP. New revenue sources will be

investigated. The potential for public-private partnership also will be explored as they have proven particularly effective in the Bay Area and elsewhere.

Detailed implementation tasks to follow through on the goals and strategies listed in the CTP are grouped into the following eight broad categories:

- Implement Measure J funding programs
- Plan for Contra Costa's transportation future
- Respond to State and federal legislative mandates
- Support Growth Management Program
- Design and construct transportation improvements
- Improve systems management and maintenance
- Build and maintain partnerships
- Secure long-term funding for transportation improvements

The 2017 CTP represents the Authority's long-term plan for investment in our transportation system, cooperative planning, and growth management. Working with its partner agencies, the Authority will apply the strategies outlined in the 2017 CTP to achieve this vision.

Introduction

A well-designed, safe, and efficient network of roads, streets, freeways, transit services, and bicycle and pedestrian facilities is essential to the economic and environmental health of Contra Costa. The Authority has a strong track record of working with its partners to plan, fund, and deliver the transportation projects and programs necessary to establish and maintain a strong network of facilities and services.

The 2017 CTP provides the policy framework and steps necessary for the Authority to achieve its vision. It includes an analysis of challenges and opportunities; a definition of the vision, goals, and strategies; and defines how the Plan will be carried out through a Long-Range Transportation Investment Program and an Implementation Program, with defined responsibilities and a schedule of activities.

THE AUTHORITY'S ROLE

The Authority's role in government is to plan, fund, design, and build transportation improvements to enhance the quality of life, promote a healthy environment, and build a strong economy. In fulfilling this role, the Authority works to:

- Deliver the voter-approved projects and programs in Measure C and J;
- Implement the Measure J Growth Management Program (GMP);
- As the Congestion Management Agency for Contra Costa, participate in MTC's programs and oversee implementation of State and federal programs; and
- Create innovative solutions to address growing congestion and air quality issues.

The Countywide Comprehensive Transportation Plan, or CTP, is the Authority's broadest policy and planning document. Besides outlining the Authority's vision and goals, the CTP outlines the various strategies for addressing transportation and growth management issues within Contra Costa and presents a Long-Range Transportation Investment Program.

Part of the Authority's vision for a balanced, safe, and efficient transportation network includes the encouragement of bicycling and walking in Contra Costa County. The Authority adopted its first Countywide Bicycle and Pedestrian Plan (CBPP) in 2009 in recognition of the benefits of walking and bicycling and to provide support for these transportation modes. The CBPP underwent a minor update in 2013 and is currently undergoing a full update.

GROWTH MANAGEMENT PROGRAM

The Authority has been implementing its Growth Management Program (GMP) since Measure C was enacted. Under both Measure C and presently Measure J, the Authority has three primary responsibilities to carry out the GMP. First, the Authority must prepare the Countywide Comprehensive Transportation Plan, and encourage cooperative planning among the jurisdictions within Contra Costa. Second, the Authority is responsible for developing and carrying out a Regional Transportation Mitigation Program. The Authority's program is built from the fees and impact

programs adopted by the RTPCs. Third, the Authority also develops and maintains computer models for analyzing the effects of land use changes and transportation improvements.

CCTA AWARDS

Since the last CTP was adopted, the Authority has received numerous awards for its work. Some of the most notable are listed below.

- California Engineering Excellence Award from the American Council of Engineering Companies, 2017
- Platinum Certificate of Achievement for Excellence in Financial Reporting Award from the Government Finance Officers Association, five consecutive years
- Partnering Champion Award from the International Partnering Institute, 2017
- Executive Director Randell Iwasaki named in the “Top 10 Public Sector Transportation Innovator’s List” by the ENO Center for Transportation, 2016
- Organization of the Year by the California Transportation Foundation, 2016
- Most Innovative Use of Social Media Award from the Center for Digital Government, 2015
- AAA credit rating from Fitch Ratings, 2015
- National Project Achievement Award from the Construction Management Association of America, 2015

Overview and Program Components

Under Measure J, the GMP remains in effect through 2034. Measure J establishes the overall goal for the Growth Management Program:

...to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

This goal emphasizes both the breadth of the Authority’s objectives and the need for collaboration in achieving them.

As approved, the Measure J GMP has four objectives:

1 Contra Costa Transportation Authority, *Measure J Expenditure Plan*, p. 23. July 2004.

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among local jurisdictions.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

To receive its share of Local Streets Maintenance and Improvement funds and to be eligible for Contra Costa Transportation for Livable Communities (TLC) funds, each jurisdiction must:

- Adopt a growth management element, as part of its General Plan, that outlines how the jurisdiction will comply with the other requirements listed below;
- Adopt a development mitigation program that ensures that new growth pays for its share of the costs associated with that growth;
- Address housing options by demonstrating reasonable progress in providing housing options for people of all income levels in a report on the implementation of actions outlined in the adopted Housing Element;
- Participate in an ongoing, cooperative planning process with other jurisdictions and agencies in Contra Costa to create a balanced, safe, and efficient transportation system and to manage the impacts of growth;
- Adopt an Urban Limit Line (ULL) that complies with the Countywide, voter-approved ULL or the local jurisdiction's voter-approved ULL;
- Develop a five-year capital improvement program that outlines the capital projects needed to meet the goals of the local jurisdiction's General Plan; and
- Adopt a transportation systems management (TSM) ordinance or resolution to promote carpools, vanpools and park and ride lots.

After completing a compliance checklist and receiving approval by the Authority that the requirements of the GMP have been fulfilled, the Authority allocates to each

jurisdiction its share of Local Streets Maintenance and Improvement funding (and TLC funding, if applicable and available). Jurisdictions may use funds allocated under this provision to comply with administrative requirements.

CONGESTION MANAGEMENT PROGRAM

Since 1990, following passage of Proposition 111, the Authority has served as the Congestion Management Agency, or CMA, for Contra Costa. As CMA, the Authority is responsible for preparing, and updating every other year, a Congestion Management Program (CMP). The CMP identifies, among other things, performance measures for a network of State highways and principal arterials, a land use evaluation program, and a seven-year capital improvement program.

Perhaps of greater significance, serving the CMA for Contra Costa gives the Authority a voice in discussions of transportation policy and funding at the regional level. In the last five years, the Authority worked together with other CMAs in the development of *Plan Bay Area*. This role also gives the Authority the responsibility for allocating various federal and State transportation funding to a wide range of transportation projects. The Authority also allocated funding to projects throughout Contra Costa through the One Bay Area Grant (OBAG) and Regional Safe Routes to School (SR2S) programs.

New strategies the Authority will pursue as part of its CMA role include:

- Supporting development of a Monitoring “Dashboard” application to help local jurisdictions track development trends in Priority Development Areas and in Communities of Concern and implement the Sustainable Communities Strategies in *Plan Bay Area*.
- Investigating opportunities to extend the Regional Development Mitigation Program to include support for a Transit Mitigation Fund, which could support service expansion, as needed, and programmatic reductions in vehicle miles traveled (VMT) to mitigate the impacts of development.
- Reporting on transportation projects and any related housing impacts that affect Communities of Concern as part of support for MTC’s Regional Active Transportation Program (ATP) and statewide guidelines for ATPs adopted by the California Transportation Commission.

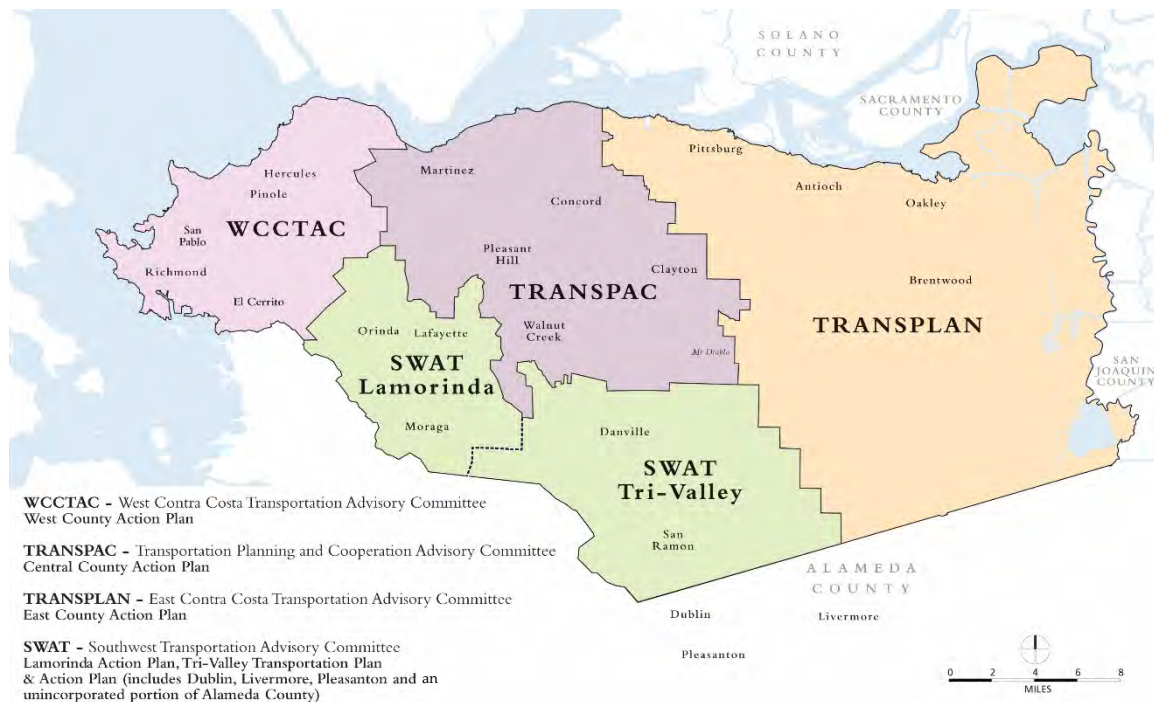
PARTNERSHIPS

Local Jurisdictions

The Authority works with local jurisdictions to prioritize and manage the construction and maintenance of local streets and roads along with investments that support active transportation, particularly walking and biking, and access to transit. In addition, local jurisdictions have authority over land use, which is integral to the planning and efficiency of the transportation system.

Regional Transportation Planning Committees

The Regional Transportation Planning Committees (RTPCs) are made up of elected and appointed representatives from each jurisdiction within that region. Figure 1-1 shows these regional boundaries. Officials from transit agencies and planning commissions also serve on some of the RTPCs, either as voting or ex-officio non-voting members. Each RTPC oversees one Action Plan, except for Southwest Area Transportation Committee (SWAT), which oversees two. In addition to their responsibilities for preparing and updating the Action Plans, the RTPCs are involved in various transportation planning efforts. Central Contra Costa Transportation Committee, also known as the Transportation Planning and Cooperation Advisory Committee (TRANSPAC), for example, was involved in the I-680 High-Occupancy Vehicle (HOV) Express Bus Study, while West Contra Costa Transportation Advisory Committee (WCCTAC) worked with Alameda County jurisdictions on the I-80 Integrated Corridor Management Project. In East County, TRANSPLAN is participating in the development of a BART extension, and in SWAT, the City of San Ramon and the Town of Danville have developed a new school bus program under Measure J.

Figure I-1: Regional Transportation Planning Committees

Metropolitan Transportation Commission and Association of Bay Area Governments

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordination, and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes as the region’s metropolitan planning organization (MPO). In these roles, MTC is responsible for the Regional Transportation Plan (RTP), including the Sustainable Communities Strategy to meet regional GHG reduction targets.

While MTC is responsible for transportation planning in the Bay Area, the Association of Bay Area Governments, known by its acronym ABAG, is responsible for more general planning. ABAG also develops population and economic forecasts, which are used for the Bay Area’s Sustainable Communities Strategy and by the Authority in its computer modeling.

In addition, ABAG is responsible for allocating to each local jurisdiction within the Bay Area a share of the region's housing needs, as part of the state's Regional Housing Needs Assessment. Each jurisdiction uses their allocation to prepare their state-mandated housing elements, which are intended to encourage production of housing for low and moderate income households. Compliance with State Housing Element law is an important component of the Growth Management Program.

State of California and Caltrans

The California Department of Transportation (Caltrans) manages more than 50,000 miles of highway and freeway lanes and provides intercity rail services. The Authority partners with Caltrans on design and construction of our interstates and highways, including I-80, I-680, and SR-4 in Contra Costa. In addition, the state provides important funding for transportation projects. For example, the State Transportation Improvement Program funds projects that expand capacity; the State Highway Operation and Protection Program provides funding for maintenance; and the Active Transportation Program focuses funding on bicycle and pedestrian mobility projects.

The Bay Area Air Quality Management District and California Air Resources Board

The Bay Area Air Quality Management District (BAAQMD) in close consultation with the California Air Resources Board (CARB) has prepared plans designed to achieve and maintain federal and State standards for air quality within the Bay Area. These plans—the Air Quality Plan designed to meet federal requirements and the *2010 Bay Area Clean Air Plan* designed to meet the requirements of the California Clean Air Act—include transportation control measures (TCMs) that affect the Authority and other CMAs within the region. CARB is responsible for the State implementation plan required by the federal Clean Air Act; it also has prepared *Vision for California: A framework for Air Quality and Climate Planning*, *Goods Movement Emissions Reduction Plan*, and reports on transportation strategies and air quality.

Transit Providers

Various agencies provide transit services—including rail, bus, ferries, and paratransit—within Contra Costa. Rail service is provided both by the Bay Area Rapid Transit District (BART), the Altamont Corridor Express (ACE), which serves the Alameda County portion of the Tri-Valley, and Amtrak, which runs the Capitol Corridor train to Sacramento and beyond. Four bus providers—AC Transit, WestCAT, the County Connection, and Tri Delta Transit—serve Contra Costa itself and Wheels serves Tri-Valley. Ferry service is available from Larkspur and Vallejo in adjoining counties and service from Richmond to San Francisco will be re-instated in 2018. Paratransit service is also available throughout Contra Costa. The Authority works with these transit providers to achieve its mission through joint committees and other working relationships and through funding for services and improvements.

RELATIONSHIP TO OTHER PLANS AND REGULATIONS

Action Plans for Routes of Regional Significance

In preparing the CTP, the Authority relies on the preparation of “Action Plans” by the RTPCs. The Action Plans, prepared by the RTPCs for these sub-areas, set goals, objectives, and actions to guide sub-area planning and local activities. The Action Plans include Multimodal Transportation Service Objectives (MTSOs) for designated Routes of Regional Significance and specific actions to be implemented by each jurisdiction. The Action Plans also include procedures for reviewing the impacts of proposed local General Plan amendments that could affect the achievement of MTSOs and a process for consultation on environmental documents among jurisdictions. Summaries of the Action Plans are included in Volume 2 as part of the CTP.

Countywide Bicycle and Pedestrian Plan

Contra Costa’s Countywide Bicycle and Pedestrian Plan (CBPP) of 2009 grew out of the Authority’s 2000 update to the CTP. The CBPP establishes goals, describes existing conditions, prioritizes bike corridors and pedestrian improvements, and outlines implementation tasks. The analysis of and recommendations for pedestrian and bicycle facilities helped to guide the selection of strategic investments in the 2017 CTP update.

Express Bus Study

The Draft Contra Costa Express Bus Study Update (currently underway) assesses service needs and emerging trends in the county. The express bus recommendations are designed to complement BART service with inter-community routes along corridors not served by rail. There is growing support for express bus systems as the public is resistant to congested highways yet in need of alternative means of transportation.

Ferry Service Study

The 2014 Financial Feasibility of Contra Costa Ferry Service examined the financial feasibility of four direct ferry service lines from Richmond, Hercules, Martinez, and Antioch. The study found that under current conditions, only the proposed service route from Richmond could operate under the existing Water Emergency Transportation Authority (WETA) farebox recovery threshold for ferry service without further funding from the State or other sources. The Richmond service is moving forward.

The Regional Transportation Plan / Sustainable Communities Strategy

State and federal law requires MTC to prepare and update a Regional Transportation Plan (RTP) and update it every four years. Similar to the CTP, the RTP is a long-range plan of at least 20 years into the future that specifies the strategies and investments to maintain, manage, and improve the region's transportation network, including bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways.

With the passage of California's Sustainable Communities and Climate Protection Act (SB 375) in 2008, a Sustainable Communities Strategy (SCS) must be developed as part of the RTP. It must outline an integrated transportation and land use plan that can be implemented within the expected financial constraints over the next 25 years, accommodate projected population growth, and reduce GHG emissions.

CTPs must "consider" the most recently adopted RTP, and the CTPs form the basis for the next RTP. To obtain funding through many State and federal sources, projects must be included in the RTP. The most recent RTP, *Plan Bay Area*, was adopted in 2013. The 2017 RTP Update is currently underway and is scheduled to be adopted by MTC in July 2017.

CTP Guidelines

In preparing the CTP, the Authority has followed the CTP Guidelines that MTC updated in November 2014. MTC's Guidelines affirm the close relationship between the CTP and the RTP (discussed above), while they also recognize the need for some local flexibility. The Guidelines also call for 10-year and 20-year lists of projects reflecting funding priorities; these are in Appendix C of Volume 2.

Priority Development Areas, Communities of Concern, and CARE Communities

Plan Bay Area focuses investments on maintaining the Bay Area's transportation system, and this focus is carried forward into the strategies of the CTP. In addition, the land use distribution approach utilized by *Plan Bay Area* uses Priority Development Areas (PDAs) and transit priority projects (TPPs) to meet the sustainability goals of the State. PDAs are intended to encourage development near high-quality transit as a key transportation investment of *Plan Bay Area*. Most TPP-eligible areas are within PDAs or within close proximity to transit. In addition, as part of *Plan Bay Area*, Priority Conservation Areas (PCAs) were identified to strategically protect natural resources.

As part of the 2013 *Plan Bay Area* planning process, an equity analysis was conducted to evaluate the transportation and land use planning in relation to environmental justice and equity policy priorities. It identified Communities of Concern, communities that have "multiple overlapping potential disadvantage factors" or concentrations of both low-income and minority populations, throughout the Bay Area. In planning for the transportation system in Contra Costa, it is essential to provide equitable transportation opportunities to the populations in these communities.

In addition, the Bay Area Air Quality Management District (BAAQMD) initiated the Community Air Risk Evaluation (CARE) program in 2004, which aimed to evaluate and reduce health risks associated with exposure to outdoor toxic air contaminants and fine particulate matter in the Bay Area. The program examines and characterizes potential risks associated with toxic air contaminants and fine particulate matter from stationary and mobile sources, and develops and implements mitigation measures to achieve cleaner air, with a focus on priority communities (CARE Communities). Figure 1-2 shows PDAs, Communities of Concern, and the CARE Communities in Contra Costa. Planning for all of these areas is incorporated into the 2017 CTP.

THE COMPREHENSIVE TRANSPORTATION PLAN

The Countywide Comprehensive Transportation Plan (CTP) is one of the Authority's key planning tools. As approved by the voters in 1988, Measure C requires the Contra Costa Transportation Authority to:

Support efforts to develop and maintain an ongoing planning process with the cities and the county through the funding and development of a Comprehensive Transportation Plan.²

The Authority adopted its first CTP in 1995. The first major update occurred in 2000, and a comprehensive update tied to renewal of the sales tax was adopted in 2004. In 2009, as Measure J began to go into effect, the 2009 CTP, the third major update, was adopted. This document — the 2017 CTP — represents the fourth major update.

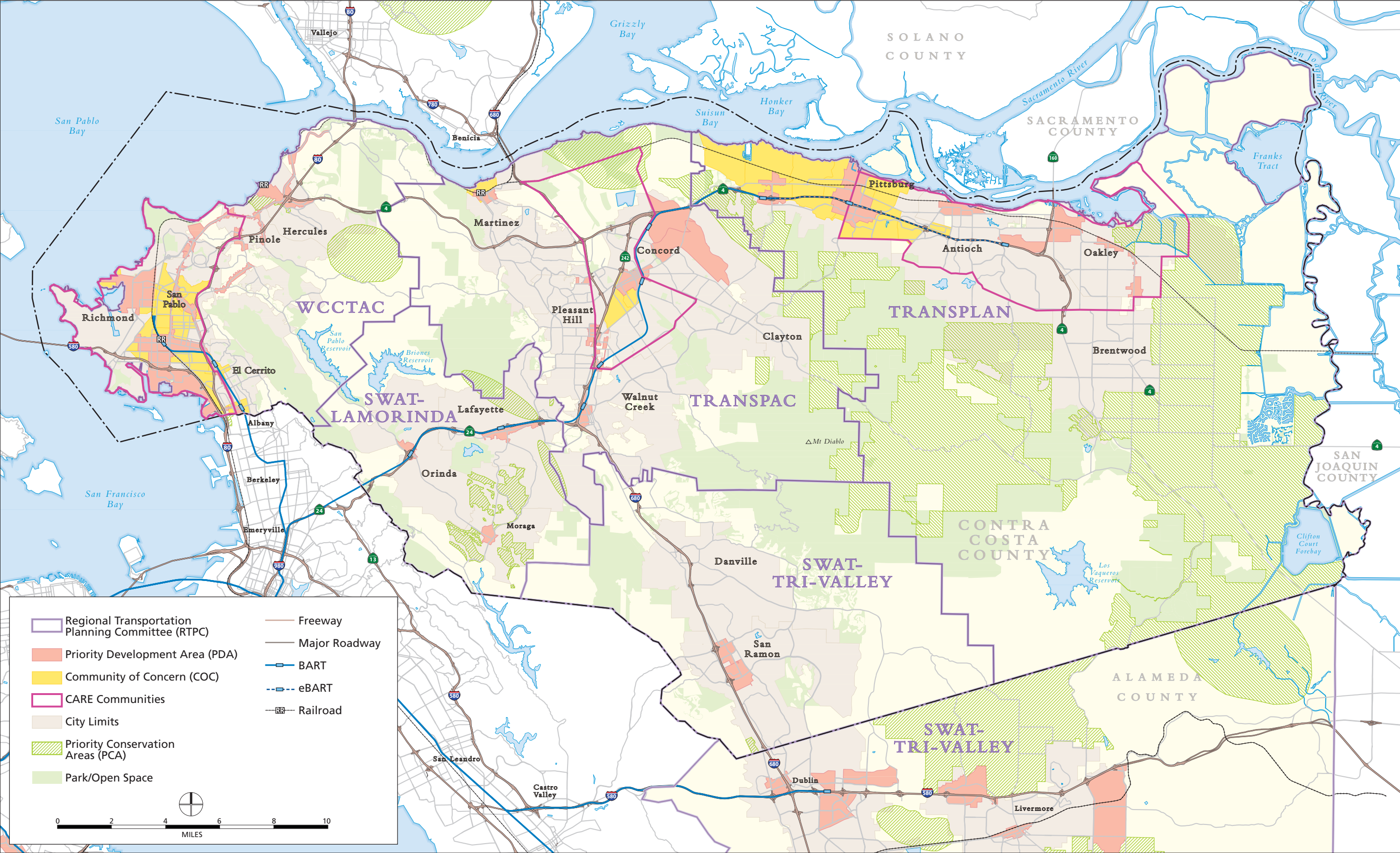
The CTP provides the overall direction and a coordinated approach for achieving and maintaining a balanced and functional transportation system within Contra Costa, while strengthening links between land use decisions and transportation. It outlines the Authority's vision for Contra Costa and its transportation system, along with the goals, strategies, and specific projects and other actions for achieving that vision. The CTP also outlines the Authority's short- and long-range priorities for investing expected revenues, including projects recommended for inclusion in the Regional Transportation Plan prepared by MTC.

The CTP is presented in two volumes:

- **Volume 1:** Includes the vision, goals and strategies, the Long-Range Transportation Investment Program (LRTIP) and the implementation program.
- **Volume 2:** Includes details on the transportation system, summaries of the Action Plans for Routes of Regional Significance, 10-year and 20-year funding targets, and an evaluation of the performance of major projects in the LRTIP, measured against MTC performance targets and an equity analysis.

² Contra Costa Transportation Authority, *Measure C Expenditure Plan*, Section 5.C.4, 1988, as amended and restated by Ordinance 06-02 (Measure J), in 2006.

Figure 1-2: PDAs, COCs, and CARE Communities



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OUTREACH

In mid-2014, the Authority undertook an extensive outreach effort to learn how residents view the Plan's proposals and transportation needs in general. The feedback varied throughout the county with positive comments on many of the proposed projects. The outreach effort continued through 2015 and early 2016, to support the Authority's development of a Transportation Expenditure Plan.

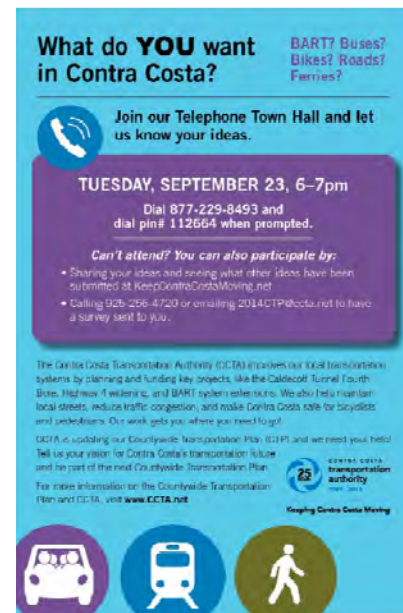
Activities and Participation

A variety of techniques were used to reach a broad cross-section of the community, including public workshops, an online public engagement survey/comment tool, and a telephone Town Hall, offering callers the opportunity to engage with the Authority's senior staff. All told, 156 people attended the workshops, 1,378 callers participated in the Town Hall, and over 4,000 unique visitors were recorded as logging in to the website. This was a significant increase in participation compared with prior CTP updates.

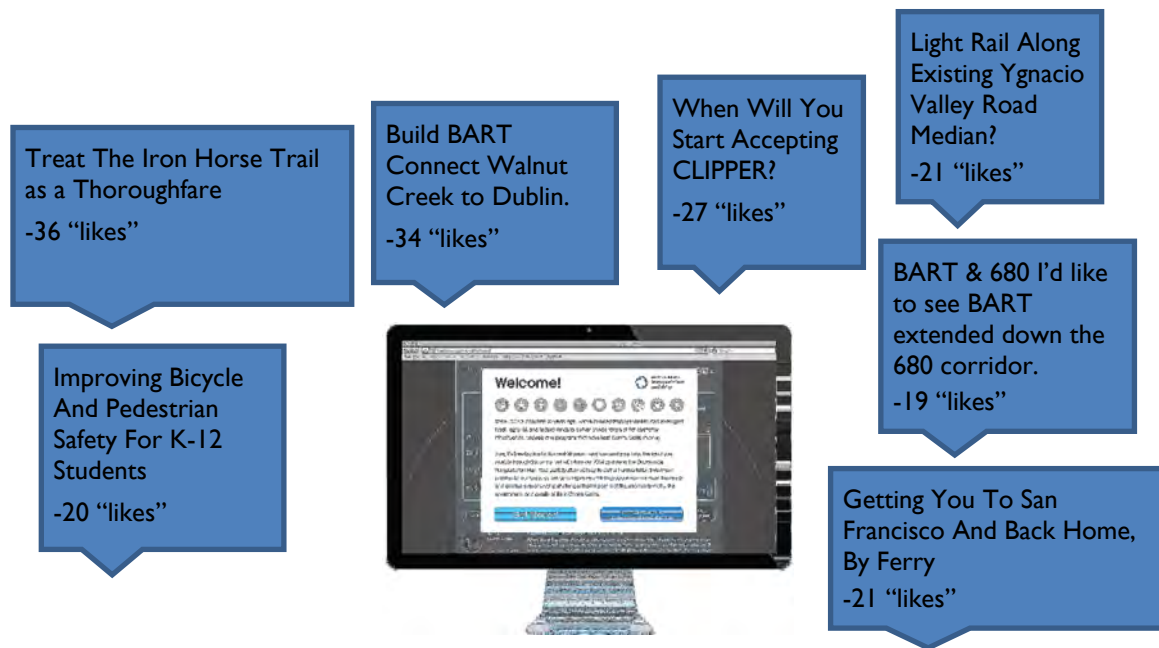
Public Workshop and Online Feedback

Workshops were held across the regions in the county, and feedback from the public workshops was generally rather specific to each region:

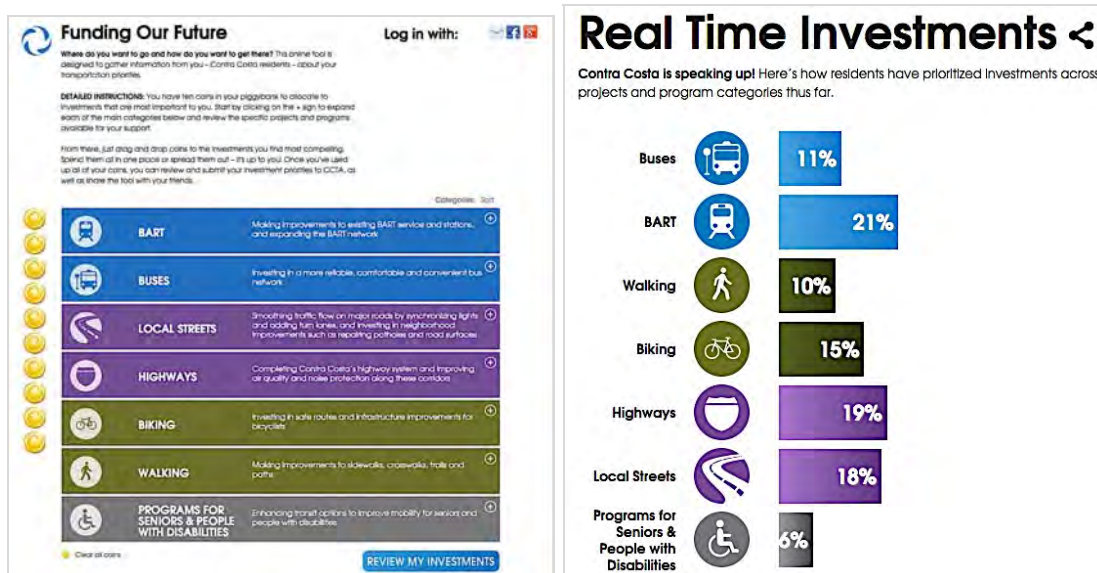
- Those attending the Southwest & Central workshops were concerned about congestion on I-680 and the need for new travel alternatives, including BART, bus, bicycle, and pedestrian facilities.
- In West County, strong support was expressed for improved transit options, such as bus, BART, and ferry, to help ease I-80 congestion, without a strong preference for a single solution.
- In Eastern Contra Costa, workshop attendees spoke positively about proposals to improve Vasco Road and other connections to I-580 like Tri-Link.



The online feedback was more project-specific, with “likes” for many projects in the CTP.



Following these efforts, the Authority hosted a website portal called *Funding our Future*, which enabled residents to express their priorities by showing how they would spend money and prioritize investments across an array of programs. The feedback received helped the Authority to develop a Transportation Expenditure Plan for voter consideration in November 2016. Choices included BART and bus projects, improvements to local streets and highways, investments in biking and walking facilities, and investments in programs for seniors and people with disabilities. The results were compiled in “real time”, so those responding could compare their choices with how other community members were investing.



This public input guided Authority staff in making revisions that have been incorporated into the 2017 CTP. In summary, there was strong support for transit expansion down the I-680 corridor; BART extensions; expanded parking and transit access to BART stations; bus service expansion and improvements; ferry service; improved access to schools; and maintenance improvements on local streets and roads. Those participating in the outreach activities also expressed concerns about congestion on arterial corridors and highways across the county; funding for bicycle and pedestrian projects; and climate change.

PREPARING AND ADOPTING THE CTP

The 2017 CTP was prepared in close collaboration with local jurisdictions in Contra Costa and with regional partners and State agencies. The CTP builds on the five Action Plans for Routes of Regional Significance, joining these together to create a unified network of programs and projects. The Action Plans also provided an important foundation for the investment program in the CTP. Throughout the process, stakeholders provided input on interim working products. MTC and ABAG also were invaluable sources of technical information.

Because the CTP is subject to the California Environmental Quality Act (CEQA), the Authority is required to prepare an environmental assessment of the Plan's impacts through development of an Environmental Impact Report (EIR). In addition to covering

the impacts of the overall plan, the CTP EIR will enable tiering of subsequent environmental documents for following-on projects during Plan implementation.



Source: Karl Nielsen, Metropolitan Transportation Commission

Supporting the efficient and reliable movement of people and goods, one of the strategies of the CTP, has been accomplished through projects such as the Highway 4 Corridor project.

Following are the key steps for the review and approval process for this Plan Update:

1. Authority releases the Draft 2017 CTP on May 24, 2017.
2. Authority releases the Draft Environmental Impact Report (DEIR) on June 12, 2017.
3. Public and RTPC review: June and July 2017.
4. Close of comment period: July 28, 2017.
5. Review comments on Draft 2017 CTP and EIR and prepare proposed final 2017 CTP Update: July 2017 –August 2017.
6. Authority certifies Final EIR and adopts the Final 2017 CTP Update: September 20, 2017.

2 Challenges and Opportunities

As more people choose to live and work in the Bay Area, every county in the region is expected to continue to grow. Contra Costa's future growth – in the form of new jobs, households, and residents – will strain current transportation resources and increase travel and commute time within the transportation network. Concerns about environmental issues and mandates, public health, and ensuring equitable opportunities for all of Contra Costa's residents are likely to grow as residents, households, and jobs increase in the county.

To minimize these impacts, it is vital that our future transportation network address the challenges of a growing and changing population; we must be innovative and respond to the opportunities of new technology, changing demographics, and emerging travel patterns. The CTP outlines how the Authority will do this to ensure that the transportation system continues to meet Contra Costa's needs through 2040.

CHALLENGES

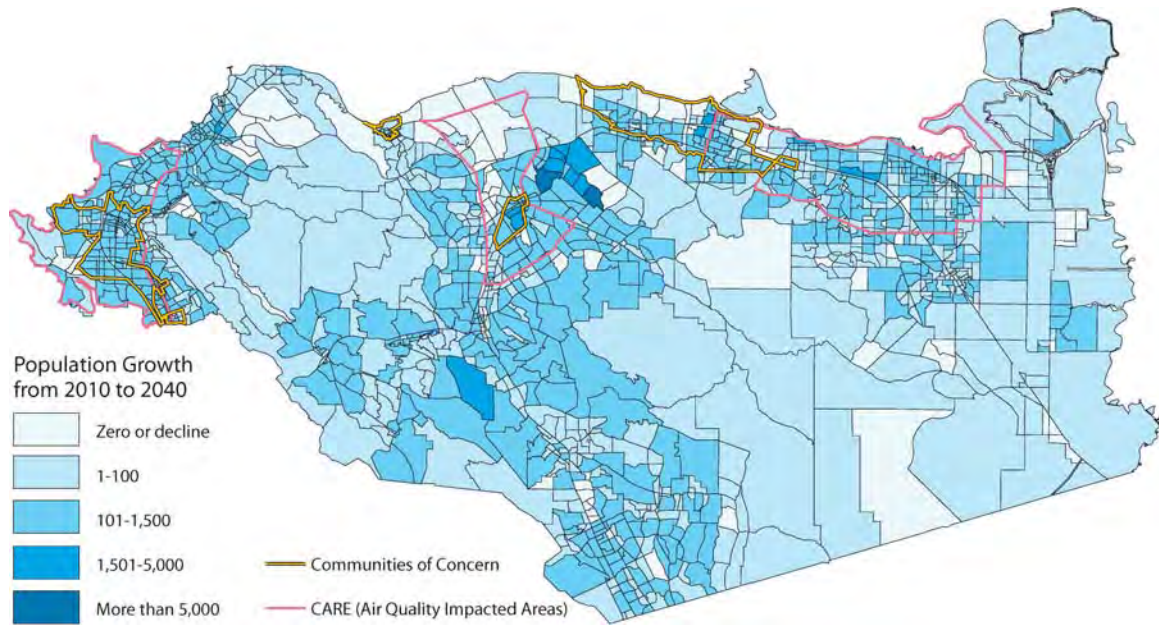
Nine key challenges are anticipated through 2040, including expected population, household, and job growth; an aging population; travel patterns; travel choices; maintenance of the transportation system; climate change and sea level rise; safety; environmental impacts on communities; and equity issues associated with meeting the transportation needs of all of Contra Costa's residents.

Growth Through 2040

Overall, while the *rate* of growth is expected to slow from the substantial growth of the post-World War II period, Contra Costa is still expected to add 279,000 residents by 2040, a 27 percent increase over 30 years, as the Bay Area overall will grow by 700,000 households over the same time period. Some areas of the county are expected to grow faster than others. Much of the population and household growth is expected in West, Central and East County areas. Job growth is expected to speed up, with the addition of 123,000 jobs by 2040, a 36 percent increase in the county. The number of employed residents is expected to increase as well. Therefore, the ratio of workers to jobs will remain roughly unchanged, with many workers having to commute outside of Contra Costa to get to their jobs,

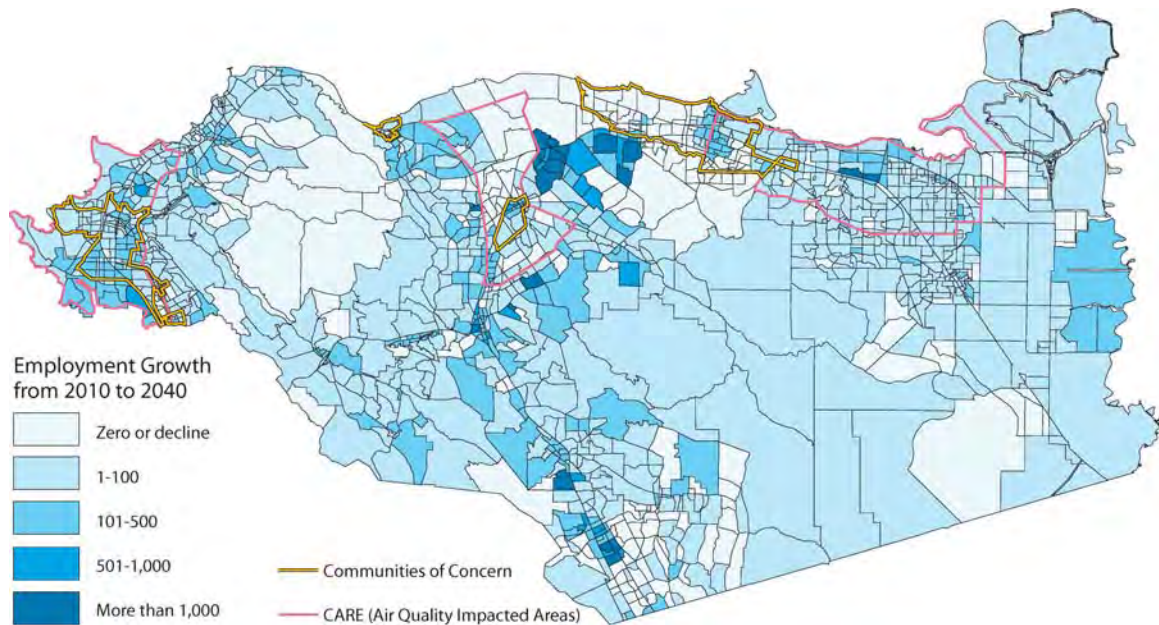
The growth in out-commuting over the Richmond Bridge, not foreseen a decade ago, is likely to continue with strong demand for service employment in Marin County.

Tables 2-1 and 2-2 show the growth in population, jobs, and employed residents from 2010 to 2040 for each subregion. Figures 2-1 and 2-2 show the expected increase in population and employment growth for the county, by Traffic Analysis Zone (TAZ).

Figure 2-1: Expected Population Growth in Contra Costa County, 2010-2040**Table 2-1: Population Growth from 2010 to 2040, By Subarea**

RTPC	2013 Population Projections		Change 2010-2040	% Change 2010-2040
	2010	2040		
West	250,419	323,904	73,485	29%
Central	303,490	391,494	88,003	29%
East	293,913	379,989	86,076	29%
Lamorinda	59,118	68,585	9,467	16%
Tri-Valley: Contra Costa	142,085	164,487	22,402	16%
Subtotal	1,049,025	1,328,459	279,433	27%
Tri-Valley: Alameda	202,133	270,375	68,242	34%
Total	1,251,158	1,598,834	347,675	28%

Source: ABAG Projections 2013; Plan Bay Area

Figure 2-2: Expected Employment Growth in Contra Costa County, 2010-2040

Table 2-2: Jobs and Employed Residents, 2010 and 2040, By Subarea

RTPC	2013 Projections		Change 2010-2040	% Change 2010-2040
	2010	2040		
Jobs				
West	62,571	85,193	22,622	36%
Central	146,331	199,879	53,548	37%
East	51,205	71,473	20,269	40%
Lamorinda	20,707	25,927	5,220	25%
Tri-Valley: Contra Costa	64,087	85,605	21,518	34%
Subtotal	344,901	468,077	123,177	36%
Tri-Valley: Alameda	120,007	169,445	49,438	41%
Total	464,908	637,522	172,615	37%
Employed Residents				
West	104,492	139,041	34,549	33%
Central	137,040	192,459	55,419	40%
East	114,718	147,017	32,299	28%
Lamorinda	24,594	31,961	7,368	30%
Tri-Valley: Contra Costa	61,460	69,768	8,307	14%
Subtotal	442,304	580,246	137,942	31%
Tri-Valley: Alameda	88,163	124,838	36,675	42%
Total	530,467	705,084	174,617	33%

Source: ABAG Projections 2013; Plan Bay Area

Changing Demographics – An Aging Population

Table 2-3 shows the expected growth of the Contra Costa population over 65. The number of Contra Costans above the age of 65 will nearly triple. As the “Baby Boomers” grow older, we can expect to see changes in the coming years. Many may choose to “age in place,” which could increase the median age in the county. The mobility challenges of a growing senior population need to be considered as they are expected to rely more on transit and paratransit than the working population. In addition, with more families moving to Contra Costa County, providing safe transportation options for children, including bus service and safe routes to walk and bike, will be important. Improving the transportation system to meet the needs of Contra Costa’s diverse communities is a key consideration in the 2017 CTP.

Table 2-3: Growth in Population Over 65 in Contra Costa County, 2010-2040

Age Group	Estimate 2010	Projected 2040	% Increase
65-74	71,635	158,671	121%
75-84	40,546	140,797	247%
85+	19,524	73,976	279%
65+	131,705	373,444	184%

Projections Prepared by Demographic Research Unit, California Department of Finance

Travel Patterns

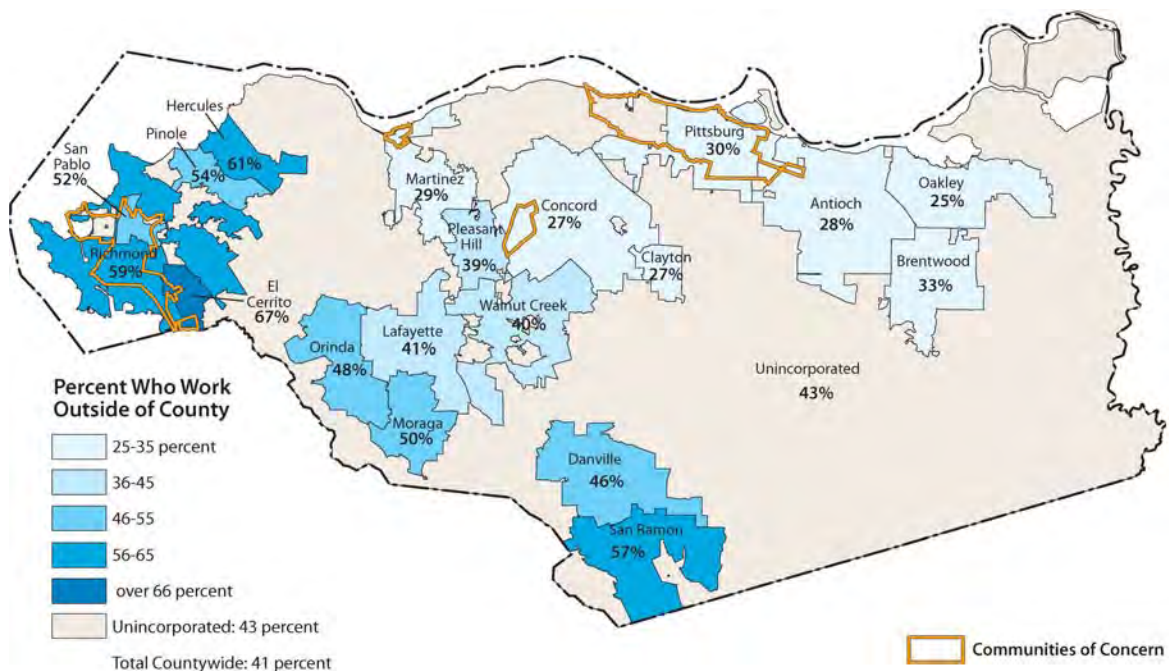
In 2013, just under 260,000 persons, representing about 60 percent of employed Contra Costa residents, commuted out of the county for their primary work, as shown in Table 2-4. This is a higher rate than all counties in the Bay Area except Solano County, and it is about the same rate as Marin and San Mateo counties. Figure 2-3 shows the percentage of residents who commute out of the county for work by jurisdiction. Notably, in many cities in West County, Lamorinda, and Tri-Valley, over half of the residents commute to work outside of Contra Costa. Commuting out of the county, or “out-commuting,” is less common in Central and East County cities, where only a quarter to a third of residents generally commute to work outside the county.

Each day, around 259,000 of Contra Costa’s employed residents commuted out of the county in 2013, while 159,000 workers living outside the county commuted in. One decade earlier, in the year 2003, fewer people commuted in and out, and more residents stayed within the county for their work (166,000 vs. 159,000).

Table 2-4: Contra Costa In-Commute and Out-Commute in 2003 and 2013

	Reside in Contra Costa		Reside Outside of Contra Costa	
	2003	2013	2003	2013
Commute out of Contra Costa	219,177	258,691	N/A	N/A
Stay in or Commute into Contra Costa	165,903	159,254	137,846	158,896

Source: Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics.

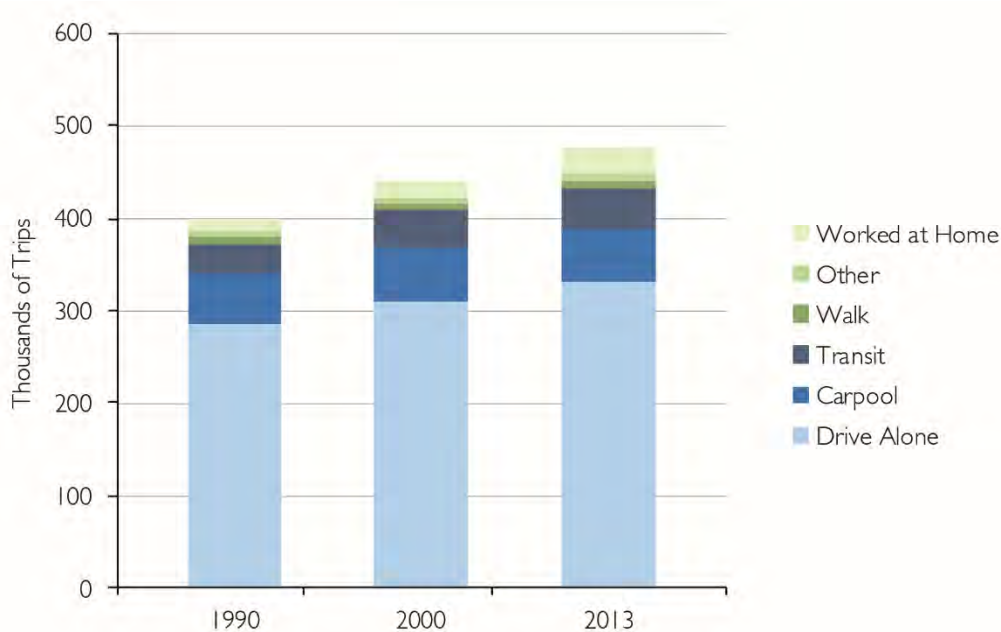
Figure 2-3: Percentage of 2013 Population in Contra Costa Cities Who Commute Out of the County


Travel Choices

Contra Costa's complex transportation system includes facilities for a range of transportation modes for residents, including highways, streets, transit, bicycle lanes, sidewalks and trails. With the exception of an increase in the percentage of people working from home, mode share of work commutes has been relatively constant since 1990, even as the number of commuters in Contra Costa has increased by about 20 percent during this period. Shown in Figure 2-4, as of 2013, about 70 percent of commuters drive alone, 12-14 percent carpool, and 8-9 percent took transit.

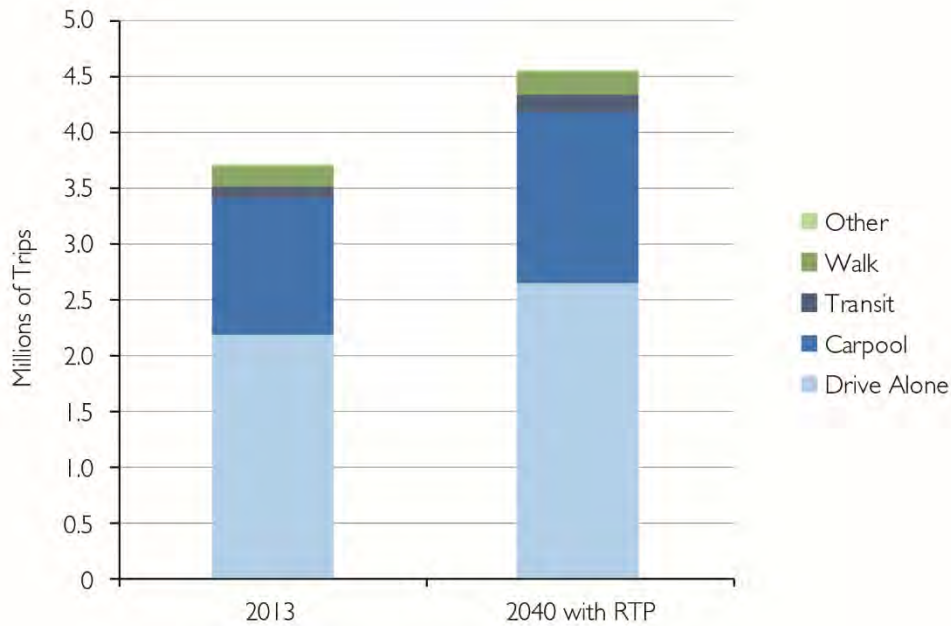
Figure 2-5 shows that the mode share of all trips including shopping, recreational, school, and other types of travel, is expected to stay about the same through 2040, with roughly 58-59 percent of trips made in single-occupant vehicles, 33-34 percent in carpools, and 3 percent on transit. The low transit percentage is not unexpected because, typically, many non-work trips are not on transit, which does not run at night or as frequently on weekends and, if roads are not congested and parking is free, the car is a more convenient mode of travel.

Figure 2-4: Mode Share of Work Commute Trips in Contra Costa County in 1990, 2000, and 2013



Source: 2004 CCTA CTP EIR; 2009-2013 American Community Survey

Figure 2-5: Mode Share of All Trips in Contra Costa County in 2013 and 2040



Source: Fehr & Peers, 2015

Figures 2-6 to 2-8 show the means of transportation to work in 2013 in Contra Costa. The highest percentages of solo drivers are in Central, East, and Tri-Valley cities, where transit is less accessible. About 9 percent commute by public transit, with higher percentages in West County and Lamorinda cities. Over 3 percent of residents use active transportation or other modes to get to work, though percentages are over 5 percent in El Cerrito and Walnut Creek. Continuing to maintain and improve our roads, freeways, transit, and pedestrian and bicycle facilities in ways that sustain our economy, our environment, and our quality of life is a primary concern of the 2017 CTP.

Figure 2-6: Percentage of 2013 Population in Contra Costa Cities Who Drive Alone to Work

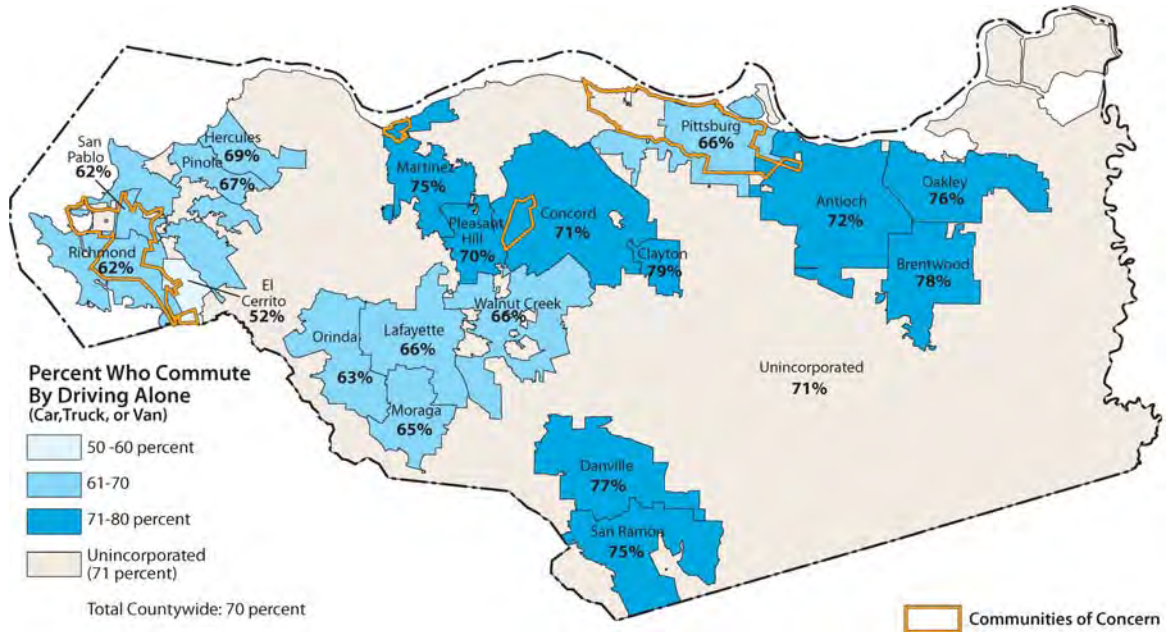


Figure 2-7: Percentage of 2013 Population in Contra Costa Cities Who Commute to Work by Public Transit

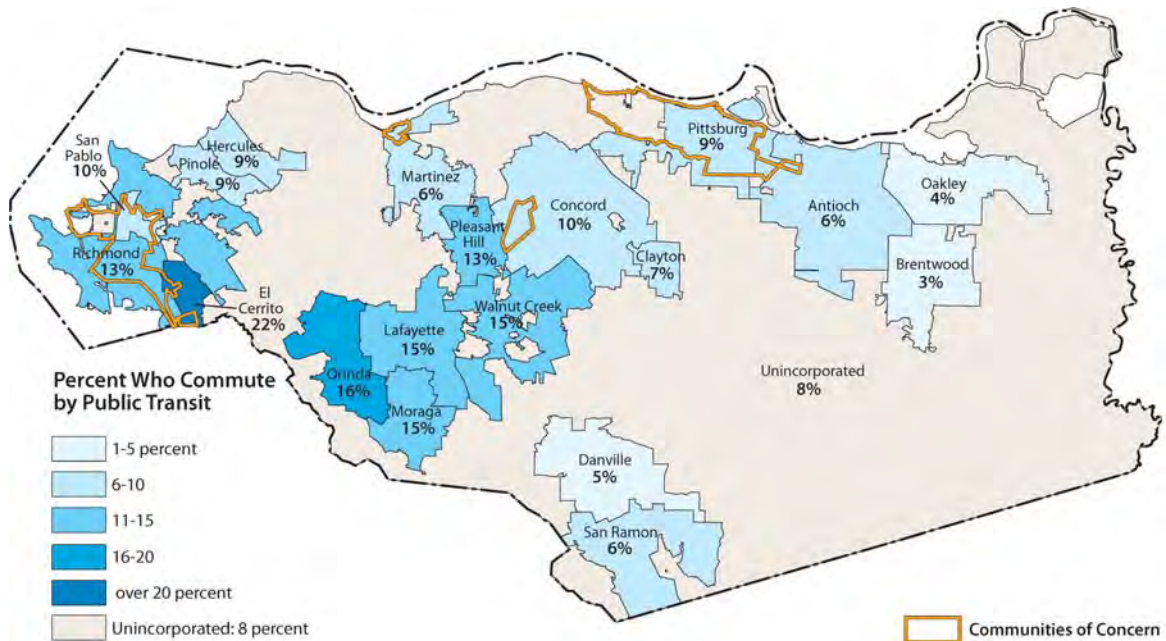
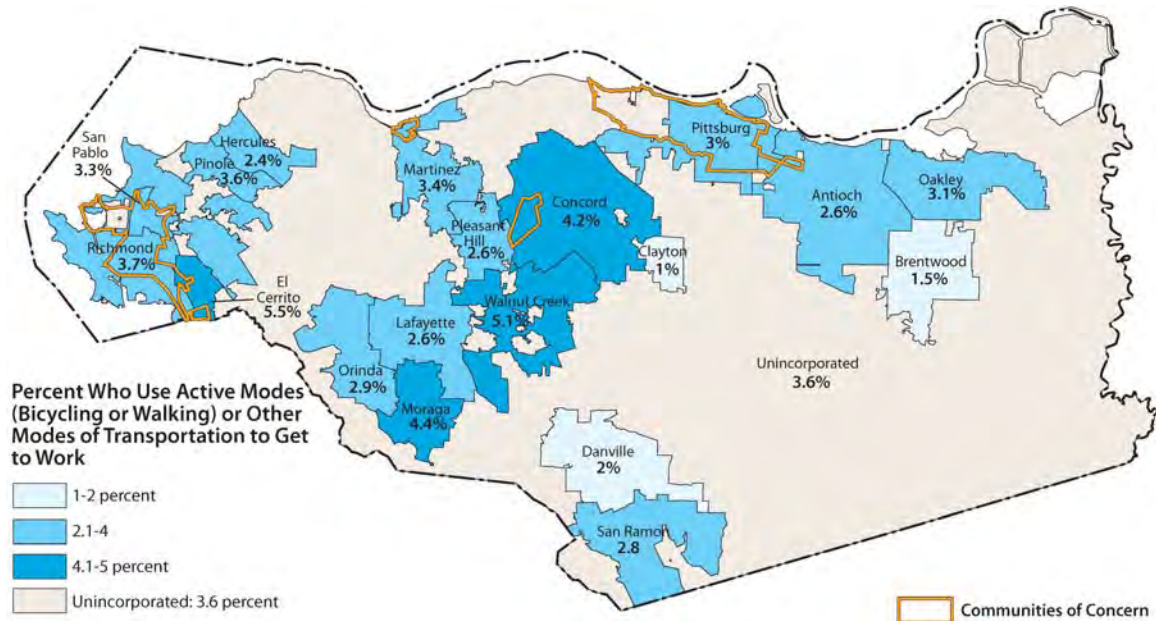
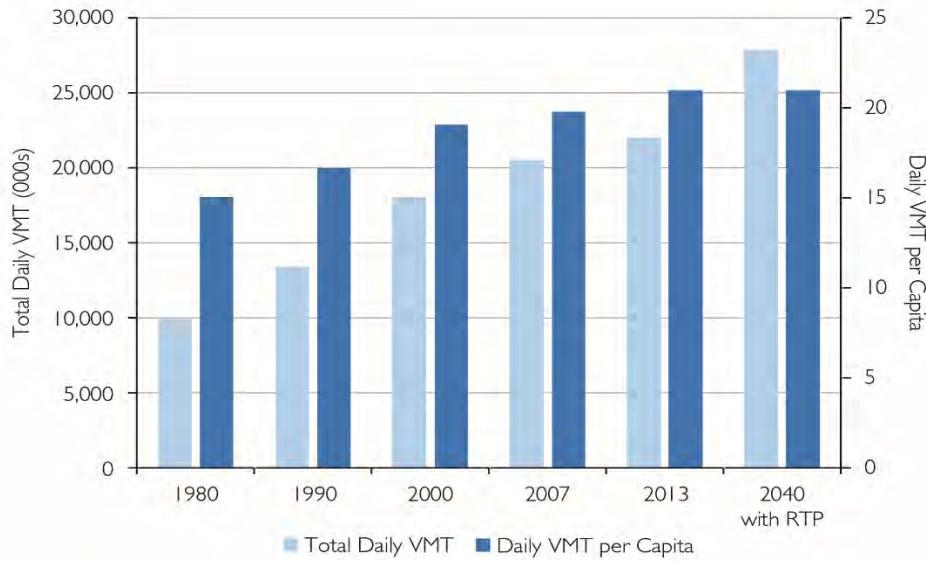


Figure 2-8: Percentage of 2013 Population of Contra Costa Cities Who Use Active Modes (Bicycling or Walking) or Other Modes of Transportation to Get to Work



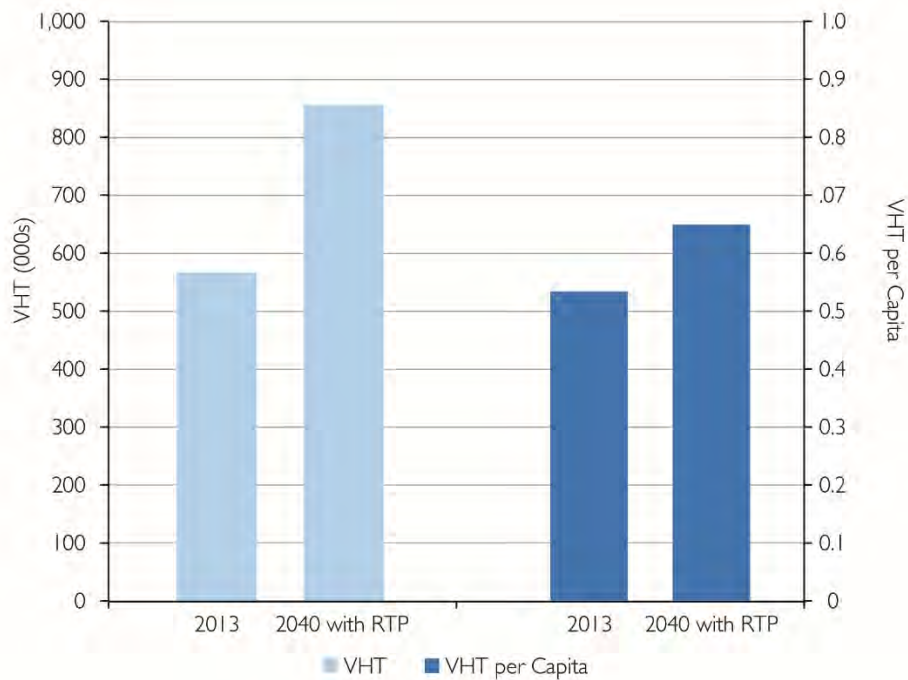
The average amount of weekday driving (measured by vehicle miles traveled or VMT) has increased over the past couple of decades, and this trend is expected to continue through 2040, as shown in Figure 2-9. However, Figure 2-9 also shows that VMT per capita is expected to level off in the future, so that VMT growth will be caused by population growth rather than an increase in the amount individuals drive. Similarly, Figure 2-10 shows that vehicle hours of travel (VHT) is expected to increase, yet VHT per capita is expected to increase by a lesser amount. In addition, total vehicle hours of delay (VHD) due to congestion is projected to increase between 2013 and 2040 as population increases. With more delays on roadways, transit use is likely to increase.

Figure 2-9: Average Weekday VMT and VMT per Capita in Contra Costa County 1980-2040



Source: Year 1980 estimated based on ARB Almanac 2007; Years 1990-2007 estimated based on total VMT data from 2005 MTC Travel Forecasts; Year 2013 and 2040 from Fehr and Peers 2015.

Figure 2-10: AM Peak Period VHT and VHT per Capita in Contra Costa County 2013 and 2040



Source: Fehr and Peers 2015 based on 4-Hour AM Peak Period.

Maintenance of the Transportation System

Over the last century, the Authority, along with the State and federal governments, has invested billions of dollars to create the transportation system that serves our needs today. But now that it is mostly constructed, millions of dollars are needed to maintain it and ensure that it continues to serve us into the future. In particular, the county's local streets and roads are aging, but they must accommodate more trucks, more traffic, and multiple transportation modes. According to the 2014 California Statewide Local Streets and Roads Needs Assessment report, Contra Costa's average pavement condition of local streets and roads has worsened in the past decade and is now considered "at risk" and could fall into "poor" condition without adequate maintenance and repair.³ Funding improvements to repair and maintain local streets and roads can help ensure our transportation network functions safely, smoothly, and reliably in the future. However, the decision to fund maintenance must be balanced with addressing growth and the need for additional and improved transportation facilities.

Adapting to Rising Tides

The Contra Costa County Adapting to Rising Tides Program, led by the San Francisco Bay Conservation and Development Commission, has been helping local jurisdictions assess the complex climate change issue, in particular the hazards of sea level rise and storm surge. This is one of the biggest challenges facing the planet today, and transportation is one of the largest contributors to climate change through the emission of GHGs. In California, the transportation sector is responsible for almost 40 percent of the state's GHG emissions. There are three main ways to reduce emissions from the transportation sector:

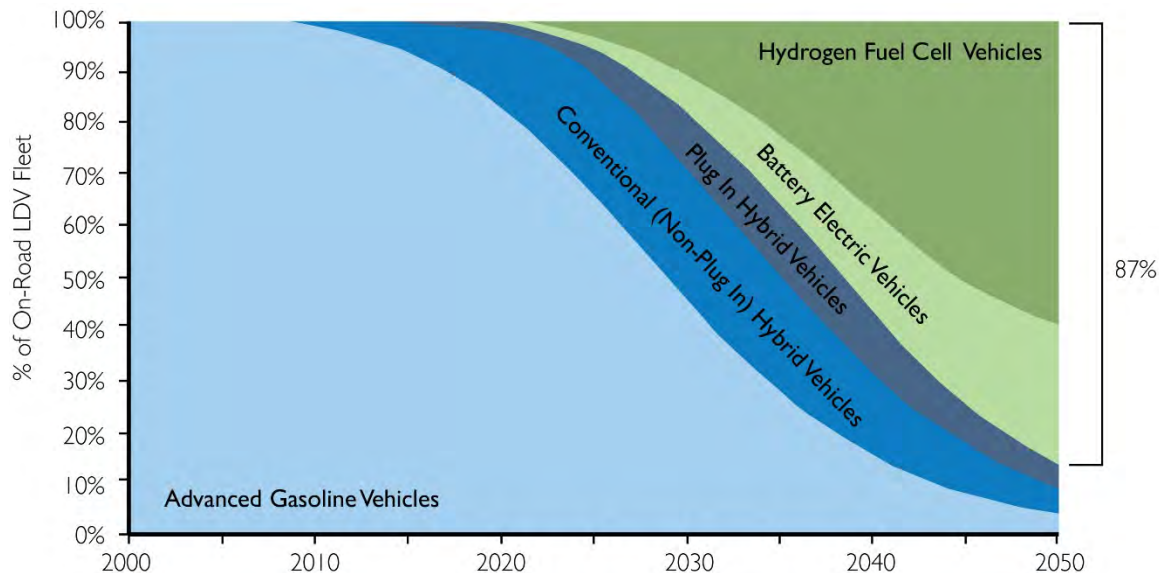
- Increase vehicle efficiency;
- Increase fuel efficiency; and
- Improve transportation options to reduce vehicle miles traveled.

To achieve greater emission reductions than we have in the past and reduce future hazards affecting the transportation system, greater penetration of zero emission

3 California Local Streets and Roads Needs Assessment, 2014 Update, www.savecaliforniasstreets.org.

vehicles will be needed in California's vehicle fleet. In fact, according to the California Air Resources Board, zero emissions vehicles will need to comprise 87 percent of the fleet by 2050 to meet the GHG target established by the Governor's Executive Order B-16-2012, as shown in Figure 2-11. This calculation does not make any assumptions about future changes in travel patterns or VMT per capita.

Figure 2-11: On Road Light Duty Vehicle Scenario to Reach 2050 Goal



Source: California Air Resources Board, 2013.

Figure 2-12 shows the additional reductions in GHG emissions for the transportation sector in Contra Costa that may be achieved by 2050 with implementation of State, regional and local climate action plans. More specifically, these additional reductions in GHG emissions are anticipated due to increases in the number of zero emissions vehicles in the fleet and additional reductions from the projected 2040 VMT per capita, which are both reasonably expected by 2050 with additional State regulations and incentives to achieve transformation for cars and trucks through deployment of cleaner technologies. A 60 percent reduction from the 2040 total annual GHG emissions in the transportation sector, resulting from a combination of 58 percent zero emission vehicle penetration in the fleet and a 15 percent reduction from projected 2040 VMT per capita (from 21.0 to 17.1), would allow Contra Costa to achieve the SB 32 (2016) amendments to the California Global Warming Solutions Act of 2006, mandating a 40 percent reduction in GHG emissions below the 1990 level by 2030, and the Governor's Executive Order B-

16-2012 to reduce transportation sector GHG emissions to 80 percent below 1990 levels by 2050.

As currently conceived, the CTP's LRTIP, presented in Chapter 4, would provide funding for investments in transportation innovation in Contra Costa, which could be used to accelerate the deployment of clean car and clean truck technology into the vehicle fleet. Accelerated clean vehicle deployment would likely result in faster achievement of the 2050 target, as represented in the green line in Figure 2-12. The California Air Resources Board's 2030 *Target Scoping Plan* underscored the importance of such local actions as critical to achieving federal and State air quality standards and the State's climate goals.

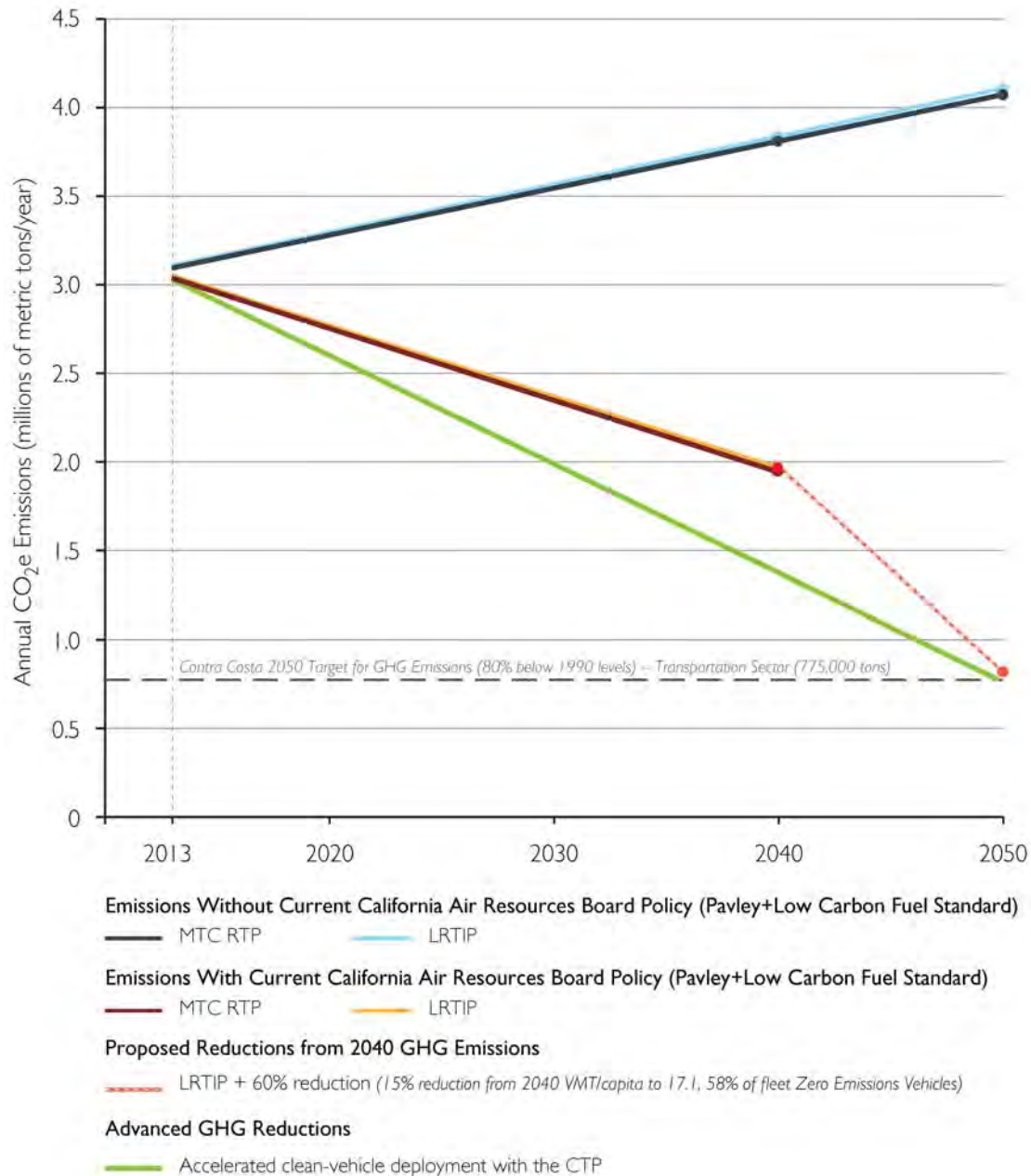
Without such initiatives, the impacts of climate change, especially rising tides, wind-driven waves, Delta freshwater inflows, and storm surge, would threaten the transportation system fronting on San Francisco Bay. For example, with a 1.0-meter rise in sea level, 1,460 miles of roadways and 140 miles of railways in the Bay Area are at risk of a 100-year flood, due to an increase in the frequency and intensity of flooding.⁴ According to the Bay Conservation and Development Commission (BCDC), climate change also may affect the frequency and/or intensity of coastal storms, El Nino cycles, and related weather and processes⁵. Strategies to make the system more resilient and adapt to rising tides include realignment of corridors and structural improvements, such as engineered flood protection, embankments, and increased permeable surfaces.

Plan Bay Area identifies an integrated land use and transportation system that will meet regional GHG emission reduction targets approved by the State: a 7 percent per capita reduction by 2020 and 15 percent reduction by 2035 under 2005 levels. *Plan Bay Area* is projected to achieve the targets through a variety of strategies, including improving transit service; providing infrastructure for walking and bicycling; and shifting land use patterns so that jobs, housing, and other destinations are more accessible by all modes of transportation and vehicle miles traveled are reduced.

⁴ Pacific Institute, *The Impacts of Sea Level Rise on the San Francisco Bay*, 2012.

⁵ Pg. 2-3, San Francisco Bay Conservation and Development Commission, *Adopting to Rising Tides - Contra Costa Sea Level Rise Vulnerability Assessment*, 2016.

Figure 2-12: Governor's Executive Order B-16-2012: GHG Emissions Target for Contra Costa's Transportation Sector, 2013-2050



Source: Ramboll Environ, 2016; Dyett & Bhatia, 2016.

In the coming years, Contra Costa County will see increased efforts to stem GHG emissions and address vulnerabilities to climate change. In parallel, efforts to increase resiliency of the transportation system in preparation for possible changes in weather and tide pattern will contribute to the long-term health and economy of Contra Costa.

Health and Safety

The transportation system affects public health in several ways. Traffic collisions are the leading cause of death in the United States for people under the age of 34.⁶ Fortunately, studies show that policy, safety education, and improved transportation options that reduce reliance on automobiles can effectively reduce traffic injuries.⁷

Dependency on automobiles for mobility is also associated with other health concerns. According to one study, every hour spent each day in a car increases a person's risk of being obese (and thus of developing heart disease and diabetes) by six percent; in contrast, every hour walked each day decreases a person's risk of being obese by five percent.⁸ For these public health reasons, MTC has adopted a performance target in the RTP to increase the average time each person spends walking or biking for transportation daily by 70 percent for an average of 15 minutes per person per day.

Vision Zero

The Vision Zero (zero vehicle and pedestrian fatalities) movement, which started in Sweden in the mid-1990s and most recently has been embraced by 15 countries, has been growing across the US, with significant interest in many California cities and counties. It can be summarized in one sentence: No loss of life is acceptable. The Vision Zero has proven highly successful as a guiding principle for many transportation organizations and plans. For example, the Intelligent Transportation Society of America (ITSA) has adopted Vision Zero as a primary driver towards intelligent transportation technologies that can improve safety.

The Authority supports Vision Zero, but the challenge is how to implement this concept in a diverse county. Some communities have seen resistance to traffic calming measures and lower speed limits, which improve traffic safety but are viewed as constraining

6 Centers for Disease Control and Prevention. National Center for Health Statistics, National Vital Statistics System, produced by: Office of Statistics and Programming, National Center for Injury Prevention and Control, Ten Leading Causes of Death and Injury, 2006.

7 Ewing, Schmid, Killingsworth, Zlot, Raudenbush, Relationship between Urban Sprawl and Physical Activity, Obesity, and Morbidity, *American Journal of Health Promotion* 18: 47–57, 2003.

8 Ewing, Frank, Kreutzer, *Understanding the Relationship Between Public Health and the Built Environment: A Report to the LEED-ND Core Committee*, 2006.

mobility. Through this CTP, the Authority hopes to become a leader in scaling Vision Zero, capitalizing on its longstanding role in facilitating coordination and collaboration between local jurisdictions and our partners and expanding on what has already been done to promote Intelligent Transportation Systems (ITS), Transportation for Livable Communities, and traffic safety. We have the resources and through the LRTIP, the RTPCs and the Action Plans, the ability to support investments in technology for improved traffic safety, alternative modes, and active transportation which, together, will further the Vision Zero effort. Many of these initiatives are beyond the capacity of local cities to handle on their own due to a lack of necessary funding and limited staff resources and expertise.

Environmental Impacts on Communities

The construction of transportation facilities and subsequent use of the transportation system can affect the environment and, in particular, air quality and noise levels. Air pollutants from mobile sources that are of greatest concern include ozone, fine particulate matter, and toxic air contaminants. These are largely caused by highway traffic, and people who live and work near pollution sources often have the greatest exposure to these harmful pollutants. Large areas of San Pablo, Concord, Antioch, and other jurisdictions in Contra Costa are impacted communities. The 2017 CTP strives to reduce and mitigate impacts on these communities with funding for cleaner transportation technology and reduced emissions and health risks along major trade corridors.

Equity Concerns

Meeting the diverse transportation needs of all of Contra Costa's residents, including those with limited resources and limited choices, is an important priority for the 2017 CTP. The Equity Analysis prepared for the 2017 CTP was informed by Title VI of the Civil Rights Act of 1964 and environmental justice considerations. It included analysis of the overall performance of the Long-Range Transportation Investment Program in relation to equity policy considerations (see Volume 2 for details). The ultimate goal was to help policymakers, local partners, and the general public understand the equity implications of implementing the 2017 CTP for disadvantaged Communities of Concern (as defined by MTC for the 2014 *Plan Bay Area*), by examining the distribution of benefits

and burdens between Communities of Concern and the rest of the county under the 2017 CTP⁹. With its Action Plan update process, the Authority created a collaborative planning process that involves residents in low-income communities, community- and faith-based organizations that serve low income communities, transit operators, and stakeholders.

Focus on Contra Costa's Communities of Concern

In 2014 MTC identified seven Communities of Concern in the county, and they provide a home for 17.6 percent of the total population¹⁰. Compared to the county as a whole, residents in these communities are predominantly minority (85 percent) and low-income (41 percent). The percentage of households who do not own a car is three to four times higher than the average in the balance of the County. The data on how residents travel to work shows a greater use of transit by residents of Communities of Concern than the average resident. Table 2-5 summarizes the commute mode for all workers in each of the Communities of Concern.

Table 2-5: Modes of Transportation in Communities of Concern, 2013				
% of Workers by Modes of Transportation				
Contra Costa County	Drive Alone/ Carpool	Public Transportation	Walk	Bike/Taxi/ Motorcycle/Work at Home/Other
El Cerrito	56%	32%	2%	10%
Richmond	78%	16%	3%	4%
San Pablo/North Richmond	82%	12%	2%	4%
Martinez	73%	14%	11%	2%
Concord	77%	12%	6%	6%
Bay Point/Pittsburg/Antioch	84%	9%	2%	5%
Overall County	82%	9%	2%	9%

Source: 2009 American Community Survey; 2013 American Community Survey.

⁹ For the State's Cap and Trade Program, designations of "disadvantaged communities" are used, which are derived from the California Communities Environmental Health Screening Tool developed by the Office of Environmental Health Hazard Assessment to identify communities most burdened by pollution from multiples sources and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. How the 2017 CTP would specifically serve these communities was not separately analyzed.

¹⁰ While the CoC boundaries are those used for the 2014 Plan Bay Area, the demographic data used in the Equity Analysis for the 2017 CTP was updated to reflect the 2013 American Community Survey.

OPPORTUNITIES

Environmental Impacts

Currently, the State is updating how transportation-related environmental impacts are measured under the California Environmental Quality Act (CEQA) to be more consistent with the State's goals to reduce GHG emissions. A new metric for environmental impacts is the amount of vehicle travel resulting from a project (vehicle miles traveled) instead of the amount of automobile congestion (Level of Service). More specifically, Senate Bill (SB) 743 (Steinberg, 2013) changed the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Measurements of transportation impacts may include vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended to include those alternative criteria, auto delay will no longer be considered a significant impact under CEQA.

Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. In response to this legislation, the Authority is reviewing and will update as necessary, its Technical Procedures and Implementation Guide to conform to the amendments to CEQA Guidelines.

Technology

Evolving transportation technology is an important consideration in addressing the needs of Contra Costa's transportation system and will help the Authority be "transformative" in response to the challenges we face. Technology helps make vehicles cleaner by reducing emissions; it also can connect vehicles to each other and to active traffic management operations, which will help achieve the goal of traffic safety. Ridesharing is easier with smart phone "apps". Bus operations can be enhanced with better communications equipment and scheduling software, particularly those offering express service. Intercity freight and urban goods movement can also benefit from

technology supporting better logistics, scheduling, drop-offs, and pick-ups. Harnessing this potential will be central to successful implementation of the CTP.

Connected Vehicles and Vehicle Automation

Connected Vehicles and Autonomous Vehicles (CV/AV) and shared autonomous vehicles (SAVs) will have a profound impact on both the safety and efficiency of our roadways. Already, a certain level of CV/AV technology is incorporated in some new cars, including collision warning and automatic braking. Future improvements in CVs, AVs, and SAVs would allow vehicles to communicate with each other to inform drivers of roadway conditions, traffic, and accidents well in advance and will enable greater lane capacity on freeways with “platooning”, meaning vehicles would be more closely spaced. AV technology promises to deliver cars that can drive themselves without any human control in the coming decades.

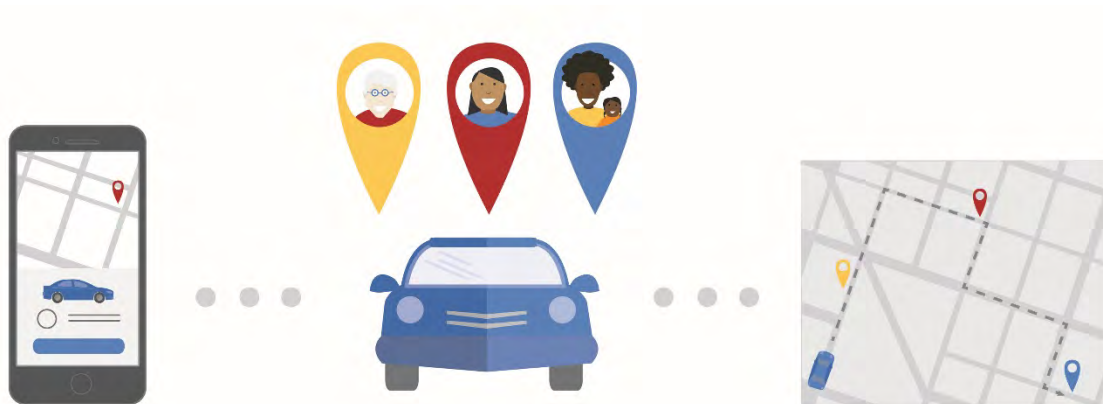
To help transition CV/AVs from a science-fiction dream to reality, in October 2014, the Authority helped establish a test facility for self-driving vehicles, called GoMentum Station, at the site of the former Concord Naval Weapons Station. Contra Costa’s CV/AV vehicle testing facility is built on a public/private partnership model, allowing the private sector space to innovate and test while providing the public sector with access to new technologies as they are being developed. The work being carried out at GoMentum Station helps to inform policy, regulation, and planning decisions around the technology.

Intelligent Transportation Systems

Intelligent transportation systems (ITS) can also benefit Contra Costa’s transportation network by improving safety and efficiency. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, demand-responsive transit, real-time information sharing, and traveler information systems, for freeways, arterials and transit systems. The I-80 Integrated Corridor Management (ICM) and the I-680 Enhanced Transit and Innovative Transportation Systems Management projects (“Innovate I-680”), which incorporate these and other improvements, are expected to improve freeway operations and safety and express bus operations.

Shared-Use Mobility

Technology has also allowed for a burgeoning new industry in shared-use mobility services. Transportation network companies facilitate ride services, demand-responsive paratransit serves those with limited access to vehicles, and car-share programs, like ZipCar® and Getaround®, allow drivers to gain access to cars in their neighborhood on-demand, rather than owning their own vehicles.¹¹ Ride services that employ smartphone-based applications, or “apps,” such as Uber® and Lyft®, are revolutionizing the taxi and limousine service industries, and quickly innovating new services, such as new carpool options. In Contra Costa, pilot programs have made traditional carpooling easier by helping match drivers and passengers.



As technology advances, it is shifting the ways that people access and use the transportation system.

Fully automated vehicles and shared autonomous vehicles also may have the ability to provide first-and-last-mile connections for transit users, for example, picking up and drop off passengers at transit connections. This concept was specifically explored in Innovate I-680 (the 2015 Transit Investment and Congestion Relief Options Study).

¹¹ Shaheen *Greenhouse Gas Impacts of Carsharing in North America*, 2010.



Easy Mile provides driverless shuttle services at Bishop Ranch in San Ramon.

Hybrid and Electric Vehicles

California has always been a national front-runner in low-emissions vehicle technology. In 2014, the Governor signed the Charge Ahead Initiative to put one million electric vehicles on the road within ten years, a target that has since been increased to 1.5 million zero-emission and plug-in hybrid vehicles by 2025. More hybrid and electric cars in the fleet will reduce harmful air pollution and GHG emissions, help achieve the 2050 GHG reduction targets, and provide fuel savings for households. In Contra Costa, hybrid buses, such as those in the County Connection fleet, will reduce fuel costs and GHG emissions by about 20 percent, which will support efforts to meet the Governor's Executive Order B-16-2012 previously discussed.

The Authority is strongly committed to the accelerated deployment of Zero Emission Vehicles in Contra Costa to achieve the statewide GHG emission reduction goal. As we will see in Chapter 4, a separate category for innovation is established to help with this effort.



CCTA-funded EV charging station at Pleasant Hill City Hall.

PAST SUCCESSES AND POTENTIAL IMPROVEMENTS

Delivery Record

Since adoption of the last CTP in 2009, all of Contra Costa has benefitted from the transportation improvements funded by Measure C and J and federal, State and regional funding available to the Authority. The Caldecott Tunnel Fourth Bore; the widening of State Route 4; a BART extension in East County; new BART parking; high occupancy vehicle (HOV) lanes; railroad grade separations; and the Hercules, Martinez, and Pacheco inter-modal centers have all been funded at least in part using local sales tax dollars. Measures C and J also support funding of local street maintenance, transit and paratransit operations, school bus services, commute alternative programs, express buses, and Transportation for Livable Communities programs.

Other accomplishments include:

- Completion of all of the SR 4 East freeway widening out to Antioch
- Completion of the SR 4 Bypass
- Implementation of ramp metering on SR 4

- I-80 Smart Corridor improvements and activation
- SR 4/SR 160 connector ramps
- HOV – lane extension on southbound I-680 in Walnut Creek
- Completion of the I-680 auxiliary lanes from Sycamore Valley Road to Crow Canyon Road
- Richmond Intermodal Transit Center and Richmond BART parking structure
- Parking expansion at the Martinez Intermodal Station
- Tri Delta Transit Dynamic Routing Pilot Program
- Support for Safe Routes to Schools and Transportation for Livable Communities
- Support for Lifeline Transportation Program
- Construction of the Riverside Elementary school overcrossing over I-80
- Deployment of Realtime Ridesharing pilot programs

In addition to projects, the Authority completed a number of studies:

- SR 4 Integrated Corridor Analysis
- I-680 Transit Investment and Congestion Relief Study, which fed into the Innovate I-680 Initiative
- In partnership with the Water Emergency Transit Authority (WETA), completed the Ferry Study for Contra Costa
- Sustainability Study and SR 239 Feasibility Study
- Countywide Bicycle and Pedestrian Plan (October 2009) and Comprehensive Wayfinding System for West County BART stations

The Authority has also been working closely with ABAG, MTC, and local jurisdictions on implementation of the Priority Development Area (PDA) Investment and Growth Management Strategy.

Funding

Funding is critical to meeting the stated goals of the CTP and helping Contra Costa remain one of the most desirable places to live and work in the Bay Area. Measure C and Measure J together have made a substantial dent in funding needed for projects and programs, not only from the revenues they generated, but also the funding they

attracted from other sources. The following table shows that total past and future expenditures on projects, including the State and federal funds leveraged by the two measures, total \$6.5 billion. Future funding sources are discussed in Chapter 4, Investment Program.

Table 2-6: Measures C and J Past and Future Project Expenditures

Measure C and Measure J (Year of Expenditure Dollars in Millions)	Past	Future	Total
Roadways (highways, arterials, and maintenance)	\$755	\$1,031	\$1,785
Transit (bus, ferry, express bus, paratransit, commute alternatives)	\$434	\$738	\$1,171
Pedestrian & Bicycle Facilities (including Transportation for Livable Communities, trails, safe transportation for children, and subregional needs)	\$11	\$323	\$334
Other	\$144	\$373	\$517
Subtotal	\$1,344	\$2,464	\$3,808
Leveraged funds on Measures C & J projects	\$1,721	\$970	\$2,691
Percent Leveraged	128%	TBD	TBD
TOTAL FUNDS	\$3,065	\$3,434	\$6,499

Potential Improvements

Making new improvements, while maintaining what we have, is a prominent issue for the 2017 CTP. Each component of Contra Costa's transportation system – roads, freeways, transit, ferries, bicycle and pedestrian facilities, goods movement facilities – could be improved to help achieve the Authority's vision and goals.

Each RTPC proposed improvements to the transportation system as part of their Action Plans. Overall, the updated Action Plans demonstrate an increased concern for intra-regional routes and the impact of traffic diverting from inter-regional routes to local streets. They also recognize BART and the BART extension from Antioch to Brentwood, and freeway management as important inter-regional strategies. The RTPCs' strategies and priorities are supported in the 2017 CTP.

Many of Contra Costa's highways and major arterials face heavy traffic volumes throughout the day, and making improvements to increase safety and efficiency is a priority for the Authority. However, resources and right-of-way are limited, making substantial expansion of Contra Costa's major arterials and highways unlikely beyond what will be done through the SR 239 (Tri-Link) project in East County. Evolving

transportation technology can play a role in improving and facilitating traffic flow and providing transit and highway information as well as trip alternatives. The 2017 CTP considers how evolving transportation technology should be incorporated into our transportation system and what needs to be done to capitalize on the benefits offered by technological innovation.

Improvements to transit facilities and operations are another important component of the 2017 CTP. These include support for BART operations and maintenance, bus service improvements, and paratransit service. Facilities for active transportation, emphasized in the 2017 CTP, provide alternative choices for residents to move around the county. Lastly, funding improvements to repair and maintain local streets and roads will help ensure Contra Costa's transportation network functions safely, smoothly, and reliably in the coming decades. In fact, maintenance of transportation infrastructure is more cost-effective and beneficial than allowing the obligations of deferred maintenance to mount and then having to spend more to completely rebuild system components.

3 Vision, Goals and Strategies

Looking ahead to the year 2040, we can begin to identify some of the difficulties that continued growth in population and employment and associated increases in traffic will bring, but it is up to us to identify a vision for where we want to end up. For the Authority, that Vision is:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

The goals and strategies in this Chapter show how the Vision will be realized.

FINDING THE RIGHT BALANCE

Achieving the Vision will require the Authority to find the right balance among the different, and sometimes competing, needs of Contra Costa's residents and businesses, including:

- Improving the regional system of roads, transit and pathways, while ensuring that the existing system is well maintained;
- Balancing the needs of through traffic with the access needs and quality of life in adjoining neighborhoods and business areas;
- Recognizing the differing needs and situations of Contra Costa's residents and subareas, while developing a workable approach to countywide and regional initiatives;
- Where feasible and beneficial, improve the capacity of roadways, while recognizing that these improvements will not, in the long run, eliminate congestion; and
- Supporting and encouraging the use of transit, carpools, bicycling and walking, often within limited rights-of-way.

All of these needs are important, and the goals and strategies contained in the 2017 CTP are designed to meet them. Finding the right balance among these needs, however, will require perseverance, cooperation among the jurisdictions of Contra Costa, and the support of residents and the business community.

GOALS

The Authority has adopted five goals for the CTP:

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities;
3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

To achieve these goals, the Authority will pursue the following strategies:

STRATEGIES

GOAL 1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes

Getting people and goods safely, efficiently and reliably to where they need to go is a primary goal of every transportation system. The Authority has established the following strategies to provide this accessibility.

1.1. EFFICIENCY: Increase the efficiency of highways and arterial roads through capital investments, operational enhancements, and use of technology.

The efficiency of the transportation system is based on how well our system and investments are used. With funding remaining under Measure J, the Authority plans to commit \$3.67 billion for projects and programs to improve the transportation system. This will include funding for capital projects that will increase efficiency on highways and roadways, such as by interchange improvements to reduce weaving and congestion at the I-680 and SR-4 interchange, and operational improvements proposed by the Innovate I-680 project for transit investment and congestion relief through enhanced bus service and use of technology to support connected and autonomous vehicles. The I-80 SMART Corridor (previously known as the I-80 Integrated Corridor Mobility (ICM) project) has created a network of electronic signs, ramp meters, and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability, and reduce accidents and associated congestion. Similar projects for more active traffic management are in the Innovate I-680 initiative, which also proposes bus-on-shoulder operations, allowing buses to bypass congestion while staying close to the freeway entrances and exits.¹² Implementation of an ICM project on SR-4 is also underway. The Authority recently received a U.S. Department of Transportation (DOT) grant to help fund this project.

¹² Contra Costa Transportation Authority, I-680 Transit Investment and Congestion Relief Study, November 2015.

In addition, the Authority will use technology to improve efficiency. One example of this is GoMentum Station, recently named one of the ten National Automated Vehicle Proving Grounds by the U.S. DOT. The idea is to facilitate testing and information sharing around automated vehicle technologies, foster innovation that can safely transform personal and commercial mobility, expand capacity, and open new doors to disadvantaged people and communities. In fact, GoMentum Station is one of the largest secure proving grounds in the country, enabling the Authority's partners to safely push their technologies to its limits while testing vehicles there.

1.2. PARTNERSHIPS: Engage in partnerships with jurisdictions, stakeholders, and other agencies to identify and implement strategies for managing congestion and increasing multimodal mobility.

Users of Contra Costa's transportation system want a seamless system and do not overly differentiate among streets or transit facilities they use or jurisdictions they travel through. They just want to get to their destinations safely and reliably. Given this, partnering with other agencies at the federal, State, regional and local level will be essential to achieving the Authority's goals and meeting our users' needs.

For example, partnerships for the I-80 SMART Corridor project and the Innovate I-680 initiative involve Caltrans and local jurisdictions in the corridor as well as MTC. Similarly, the Authority is working closely with BART on the extension of rail transit to East County and with the Water Emergency Transportation Authority on starting ferry service from Richmond. For implementation of the Countywide Bicycle and Pedestrian Plan, partners include the East Bay Regional Park District and the Countywide Bicycle Network among others. Our partnerships with local jurisdictions have led to increased cooperation among them and establishment of development mitigation programs to help fund projects that address the impacts of growth and the needs in PDAs.

In the future, the Authority will continue to engage with our partners and a diverse group of stakeholders to:

- Secure support for improvements needed in disadvantaged communities, and neighborhoods affected by poor air quality due to transportation emissions;
- Expand Express Lanes on I-680 and elsewhere;
- Undertake advance planning for regional mitigation;
- Help improve freight mobility and urban goods movement;
- Maintain our existing transportation system; and
- Improve safety and connectivity.

1.3. SEAMLESS NETWORKS: Eliminate gaps in the existing highway and arterial system, especially those in the regional high-occupancy vehicle (HOV) lane and express lane network.¹³

Building on MTC's express lanes plan and the Authority's own plans for I-680, the Authority has been working closely with the RTPCs to identify needed additions and then determine which of these makes the most sense from a performance perspective and cost basis. Plans to eliminate I-680 gaps are well underway; I-680 Express Lanes in the northbound direction are about to open, and engineering for southbound Express Lanes is underway. The Authority also will fund local bicycle and trails projects that will eliminate gaps and improve connections in these systems.

1.4. STREET AND ROADWAY IMPROVEMENTS. Improve the highway and arterial system to influence the location and nature of anticipated growth in accordance with the General Plans of local jurisdictions and consistent with the Authority's adopted Countywide Transportation Plan.

Linking land use and transportation is a fundamental concept for the Authority. It underpins the Growth Management Program, which brings these relationships together through a cooperative transportation and land use planning effort among Contra Costa's local jurisdictions, transportation agencies, and other partners. This process involves the RTPCs, relies upon the Action Plans, and

¹³ Express Lanes (formerly known as High-occupancy Toll (HOT) lanes) are HOV lanes that have been modified to allow single occupant vehicles to travel in the HOV lane, provided they pay a toll.

incorporates the PDAs to support local land use patterns that make more efficient use of the regional transportation system. Similarly, the requirement for five-year local Capital Improvement Programs, coupled with the Authority's Measure J Regional Transportation Mitigation Program (RTMP), ensures that needed transportation improvements are supportive of proposed land use changes.

This strategy has been implemented through projects such as the Caldecott Tunnel Fourth Bore, the BART extension in East County, the State Route 4 widening and interchange improvements, the I-80 and I-680 projects mentioned earlier, the Marina Bay Parkway grade separation project in Richmond, and the 23rd Street Specific plan improvements in San Pablo, all of which support plan growth with the urban limit lines (ULLs) and regional connections between communities. In addition, Authority support for the Measure J Transportation for Livable Communities program along with funding under MTC's One Bay Area Grant program has funded many local transportation improvement projects needed to serve planned development within local jurisdictions. The 2017 CTP will continue and expand on these funding commitments, with support for complete streets, Geary Road improvements, and Contra Costa Boulevard.

1.5. *FREIGHT MOVEMENT. Identify new strategies to improve freight movement on freeways and rail lines to improve air quality and the safety and efficiency of goods movement.*

The Authority has been working closely with the California Freight Advisory Committee on the California Freight Mobility Plan and the Sustainable Freight Action Plan to develop strategies and funding for freight-related transportation improvements. Additional insights are provided through the Authority's representation on the National Freight Advisory Committee. These efforts will support economic growth, minimize congestion, reduce air pollution, improve the safety, security and resilience of the State's freight system, and encourage innovation. The Northern Waterfront Revitalization Study explores strategies that will help bring green jobs to the area along the Carquinez Straits to make it competitive in the 21st century global economy. Other Authority-supported projects from the improved freight movement include the Marina Bay Parkway grade separation in Richmond, which has been completed, and truck climbing lanes on Kirker Pass.

For freight-related air quality improvements, the Authority will use funding from the California Air Resources Board to help local agencies reduce emissions and health risks along major trade corridors. This program will help owners of equipment used in freight movement upgrade to cleaner technologies. Looking ahead, the Authority will evaluate new strategies on goods movement being developed by MTC, and determine which ones are best for Contra Costa.

GOAL 2. Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities

The proponents of Measure C, the precursor of Measure J, realized that a coordinated approach to growth management involving all jurisdictions in Contra Costa was essential to realize the full benefits of transportation investments. This goal expresses multiple facets that need to be considered: economic vitality, environmental protection, and the quality of life of our communities. Supporting local communities also means providing equitable opportunities for all residents and avoiding disparate impacts on low-income and minority residents. The Authority has established the following strategies to achieve this goal.

2.1. COOPERATIVE PLANNING. *Continue to require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.*

Multi-jurisdictional cooperative planning will continue to be one of the key principles underlying the Authority's Growth Management Program (GMP), which has been in place since Measure C passed in 1988. The drafters of Measure C, with its requirement for the GMP, recognized that no one jurisdiction by itself can address countywide or regional problems. It requires jurisdictions working together to address mutual transportation and planning issues. The SR-4 Integrated Corridor Analysis and the I-680 Transit Investment and Congestion Reduction Study are examples of such cooperative planning.

Cooperative planning has a number of benefits. Jurisdictions come together to support corridor improvement plans, cooperate on school bus service, coordinate connections between local street plans and bike and trail systems, and create regional development mitigation programs. Having growth management elements in local General Plans facilitates the process by providing a common

reference point and shared understanding of actions that further the goals of the CTP.

The RTPCs play a key role in this process, preparing Action Plans that set multi-modal transportation service objectives and include projects and implementation actions to achieve these objectives, reviewing local General Plan amendments, and working together on plans and studies.



RTPC study sessions facilitate cooperative planning.

2.2. REGIONAL PLANNING. *Participate in a regional cooperative land use planning process with agencies both within and outside of Contra Costa.*

The Authority will continue to work with MTC and ABAG on matters of mutual concern related to *Plan Bay Area* - the Regional Transportation Plan and the Sustainable Communities Strategy. The regional planning process is particularly helpful in addressing air basin-wide strategies that are needed to achieve State emissions reduction targets and coordinate planning for coastal hazards such as rising tides and storm surge. This cooperative process includes coordination on submitting projects for funding under State and federal programs and referrals of General Plan amendments, as required by the Growth Management Program.

INNOVATE I-680: AN INTEGRATED APPROACH TO IMPROVING MOBILITY

Along with the economic recovery, commuters have experienced increasing congestion levels on the I-680 corridor. Through the CTP public outreach effort the community has told the Authority that improved transit service in the I-680 corridor should be a priority. In response, consistent with Goals 1 and 2, CCTA conducted a study in 2015 on potential transportation investments in the I-680 corridor that could relieve congestion and improve transit. The study builds on the I-680 Investment Options Analysis (2003), ongoing Measure J investments, and MTC investments in express lanes along the I-680 corridor.

The study was conducted in collaboration between CCTA staff and consultants, a Policy Advisory Committee, and a Technical Advisory Committee. The initial investment options considered five modes: connected vehicles/autonomous vehicles, bus transit, light rail, ultra-light rail, and BART. The projected performance of the initial options was assessed using a set of evaluation criteria, and then the highest-performing options were checked for financial feasibility with potential new funding sources. The recommended investment strategy focuses on improved transit service and freeway operations, with technology and infrastructure investments to enhance mobility. The key features of the recommended strategy are grouped into four categories:

- **Enhanced Bus Service:** Improve and expand transit with investments including new park-and-ride facilities with shuttle service to BART, addition of auxiliary and shoulder lanes for exclusive bus use, and expanded school bus services.
- **Connected and Autonomous Vehicle Support on I-680:** Facilitate limited self-driving automation with enhanced pavement markings, vehicle-to-infrastructure communication radios and processors, and increased roadway maintenance.
- **Active Traffic Management:** Provide technology to collect data and communicate with drivers including roadside digital signs, vehicle detection and surveillance, adaptive ramp metering, and in-vehicle smart-corridor traffic management.
- **Demand-Responsive Transit Service:** Provide demand-responsive service between park-and-ride locations and other destinations with investments in electric Shared Autonomous Vehicles (SAVs) and infrastructure.

Coupled with proposed spot improvements at key bottlenecks, these strategies and investments – collectively known as Innovate I-680, are expected to reduce congestion for single-occupant vehicles, enable greater use HOV express lanes, and increase travel options for transit users. The Authority is now working to secure funding and implement these recommendations.

- 2.3. *LAND USE., Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.*

The Authority implements this strategy through its Measure J Growth Management Program and the required ULLs and its participation in *Plan Bay Area* and the Priority Development Area (PDA) Growth and Investment Program. In addition, the Transportation for Livable Communities (TLC) Program funds projects that enable efficient use of transportation systems through supportive land use. TLC funding is available for transportation projects that facilitate, support and/or catalyze the developments of affordable housing and transit-oriented or mixed-use development and that encourage use of alternatives to the single occupant vehicle, or promote walking, bicycling and/or transit usage. Typical investments have included pedestrian, bicycle, and streetscape facilities, traffic calming, and transit access improvements.

- 2.4. *DEVELOPMENT IMPACTS. Require local jurisdictions to (i) evaluate and report on the impacts of land use decisions on the transportation system, (ii) identify capital and/or operational improvements needed for development, and (iii) have new growth pay its fair share of the cost of such improvements.*

The Authority's *Implementation Guide* and the *Model Growth Management Element* provide details on how local jurisdiction can meet the Growth Management Program (GMP) requirements. Under Measure J, jurisdictions are to "evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans." The methods for evaluating these changes are spelled out in the Authority's *Technical Procedures*. The GMP also requires jurisdictions to identify needed projects and programs through their capital improvement programs and through the Action Plans. Finally, the GMP requires jurisdictions to establish mitigation programs, both individual programs for local improvements and subarea programs for each RTPC. These programs require that traffic impacts be minimized or eliminated by on-site or off-site improvements or payment of a fee in lieu of constructing improvements that can be used to fund local or regional mitigation. Over more than 25 years, these programs have generated millions of dollars for transportation projects and hundreds of individual improvements,

which overall have substantially reduced the impacts of development on the transportation system.

- 2.5. *LAND USE-TRANSPORTATION LINKAGES. Link transportation investments to support (i) a voter-approved urban limit line endorsed by voters in the County and each city and town, (ii) new developments which enhance transportation efficiency and economic vitality, and (iii) infill and redevelopment in existing urban and brownfield areas.*

Voter-approved ULLs were put in place after Measure J was approved, and local General Plans and related transportation improvements must be consistent with and respect these lines in order to qualify for Local Streets and Maintenance (“return to source”) funding. Furthermore, through the development mitigation programs that local jurisdictions established under the GMP, this linkage is now part of their development approval process. The Authority confirms that these actions have taken place through the biennial GMP “checklist” process. For the second and third criteria listed above, the Authority has put in place a number of funding programs that pay for supportive investments.

- 2.6. *SUSTAINABILITY. Ensure that new transportation projects are environmentally sustainable and fiscally viable, increase safety, respect community character, promote environmental justice, and maintain or enhance the quality of life for our communities.*

All of these factors are criteria the Authority uses in priority-setting and project screening for funding over which the Authority has discretion. These factors also reflect the performance measures set forth in *Plan Bay Area*. For the 2017 CTP, two criteria were added to express explicitly the Authority’s commitment to meeting its obligations under federal and State law: “increase safety” and “promote environmental justice”.

GOAL 3. Expand safe, convenient and affordable alternatives to the single-occupant vehicle

To meet this goal, the CTP sets forth a comprehensive set of strategies to support alternative modes of travel, including expansion of transit and paratransit services and funding for “active transportation”, meaning walking and biking. Active transportation is a CTP priority because it will provide community health benefits as well as help

achieve reductions in GHG emissions and realize air quality improvements. The Authority uses the following strategies to promote alternative modes of travel.

- 3.1. **TRANSIT SERVICE EXPANSION.** *Help fund the expansion of existing transit services and regional express lanes, and maintenance of existing operations, including BART, bus transit, school buses, and paratransit.*

Five Measure J-funded programs support this strategy: BART Parking Access and Other Improvements, Bus Services, Express Bus, Commute Alternatives, and Safe Transportation for Children. Additional funding for these programs is included in the Long-Range Transportation Investment Program. Details are in Chapter 4.

- 3.2. **TRANSIT SERVICE COORDINATION.** *Link transit investments to increased coordination and integration of public transit services, and improved connections between travel modes.*

Measure J explicitly added the concept of “multi-modal” to the definition of transportation service objectives, so the idea of this linkage has underpinned work on the Action Plan updates as well as development of the 2017 CTP.

The Authority is working with local agencies to address specific multi-modal transportation issues and identify potential approaches and recommended actions to address them. This includes studies of potential transit options in West County and along the I-680 Corridor in Central and Southwestern Contra Costa County and system-wide opportunities for improving express bus services.

The Draft 2016 Express Bus Study Update included development of service assessment criteria; a review of existing Express Bus service and infrastructure; an assessment of current funding and opportunities for new funding; and identification of priority areas that are likely to have high transit use. The study focused on strategic operational improvements for existing service providers based in Contra Costa. Information on the regional network, including service providers from Solano and Alameda Counties, was provided by MTC’s Transit Consolidation Study. In addition to infrastructure and service adjustments, the potential for bus on shoulder operations, bus on ramp and in-line stations, real-time information sharing among operators, alternative fuel and electric bus and autonomous vehicle technologies were examined. Service improvement

recommendations were developed and evaluated using performance measures and equity criteria. After public review, the Authority will support the service improvements that are cost-effective, viable from operators' perspectives, and best meet residents' needs.

- 3.3. *COMPLETE STREETS. Require local jurisdictions to incorporate policies and standards for "complete streets" that support transit, bicycle and pedestrian access in new developments, infill development areas ("Priority Development Areas"), and transit priority areas.*

The GMP *Implementation Guide* requires that local jurisdictions incorporate policies and standards into their development approval processes that support transit, bicycle, and pedestrian access in new developments. The State also has required that "complete streets" concepts be incorporated into any General Plan that is updated after 2011, and that General Plan Circulation Elements include a balanced, multi-modal transportation network that meets the needs of all users. The San Pablo Avenue Specific Plan is one example of a "complete street" retrofit within an urban area, while CCTA's 2012 Appian Way Alternatives Analysis and Complete Streets Study shows what can be done in a less developed setting. The focus on Priority Development Areas has been reinforced by adoption of *Plan Bay Area*, while planning for transit priority areas was codified by State legislation in 2011 (see Government Code Section 65470). Whether to require specific zoning for transit priority areas and incentive programs for transit priority projects, particularly for BART extension station areas in East Contra Costa and Bus Rapid Transit Corridors, as part of the GMP or simply provide guidance on best practices will be determined by the Authority as part of CTP implementation.

- 3.4. *WALKWAYS AND TRAILS. Support transit-oriented and pedestrian-friendly developments, and invest in trails, walkways, and pedestrian-oriented improvements.*

Measure J specifically provides funding for pedestrian-friendly development with the Transportation for Livable Communities Program and funding for Pedestrian, Bicycle and Trail Facilities. The Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP) identifies "pedestrian-priority" locations where the Authority will give funding priority for projects; it also illustrates what the countywide bicycle network would look like, with on-street and off-street

facilities, and describes how the CBPP will improve bicycling opportunities throughout Contra Costa by improving connections between neighborhoods, shopping areas, employment centers, transit hubs, schools, parks and recreational facilities. Finally, the CBPP explains how local jurisdictions can use the plan to become eligible for funds from the State's Bicycle Transportation Account and provides guidance on the application of the Americans with Disabilities Act to public rights-of-way. Figure 3-1 shows the Bicycle Master Plan for Contra Costa, including existing and proposed bike facilities.

3.5. *ALTERNATE MODES. Promote the formation of more carpools and vanpools, and greater use of transit, bicycling, and walking.*

Support for alternative modes of transportation is a key priority for the CTP. As part of the GMP, CCTA requires local jurisdictions to adopt and implement a Transportation Systems Management ordinance or an alternative mitigation program. CCTA also provides funding for travel demand management efforts through the Commute Alternatives program and for school bus programs. And, through "Complete Streets" policies in General Plans, project and programs that support use of transit, bicycle, and walking are being implemented. Funding for specific improvements that implement this strategy comes from the Transportation for Livable Communities and the Pedestrian, Bicycle and Trails programs.

3.6. *ELECTRIC VEHICLES. Help local jurisdictions develop a connected and coordinated network for electric vehicles.*

The Authority has funded installation of 43 charging stations for electric vehicles with money from the Bay Area Air Quality Management District's (BAAQMD's) Transportation Fund for Clean Air. Additional funding will be available through the Authority's Local Streets and Maintenance Program. Building a connected and coordinated system of charging stations will help meet the target of 1.5 million zero-emission vehicles (ZEVs) on the road in California by 2025 and, by 2050, the targeted reductions in GHG emissions statewide.¹⁴ Further work on

¹⁴ Established by Executive Order B-16-2012. The Order also establishes specific targets for ZEVs in new state vehicle fleet purchases: 10 percent by 2015 and 25 percent by 2020.

network development will come through the Authority's support for technological innovation and GoMentum Station and through local jurisdictions amendments of their parking regulations to require a minimum number of charging stations in lots serving non-residential development.



Source: NRG eVgo at Flickr Creative Commons

CCTA has funded 43 electric vehicle-charging stations with grant money from the Transportation Fund for Clean Air.

- 3.7. **SERVING ALL CONTRA COSTA RESIDENTS.** Support the expansion of a coordinated system of transit and paratransit service to address the mobility needs of low-income, elderly, young and disabled travelers, households without cars, single-parent households, and people paying more than 50 percent of their income for rent.

Measure J established funding for several specific programs for this strategy, including Bus Services, Transportation for Seniors and People with Disabilities, and Safe Transportation for Children, including the Low Income Student Bus Pass Program in West County. The Authority facilitates coordination among these programs and, through the RTPCs, also supports subregional planning to ensure that the mobility needs of these groups are considered in the Action Plans and calls for projects for funding under the Regional Transportation Plan. The Authority also supports and helps fund transportation services operated by local non-profit organizations that help provide mobility to people who, due to frailty or disability, cannot reasonably access public transit or paratransit. As previously noted, support for transportation network companies, shared autonomous

vehicles, and micro transit, will help meet the mobility needs of many people. The 2017 CTP continues and expands on these commitments.

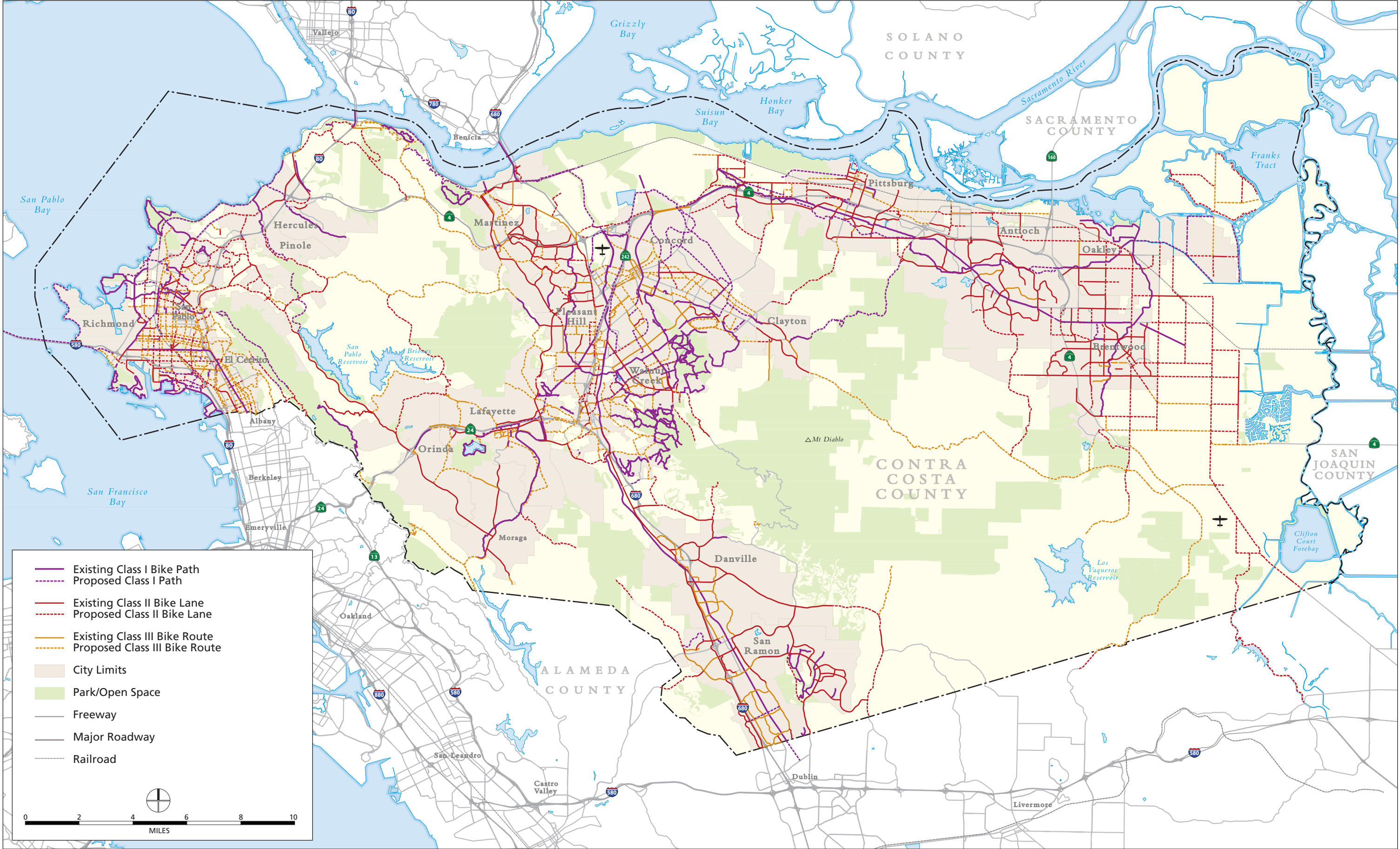


Bike to Work Day in the City of Richmond.

- 3.8. **EXPANDED BICYCLE FACILITIES.** *Encourage local jurisdictions and other agencies to develop a connected and coordinated system of bicycle facilities through financial assistance, technical support, other aid, and encouragement.*

Measure J specifically provides funding for these improvements with up to \$30 million available. The CBPP describes how local jurisdictions can use the Authority's CBPP to become eligible for funds from the State's Bicycle Transportation Account. Finally, mapping done for the CBPP helps local jurisdictions plan connections to the countywide system.

Figure 3-1:
Bicycle Master Plan



Source: Contra Costa Countywide Bicycle and Pedestrian Plan, 2013 Update

3.9. PRICING PROGRAMS. *Support congestion pricing and parking pricing programs, transportation demand management programs and other innovative strategies that reduce greenhouse gas emissions.*

In the *GMP Implementation Guide*, the Authority has a Model Transportation System Management Ordinance to help local jurisdictions craft policies and procedures for transportation demand management that will demonstrate compliance with Measure J's GMP requirements. The basic idea is to use transportation demand management tools to accomplish one or more of the following outcomes:

- Reduce single occupant vehicle use;
- Spread peak-hour trip-making to off-peak time periods; and
- Shift trips to alternate modes;

Looking ahead, these transportation demand measures, coupled with technological innovation and vehicle automation, will help improve air quality and support regional and State efforts to reduce GHG emissions.

Congestion pricing and parking pricing programs have been successful in other metropolitan areas. With this in mind, the Authority will be considering the lessons learned from these programs, as well as their costs, as it determines how it might initiate additional actions, in concert with its partners. A specific implementation task is included for this effort in Chapter 5.

3.10. SAFE ROUTES TO SCHOOLS. *Support Safe Routes to Schools projects and programs.*

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

Authority support for SR2S falls into two categories: (1) capital projects that enhance the physical infrastructure around schools to allow for safer and more convenient walking and bicycling; and (2) programs that promote safety and encourage walking and bicycling activities through student and parent education and outreach. To assess the overall need for SR2S projects and programs throughout Contra Costa, the Authority prepared a comprehensive assessment that estimated the overall costs of improving access to all public schools in Contra Costa. Examples of current programs include those run by Contra Costa Health Services, San Ramon Valley Street Smarts, and Street Smarts Diablo (supported by the Authority). In some instances, SR2S funding supports programs as an adjunct to a school bus program; in others, there is a separate program created.

Continued support for SR2S is a priority for the Authority, and additional funding is listed in the Chapter 4's LRTIP. The Authority also provides technical assistance on request to facilitate local planning and programming.

GOAL 4. Maintain the transportation system

Since passage of Measure C, the Authority has collectively invested billions to create the complex and extensive transportation system that serves Contra Costa's transportation needs. However, current levels of funding for public infrastructure are inadequate, and dealing with deferred maintenance is one of the greatest challenges we face. The following strategies are intended to help the Authority meet this goal.

4.1. STABLE FUNDING SOURCES. *Advocate for stable sources of funds for transit operations and other programs that support the transportation system.*

The Authority actively monitors State and federal legislative programs that have a bearing on transportation funding and testifies on key measures that have a direct bearing on our mission. What is most important, from the Authority's perspective, is that a dedicated and predictable source of future funding be created, as has been done with Measure J. In recent years, federal and State sources have been unstable. To correct this, the Legislature has been considering bills to address this need with a variety of strategies, including raising the gas tax and vehicle license fees (just done with SB 1), establishing a "carbon tax", and

using performance measures to administer funding. The Authority will be closely tracking this effort and advocating for CCTA's interests, as appropriate.

- 4.2. *MAINTENANCE. Require and fund programs for effective preventive maintenance and rehabilitation of the transportation system ("deferred maintenance").*

(Commentary below)

- 4.3. *LONG-TERM NEEDS. Secure funding that will maintain the long-term health of all components of the transportation system.*

Finding money for infrastructure maintenance is a top priority for local governments. While new development projects can be required to cover the capital costs of facilities needed to serve them, long-term maintenance costs are not always fully funded. While SB 1 will provide an estimated \$52 billion over a ten-year period to help rebuild the State's infrastructure, it does falls short in the backlog of repairs needed for the transportation system, which exceed \$137 billion¹⁵. The 18 percent "return to source" funding for the Measure J Local Streets Maintenance and Improvement Program has been a welcome revenue stream, but it does not cover all local needs.¹⁶ With this in mind, the Authority will be looking at ways to expand the current Regional Transportation Mitigation Program (RTMP) to ensure that fees include the costs of ongoing maintenance for a stated period of time if assessment districts or other funding arrangements will not be in place. The basic idea is that local jurisdictions should not build new transportation facilities if they cannot take care of them. More complicated, as noted in Strategies 4.2 and 4.3, is funding the backlog for pavement rehabilitation

¹⁵ Pg. 4, Next 10, *Beyond the Gas Tax, Funding California Transportation in the 21st Century*, 2017.

¹⁶ Using cost data from the 2013 Caltrans State of the Pavement Report, total cost for pavement reconstruction of 740 miles of roads in Contra Costa classified as "at risk" and "poor/failed" would be about \$1.9 billion, which far exceeds the 18 percent allowance for the Local Streets and Maintenance Program under Measure J. If only roads rated as "poor/failed" are reconstructed the cost would be on the order of \$1.2 billion. The ultimate cost could be 50 to 100 percent higher because of the difficulties involved in local street reconstruction, including accommodations needed for utilities, equipment staging, traffic re-routing, maintaining grade, and ADA requirements, which are not as large a cost factor on the state highway system. For more information, please see the Introduction of Volume 2 of the CTP.

and related projects. The Authority's implementation actions for these three strategies will focus on:

- *What the Authority can do to ensure long-term maintenance of all new improvements.* One option is to require commitments to long-term maintenance of new improvement as a condition of approval of a development mitigation program. Modifications of the RTMP program requirements would be needed to accomplish this.
- *What the Authority can do to assist with deferred maintenance of existing facilities.* Funding will be available through the Local Streets Maintenance and Improvements (LSM&I) Program and subregional programs created to meet the needs of specific areas within Contra Costa. The Authority also will provide guidance on best practices and may require commitments to putting in place policies and procedures for long-term maintenance as a condition of continuing eligibility for LSM&I Program funds.
- *What the Authority can do through external partners.* The California Transportation Infrastructure Priorities Work Group among others has been investigating how Road User Charges and other mechanisms might be used to provide a secure source of funding for maintenance, rehabilitation and reconstruction needs at the local level. At a regional level, the OBAG program also will help meet these needs.

Each of these actions will be undertaken in close consultation with the RTPCs and local jurisdictions and with opportunities for public input at key decision points.

GOAL 5. Continue to invest wisely to maximize the benefits of available funding

The Authority will seek to obtain the greatest benefits for Contra Costa residents from the funding it has available by using performance measures and calculations of return on investment in its decision-making. The benefits of these investments also will need to be fairly allocated, so there are no disparate impacts on low-income or minority residents. The following strategies reflect this commitment.

5.1. PERFORMANCE MEASURES. *Use performance measures to evaluate and compare transportation investments.*

Since Measure J was passed, the Authority has been using multi-modal transportation service objectives in the Action Plans. More recently, after adoption of *Plan Bay Area*, MTC's performance measures have been used to compare projects and programs in the evaluation of transportation investment options that led to creation of the Investment Program in Chapter 4. Chapter 4 also includes a summary of this analysis, with details related to the 2017 CTP Update contained in Volume 2. The performance criteria used address not only traditional system measures of transportation efficiency, as expressed by vehicles miles travelled per capita, vehicle hours of delay, access and travel modes, and transit ridership, but also the indirect effects on transportation and housing affordability, displacement, and support for the Priority Development Areas Growth and Investment Program. The Authority also uses performance measures in evaluating projects requesting funding through different programs, such as OBAG and the Measure J Pedestrian, Bicycle, and Trail Facilities program. The latter measures are found in the Countywide Bicycle and Pedestrian Plan.

5.2. MATCHING FUNDS FOR LEVERAGING. *Seek matching funds, whenever possible, to leverage Measure J funds, and offer incentives and priority funding to projects that provide greater return on investment.*

The Authority has always used its sales tax revenues to attract funding from other sources. The leveraging that these revenues can provide has helped us secure the funding necessary to build most of the major projects in the Measure J expenditure plan. More specifically, leveraging refers to the amount of additional new funds that can be garnered from State and federal programs using revenues from the Measure J sales tax. By way of example, the Caldecott Tunnel, which cost \$417 million, was constructed using \$119 million in Measure J funds. The Authority received additional funding in the amount of \$194.3 million through the American Recovery and Reinvestment Act, and \$103.7 million from other sources. Overall, the Measure J funding allocated to the Caldecott Tunnel project was leveraged 2.5:1. That is, for each Measure J dollar expended, the Authority received 2.5 additional dollars in funding from other sources.

Another example of leveraging is the BART extension to Antioch. The cost of this project is \$526.4 million, of which \$140.6 million came from Measure J. This project is leveraged at 2.75, with additional funding from Proposition 1B, Regional Measures 1 and 2, AB 1171, subregional fees (ECCRFFA), State Transit Assistance, Traffic Congestion Relief Program, and the Regional Transportation Improvement Program (RTIP).

A third example of leveraging can be seen in the funding received for the Transportation for Livable Communities and the Pedestrian, Bicycle and Trails programs. In this instance, the additional funding (\$28 million versus \$22 million in Measure J funding allocated to these programs to date) represents a leveraging ratio of 1.27:1. About 46 percent of the additional funding is federal, 29 percent local, six percent State, and 19 percent from impact fees, developer contributions, and the like.

More can be done to offer incentives and prioritize funding, but for this to happen, the Authority will need to develop a consistent approach and methodology for measuring returns on investment. A fair and explicit procedure is essential so all applicants know what the rules are and how they will be applied. As part of CTP implementation, the Authority will investigate methodologies used by other transportation agencies and then determine what specific calculations should be done and what evaluation criteria will be used. The findings of this work will be incorporated in the *Implementation Guide* and the Authority's procedures for project funding.

5.3. ***PUBLIC-PRIVATE FUNDING PARTNERSHIP. Develop public-private partnerships and pursue innovative financing mechanisms to accelerate project delivery.***

State law allows regional transportation agencies, such as the Authority, and Caltrans to enter into public-private partnerships (P3s) to develop and operate transportation projects to accelerate goods movement, improve air quality and facilitate California's economic development. The Presidio Parkway is one example of a successful partnership executed by the San Francisco County Transportation Authority. P3s have been used for decades with great success in Europe, Canada and Australia. In Southern California two toll roads (SR91 and

SR125) are P3s, and lessons learned from these projects could inform the Authority's consideration of how best to approach P3s.

The Tri-Link Study explored a P3 to fund a \$750 million freeway project to connect Tracy to Brentwood in East County. The Authority continues to oversee this effort. Since at this time public funding is not available for project development and construction, the Authority is exploring the feasibility of private funding sources with revenues through tolling.

In the near to mid-term, the Authority will investigate the feasibility of initiating one or more specific projects that could capitalize on the P3 model. These projects may use either a "user fee" model where the private partner received a return on investment through fees paid by users of the facility, or an "availability" model, with payments tied to the public access and use of the facility and deductions in payments due the private sector partner when performance standards are not met. Under this latter model, there is no risk related to an inadequate number of users to generate a reasonable rate of return.

To bolster Measure J sales tax revenues, the Authority will investigate the feasibility of augmenting its Regional Transportation Mitigation Program (RTMP), so additional revenues could be used to support transit services as well as street and highway improvements and also be available to pay for bicycle facilities and streetscape infrastructure. If, based on public input, this initiative seems worth pursuing, the Authority could commission a "nexus" study and an economic feasibility study.

5.4. *EQUITY. Consider the needs of all areas and communities in Contra Costa in funding decisions to ensure fairness in the Authority's transportation investments.*

This strategy is rooted in the basic concept of fairness in terms of the distribution of benefits and burdens that occur from transportation investments, and seeks to involve all residents in Contra Costa in the decision-making processes that affect them. To accomplish this, the Authority embraces three fundamental equity principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Authority will monitor all of its project funding and collect data to inform the public and decision-makers about the presence and extent of any inequities in transportation funding based on race and income and to describe what actions could be employed to minimize disproportionate impact.

In all of its planning activities, the Authority uses a collaborative process that involves residents in low-income communities, community- and faith-based organizations that serve them, transit operators, regional agencies, and stakeholders. Several of the performance measures that the Authority has used in the 2017 CTP also reflect these equity priorities, including reducing auto-related injuries and increasing walkability, preserving and increasing affordable housing in growth areas, and improving local access to schools. More specifically, transportation investment scenarios – packages of projects and programs – were evaluated using these measures, and the results have informed the Authority’s work on its Long-Range Transportation Investment Program described in Chapter 4.

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Diane Burgis, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

July 18, 2017

Tom Butt, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Contra Costa County



David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

Subject: 2017 Countywide Transportation Plan Update

Dear Chair Butt:

On July 18, 2017, the Board of Supervisors authorized me to transmit this comment letter on the May 24, 2017 Draft Final Contra Costa Countywide Transportation Plan (CTP). The Board of Supervisors would like to thank the Contra Costa Transportation Authority (Authority) for the substantial time and effort put into the CTP.

Northern Waterfront/Freight Movement

We appreciate the support for the Northern Waterfront Economic Development Initiative found the CTP. This multijurisdictional effort would be more effective with additional tangible actions. We request that the following concepts be included in the CTP:

- At the regional level, continued Authority advocacy for the expedited development and funding of a Priority Production Area program would be helpful in project implementation.
- At the local level, Authority support for a shortline rail study in the Northern Waterfront area.

Accessible Transit

In our November 2015 letter on the CTP we highlighted the fact that accessible transit costs in in Contra Costa are increasing while areas with a more coordinated system are seeing decreasing costs. Addressing this longstanding issue would be consistent with the "invest wisely", and "new potential funding sources" principles espoused in the CTP. Given this, we are requesting that the Authority act on the statement in the 2014 Draft Final CTP regarding accessible transit and mobility management, "...this is an area where the Authority can exhibit leadership" and ask that the Authority initiate the *Accessible Transportation Service Strategic Plan* originally proposed in Measure X. This would be a concrete action which would fulfill the Authority's commitment found in Goal 3.7 "*Serving All Contra Costa Residents. Support the expansion of a coordinated system of transit and paratransit service...*". If the accessible transit system is to perform adequately, we will need to take action and cannot rely on the private sector's ability (or interest) to *adapt to senior's mobility challenges*¹.

¹ Page ES-3: *Volume I, Countywide Transportation Plan, May 24, 2017*

We fully support the Plan and appreciate the Authority's past responsiveness to comments from the County on the previous versions of the CTP.

Sincerely,

Federal D. Glover, Chair
Contra Costa County Board of Supervisors
Supervisor, District I

C:

, Chair - WCCTAC,
, Chair – SWAT
, Chair, TRANSPLAN
, Chair – TRANSPAC

File: Transportation > Transportation > Committees > CCTA > CCTA Board of Directors File: Transportation > Projects > CCTA > CTP 2014-15
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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

9.

Meeting Date: 07/10/2017

Subject: Senate Bill 595 (Beall) Regional Measure 3 - Bridge Tolls

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: 1: Review legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

This legislation was referred to the TWI Committee by District III Supervisor Diane Burgis, who received a request from the Airport Committee for a County "Support" position.

Referral Update:

[Note: SB 595 was revised in the Assembly on July 3rd after this report was published. Staff will verbally update the Committee on the changes. The current version of the legislation is attached however.]

The Metropolitan Transportation Commission (MTC) is considering a regional bridge toll increase on the seven state-owned bridges* in the Bay Area. The proposed Regional Measure 3 (RM3) is expected to raise tolls by \$1 to \$3. For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors.

The RM3 proposal requires authorizing legislation. Senate Bill 595 (SB595 - Beall) has been introduced that would authorize MTC to conduct a special election to request that voters in the nine Bay Area Counties to approve the toll increase. In preparation, The Contra Costa Transportation Authority (CCTA) submitted a list of Contra Costa projects to MTC for potential funding by RM3. The list is the last two pages in the attached CCTA staff report on this issue. Also included with the CCTA staff report is the Regional Measure 2 project list and an MTC staff report regarding the policy considerations and draft principles for an RM3.

Details on SB595

Summary: The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in

the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. By requiring this election, the bill would impose a state-mandated local program. The bill would require the Bay Area Toll Authority (BATA) to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters.

Of Interest to the County: As seen on the second to last page of the attached CCTA staff report, the County has a project on the proposed list submitted by CCTA to MTC, "Vasco-Byron Highway Connector".

Status/Location: Assembly: Committee on Transportation

Bill Analysis: The latest analysis is attached (5-27-17 SB595 Senate Floor Analyses) and indicates the bill is a "work in progress" stating that the following are not yet specified: 1) the amount of the toll increase, 2) the projects/programs, and 3) which general election the measure would be placed on the ballot. Other commentary of note: Projects funded by toll revenues must have a nexus to the bridges in order to remain a fee rather than a tax (which would require 2/3 voter approval).

DRAFT Letter: A draft letter to Assembly Member Jim Frazier is attached for the Committee's review.

Registered Support/Opposition

Support

City of Emeryville
City of Oakland
City of Palo Alto
City of San Leandro
City of Walnut Creek
East Bay Regional Parks District
International Longshore and Warehouse Union
Metropolitan Transportation Commission
Transbay Joint Powers Authority

Oppose

No Opposition at the time this report was published

***Seven Bay Area State-Owned Bridges:**

- Senator John A. Nejedly Bridge (Antioch Bridge)
- Benicia-Martinez
- Carquinez
- Dumbarton
- Richmond – San Rafael
- San Francisco – Oakland (Bay Bridge)
- San Mateo – Hayward

Attached Related News Articles

East Bay Times - 7/3/17

Poll: Voters support \$3 bridge toll hike to ease traffic gridlock

San Francisco Chronicle - 7/2/17

Bay Area voters may be asked to OK bridge toll hike of up to \$3

Recommendation(s)/Next Step(s):

CONSIDER recommending to the Board of Supervisors a position of "Support" on Senate Bill 595 (Beall): Metropolitan Transportation Commission: Bridge Tolls

Fiscal Impact (if any):

None to the General Fund. The bill would require the Bay Area Toll Authority (BATA) to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters.

Attachments

07-05-17 DRAFT - BOS to AM JFrazier reSB595 RM3 Support

2-15-17 CCTA Staff Report-RM3 (bridge toll increase).pdf

SB595 (Beall-RM3)text (vJuly 3,2017)

5-27-17 SB595 Senate Floor Analyses.pdf

Poll Voters support \$3 bridge toll hike to ease traffic gridlock – East Bay Times

Bay Area voters may be asked to OK bridge toll hike of up to \$3 - SF Chronicle

The Board of Supervisors
County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Diane Burgis, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County



David Twa
Clerk of the Board
and
County
Administrator
(925) 335-1900

July 18, 2017

The Honorable Jim Frazier
Chairman, Assembly Transportation Committee
Legislative Office Building, 1020 N Street, Room 112
Sacramento, CA 95814

Subject: Senate Bill 595 (Beall): Regional Measure 3 – SUPPORT

Dear Chairman Frazier,

On behalf of the Contra Costa County Board of Supervisors, I am writing to express our support for Senate Bill 595 (Beall) and respectfully request your “aye” vote when the bill comes before you. SB 595 authorizes a vote in the nine-county San Francisco Bay Area for a bridge toll increase, commonly referred to as “Regional Measure 3,” to fund mobility improvements in the Bay Area’s bridge corridors.

While a specific expenditure plan for new toll revenue is not yet included in the bill, we urge your support for it so that negotiations can continue. With traffic congestion and transit overcrowding in bridge corridors reaching record levels, enactment of the bill in 2017 is critical so that voters have the opportunity to approve funding for mobility improvements in 2018.

The Measure would fund transportation projects critical to addressing traffic congestion. Included in a draft proposed project list submitted to the Metropolitan Transportation Commission is the Vasco-Byron Highway Connector project which is adjacent to District 11. As you are aware, this project is a component of the larger TriLink/State Route 239 project which provides critical access improvements for Eastern Contra Costa County.

If you have any questions regarding Contra Costa County’s support for SB 595, please contact John Cunningham in Transportation Planning, john.cunningham@dcd.cccounty.us, (925) 674-7833.

Sincerely,

Federal D. Glover, Chair
Contra Costa County Board of Supervisors
Supervisor, District I

cc: The Honorable Jim Beall

Members, Assembly Transportation Committee
Contra Costa County Legislative Delegation
Tom Butt, Chair, Contra Costa Transportation Authority
Jake Mackenzie, Chair, Metropolitan Transportation Commission

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: February 15, 2017

Subject	Regional Measure 3 (RM3) – Candidate Projects for Submittal to the Metropolitan Transportation Commission (MTC)
Summary of Issues	<p>MTC is considering a regional bridge toll increase on the seven state-owned bridges in the Bay Area. RM3 is expected to raise tolls by \$1 to \$3. For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. Revenues generated by the toll increase are expected to fund projects that demonstrate a strong nexus to reducing congestion and increasing efficiency in the bridge corridors.</p> <p>It is anticipated that MTC will seek legislative approval in the next few months to place RM3 on the ballot in 2018. In preparation, Authority staff has prepared a list of projects in Contra Costa for potential funding by RM3. The list, included in Attachment C, is proposed to be used for advocacy at upcoming discussions with MTC.</p>
Recommendations	Staff seeks approval of Contra Costa’s proposed RM3 project list for submittal to MTC.
Financial Implications	For every \$1 in tolls, approximately \$127 million per year is estimated to be generated in revenue. MTC estimates a range between \$1.7 billion and \$5 billion for a \$1 to \$3 toll increase in Capital Funding that can be raised based on a 25-year bond.
Options	The Authority could add or remove projects from the list.
Attachments	<p>A. List of Projects included in Regional Measure 2 (RM2)</p> <p>B. Policy Considerations and Draft Principles Memo – December 2016 RM3 MTC Commissioners Workshop</p> <p>C. Proposed RM3 Project List for Submittal to MTC</p>
Changes from Committee	N/A

Background

MTC is expected to seek authorization from the State Legislation in the next few months to put a bridge toll increase measure on the ballot in 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state-owned Bay Area bridges. RM3 would be the third time voters are asked to approve a regional measure that increases bridge tolls to fund transportation investments. In 1988, voters approved RM1, which established a uniform \$1 base toll on the seven state-owned bridges and funded projects, such as the new Benicia-Martinez Bridge, Carquinez Bridge Replacement, Richmond-San Rafael Bridge Replacement, and others.

In 2004, voters approved RM2, which raised the toll by \$1 to fund capital projects in the bridge corridors, and to provide operating funds for key transit services. RM2 legislation earmarked over \$300 million in funding to capital projects in Contra Costa (Attachment A). Such projects include East Contra Costa Bay Area Rapid Transit (eBART), State Route 4 (SR4) East Widening, Caldecott Tunnel, Interstate 80 (I-80) High Occupancy Vehicle (HOV) lane extension, BART Central Contra Costa Crossover, Interstate 680 (I-680) Southbound (SB) Carpool Lane Completion, Richmond Parkway Parking Structure, and new Benicia-Martinez bridge span. In addition, funding was provided to Express Buses and Safe Routes to Transit projects in Contra Costa. Approximately 20% of the \$1.5 billion RM2 Capital Program was earmarked for projects in Contra Costa.

In 1998, 2007, and 2010, \$1 seismic surcharges were added to the tolls for a total of \$3. Currently, the toll for single-occupant two axle vehicles on six of the seven state-owned bridges in the Bay Area is \$5 at all times. Due to congestion pricing on the Bay Bridge, the toll fluctuates between \$4 and \$6 based on hours of operations. According to FastTrak billing data, approximately 18% of toll revenue is generated by residents of Contra Costa County.

In December, MTC held a workshop to discuss principles and policy considerations for RM3. At the workshop, MTC staff proposed the following “draft” principles for RM3 (Attachment B):

1. Bridge Nexus: Ensure all projects benefit toll payers in the vicinity of the seven state-owned bridges.
2. Regional Prosperity: Invest in projects that will sustain the region’s strong economy by enhancing travel options and improving mobility in bridge corridors.

3. Sustainability: Ensure all projects are consistent with Plan Bay Area (PBA) 2040's focused growth and greenhouse gas reduction strategy.
4. State of Good Repair: Invest in projects that help restore transportation infrastructure in the bridge corridors.
5. Demand Management: Utilize technology and pricing to optimize roadway capacity.
6. Freight: Improve the mobility, safety and environmental impact of freight.
7. Resiliency: Invest in resilient bridges and approaches, including addressing sea level rise.

Draft Candidate Project List

To identify projects that are consistent with MTC's "draft" principles, staff reviewed Contra Costa projects included in the draft PBA 2040 "Final Preferred Scenario" approved by MTC in November 2016. The "Final Preferred Scenario" and associated project list were presented at the Authority meeting in December 2016.

Attachment C lists Contra Costa's proposed RM3 projects for submittal to MTC based on the review. The list includes project descriptions, costs and available funding, along with a high level assessment of consistency with MTC's draft principles. RM3 requests, which total \$1.34 billion, are based on the amount needed to fully fund the projects.

Appendix A-1

Regional **Measure 2** - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
1	\$ 3,000	1	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	BART
2	\$ 30,000	2	SF MUNI Metro 3rd Street LRT Extension	SF MUNI
3	\$ 10,000	3.1	SF MUNI E-Line - Acquire 11 Historic Streetcars	SF MUNI
		3.2	SF MUNI E-Embarcadero Line Rehab 5 Double ended Vehicles	SF MUNI
4	\$ 44,000	4.1	Dumbarton Commuter Rail Service	San Mateo TA, ACCMA, ACTIA
		4.2	Union City Intermodal Station Environmental Impact Report	Union City
5	\$ 28,000	5	Vallejo Ferry Intermodal Station	City of Vallejo
		6.1	Solano County Express Bus Intermodal Facilities - Vallejo Curtola Transit Center	STA/ City of Vallejo
6	\$ 20,000	6.2	Solano Co. Express Bus Intermodal Facilities - Benicia Intermodal Facility	STA/ City of Benicia
		6.3	Solano Co. Express Bus Intermodal Facilities - Fairfield Transportation Center	STA/ Fairfield/Suisun Transit
		6.4	Solano Co. Express Bus Intermodal Facilities - Vacaville Intermodal Station	STA/ City of Vacaville
		7.1	Solano North Connector (Abernathy to Green Valley Road)	STA
		7.2	Solano I-80/I-680 Interchange Complex (HOV Lanes from SR12 W to Airbase Parkway)	STA
7	\$ 100,000	7.3	I-80/I-680/SR-12 Interchange in Solano County	STA
		7.4	I-80 Eastbound Cordelia Truck Scales Relocation	STA
		7.5	I-80 High Occupancy / Express Lanes	STA
8	\$ 50,000	8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans
9	\$ 15,000	9	Richmond Parkway Park & Ride	AC Transit
10	\$ 36,500	10.1	Cal Park Hill Tunnel Rehabilitation and Bikeway	SMART
		10.2	SMART Extension to Larkspur or San Quentin	SMART
		11.1	U.S. 101 Greenbrae I/C Corridor Imps. - Sir Francis Drake To Tamalpais	Transportation Authority of Marin
11	\$ 63,500	11.2	Sir Francis Drake Blvd Widening	Transportation Authority of Marin
		11.3	Cal Park Hill Tunnel Rehabilitation and Bikeway	Transportation Authority of Marin
		11.4	Central Marin Ferry Access Imps. Phase A - Wornum to Corte Madera	Transportation Authority of Marin
12	\$ 15,000	12.1	Direct HOV lane connector from I-680 to the Pleasant Hill BART - Study	CCCTA
		12.2	Direct HOV lane connector from I-680 to the Pleasant Hill BART	CCCTA
		13.1	E-BART / Rail Extension to East Contra Costa	BART, CCTA
13	\$ 96,000	13.2	Loveridge Road Flyover	BART, CCTA
		13.3	SR4 (e) Widening Project: ROW for future transit in median	BART, CCTA
		14.1	Benicia Siding Extension	Capital Corridor JPA
14	\$ 25,000	14.2	Fairfield/Vacaville Intermodal Rail Station and Track Improvements	Fairfield/Suisun Transit
15	\$ 25,000	15	Central Contra Costa BART Crossover	BART
16	\$ 50,000	16	Benicia-Martinez Bridge: New Span	BATA
		17.1	Express Bus North - Curtola Transportation Center	City of Vallejo
		17.2	Express Bus North - Fairfield Transportation Center	City of Fairfield
		17.3	Express Bus North - Vacaville Intermodal Facility	City of Vacaville
		17.4	Express Bus North - Benicia Park/Industrial I/C Improvements and Park and Ride	City of Benicia
17	\$ 20,000	17.5	Express Bus North - Martinez Transit Center	CCCTA
		17.6	Express Bus North - Diablo Valley College Transit Center	CCCTA
		17.7	Express Bus North - Napa Buses and PNR	Napa VINE
		17.8	Express Bus North - Macdonald Ave. Bus stop amenities	GGT/Richmond
		17.9	Express Bus North - Napa VINE	Napa VINE
		17.10	Express Bus North - Golden Gate	GGBH&TD
		18.1	TransLink®: Ticket Vending Machine Integration	BART
		18.2	TransLink®: Golden Gate Ferry Terminal Fare Gates	Golden Gate Transit
		18.3	TransLink®: Ticket Vending Machine Integration	MTC
18	\$ 22,000	18.4	TransLink®: VTA/Caltrain Ticket Vending Machine Integration	SCVTA
		18.5	TransLink®: Consortium Information Management System (CIMS)	SCVTA
		18.6	TransLink®: MUNI	SFMTA
		18.7	TransLink® Reconciliation & Settlement Support	MTC
		19.1	Real-Time Transit: Emery Go Round Signage at MacArthur BART	MTC/City of Emeryville
		19.2	Real-Time Transit: Automatic Vehicle Locator	MTC/ Muni
		19.3	Real-Time Transit: Hastus Scheduling and Signage at Berkeley BART	MTC/ AC Transit
		19.4	Real-Time Transit: Technology Implementation and Signage	MTC/ Westcat
19	\$ 20,000	19.5	Real-Time Transit: AVL and Signage	MTC/ SamTrans
		19.6	Real-Time Transit: Signage at Dublin BART	MTC/ LAVTA
		19.7	Real-Time Transit: Completion of Technology and Signage	MTC/ VTA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
20	\$ 22,500	19.8	Real-Time Transit: Radio system and signage	MTC/ GGT
		19.9	Real-Time Transit: Miscellaneous	MTC
		20.1	Expansion of City CarShare	City Car Share
		20.2	Safe Routes to Transit	TALC
		20.3	Safe Routes to Transit: MacArthur BART Station Bicycle Access Study	City of Oakland
		20.4	Safe Routes to Transit: MacArthur BART Station Electronic Bicycle Lockers and Signage	BART
		20.5	Safe Routes to Transit: MacArthur Transit Hub Streetscape Improvement - Phase II	City of Oakland
		20.6	Safe Routes to Transit: Union Avenue/Suisun Train Station Enhancement Program	City of Fairfield
		20.7	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	City of Albany
		20.8	Safe Routes to Transit: El Cerrito/ Albany Ohlone Greenway Safety	El Cerrito
		20.9	Safe Routes to Transit: AC Transit Bicycle Parking Plan	AC Transit
		20.10	Safe Routes to Transit: AC Transit TransBay Expanded Bike Access	AC Transit
		20.11	Safe Routes to Transit: Balboa Park Station Intermodal Connections	SF DPT
		20.12	Safe Routes to Transit: Improved Bicycle Access to 16th BART Station	SF Muni
		20.13	Safe Routes to Transit: Market Street Safety Zone	SF Muni
		20.14	Safe Routes to Transit: Santa Clara Transit Center - Pedestrian/ Bike Crossing	VTA
		20.15	Safe Routes to Transit: Downtown Berkeley BART Bikestation	City of Berkeley
		20.16	Safe Routes to Transit: BART C2 Rail Car Reconfiguration	BART
		20.21	Safe Routes to Transit: Bailey Rd Transit Access Improvements	Pittsburg / Contra Costa County
		20.22	Safe Routes to Transit: Balboa Park-Ocean Ave Pedestrian/Bicycle Connections	SF MTA / BART
		20.23	Safe Routes to Transit: BART Electronic Bicycle Locker Gap Closure	BART
		20.24	Safe Routes to Transit: Bay Fair BART Station Area Improvement Plan	BART / San Leandro
		20.25	Safe Routes to Transit: Contra Costa Centre Pleasant Hill BART Shortcut Path and Wayfinding	Contra Costa County / BART
		20.26	Safe Routes to Transit: Mission and Geneva Pedestrian Improvements	SF MTA / SF DPW
		20.27	Safe Routes to Transit: Puerto Suello Hill Path	San Rafael
		20.28	Safe Routes to Transit: Richmond-Ohlone Greenway Gap Closure	Richmond / El Cerrito
		20.29	Safe Routes to Transit: Safe Routes to Ed Roberts Campus and Ashby BART	Berkeley / BART
		20.31	Safe Routes to Transit: 24th and Mission BART Station Improvement Area	SF MTA
		20.32	BART Bayfair Station Safety and Security Improvements	BART
		20.33	AC Transit Bicycle and Pedestrian Access Improvements	Berkeley
		20.35	Safe Routes to Transit: Glen Park Area Bicycle Project	SF MTA
		20.37	Safe Routes to Transit MacArthur BART Station Bicycle Access Project - Phase II	City of Oakland
		20.38	Market Street Multi-Modal Transportation Investments Study	SFMTA
		20.41	VTA Pilot Bike Sharing Project	VTA
21	\$ 33,801	21	BART Tube Seismic Retrofit	BART
22	\$ 150,000	22	Transbay Terminal/Downtown Caltrain Extension	Transbay JPA
23	\$ 115,199	23	Oakland Airport Connector	BART, Port of Oakland
24	\$ 65,000	24.1	Enhanced Bus (Telegraph Ave./ International Blvd.): Rolling Stock	AC Transit
		24.2	Enhanced Bus (Telegraph Ave./ International Blvd.): Uptown Transit Center	AC Transit
		24.3	Enhanced Bus (Telegraph Ave./ International Blvd.): Estudillo Pedestrian Plaza	AC Transit
		24.4	Enhanced Bus (Telegraph Ave./ International Blvd.): Signalization	AC Transit
		24.5	BRT	AC Transit
25	\$ 12,000	25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	WTA
26	\$ 12,000	26	Commute Ferry Service for Berkeley/Albany	WTA
27	\$ 12,000	27	Commute Ferry Service for South San Francisco	WTA
28	\$ 48,000	28.1	Water Transit Improvements - Environmental Review	WTA
		28.2	Spare Vessels	WTA
		28.3	Downtown Berthing Facility	WTA
29	\$ 22,000	29.1	Express Bus South - Purchase of Rolling Stock	AC Transit
		29.2	Express Bus South - SR 84 WB / Newark Blvd HOV ON-Ramp	Alameda County CMA
		29.3	Express Bus South - SR 84 WB HOV Lane Extension	Alameda County CMA
		29.4	Express Bus South - I-880 NB / Maritime Street HOV On-Ramp	Alameda County CMA
		29.5	Express Bus South - Ardenwood Blvd park and Ride Lot	Alameda County CMA
		29.6	Express Bus South - Reserve	Alameda County CMA
30	\$ 10,000	30	I-880 North Safety Improvements	Alameda County CMA
31	\$ 186,000	31.1	BART Warm Springs Extension - Grade Separation	City of Fremont
		31.2	BART Warm Springs Extension	BART
32	\$ 65,000	32.1	I-580 (Tri Valley) Rapid Transit Corridor Improvements	ACCMMA
		32.2	I-580/I-680 Interchange Modifications and WB I-580	ACCMMA

Regional Measure 2 - Capital Program Project List

Capital Project No.	RM2 Funding (\$1,000)	Deliv. Segment No.	Project Description	Sponsor/ Implementing Agency
33	\$ 6,500	33.1	High Speed Rail Ridership Forecast Study	MTC
		33.2	Transit Connectivity Plan	MTC
		33.3	Regional Rail Plan	MTC, Caltrain, BART, CHSRA
34	\$ 1,500	34.1	Integrated Fare Structure Program	TransLink® Consortium
		34.2	Clipper Period Pass Accumulator	SFMTA
35	\$ 5,000	35	Transit Commute Benefits Promotion	MTC
36	\$ 50,500	36.1	Caldecott Tunnel Improvements - Fourth Bore	CCTA
		36.2	Caldecott Tunnel Improvements - Transit Study	CCTA
37	\$ 24,000	37	Transit Capital Rehabilitation	BART
\$ 1,515,000				



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
175 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mta.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process

Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

SH:RR
Attachments

J:\COMMITTEE\Commission\2016 Commission Workshop\Commission Workshop December 2016\2_RM3 Warshop Memo.docx



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area’s seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it’s time for voters to consider a third regional measure for the Bay Area’s next generation of improvements.



New Benicia Bridge
Long backups on northbound Interstate 680 in Contra Costa County vanished after the 2007 opening of the new Benicia-Martinez Bridge.



Cordelia Truck Scales
The 2014 relocation of the Cordelia Truck Scales is a key piece in the \$100 million package of Regional Measure 2 projects to speed up traffic through Solano County.

Legend

- Regional Measure 1 Capital Project
- Regional Measure 2 Capital Project
- Regional Measure 2 Operational Project

RM1 & RM 2 projects.ai | 2.3.15



New Carquinez Bridge
Thousands of people turned out in late 2003 to celebrate the opening of the Al Zampa Bridge linking Solano and Contra Costa counties.



Caldecott Fourth Bore
Regional Measure 2 delivered \$45 million for the long-needed Caldecott Tunnel Fourth Bore project.



BART-OAK Connector
The 2014 completion of the BART connection to Oakland International Airport was made possible by more than \$140 million of Regional Measure 2 funding.



I-880/SR 92 Interchange
State Route 92 fell from the list of most congested Bay Area freeways following completion of a Regional Measure 1 project to replace its interchange with Interstate 880.

Third Street Light Rail

San Francisco’s T-Third light-rail project provided faster and more reliable connections between downtown and the city’s southeastern neighborhoods.



San Mateo Bridge Widening

The late Congressman Tom Lantos was on hand in 2003 to cut the ribbon for the newly widened San Mateo-Hayward Bridge.



BART Warm Springs Extension

BART’s Warm Springs extension project, the first part of the ongoing extension to San Jose, will be completed in the fall of 2015.



REGIONAL MEASURE 1	Amount (\$ millions)
New Benicia-Martinez Bridge	\$1,200
Carquinez Bridge Replacement	\$518
Richmond-San Rafael Bridge Rehabilitation	\$117
San Mateo-Hayward Bridge Widening	\$210
I-880/SR 92 Interchange Replacement	\$235
Bayfront Expressway Widening	\$36
Richmond Parkway	\$6
US 101/University Avenue Interchange Improvements	\$4

REGIONAL MEASURE 2	Amount (\$ millions)
Transbay Transit Center ¹	\$353
e-BART/Hwy 4 Widening ²	\$269
BART to Warm Springs ^{1,2}	\$304
BART Oakland Airport Connector ¹	\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹	\$123
SMART Rail	\$82
AC Transit Bus Rapid Transit ²	\$78
Transit Center Upgrades and New Buses (Regionwide)	\$65
I-580 HOV Lanes	\$53
Ferry Vessels ²	\$46
Caldecott Tunnel Fourth Bore	\$45
Transit Technology (Clipper®, 511®, Signals)	\$42
Contra Costa I-80 HOV Lanes	\$37
BART Tube Seismic Retrofit ²	\$34
San Francisco Third Street Light Rail	\$30
BART Central Contra Costa Crossover	\$25
Safe Routes to Transit Projects	\$23
Other Regional Projects	\$356
Transit Operations Support (Annual)	\$41

¹ Amount shown includes other toll revenue in addition to RM2
² Under construction



Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3 — Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate

²Average rate, based on 24 trips





Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

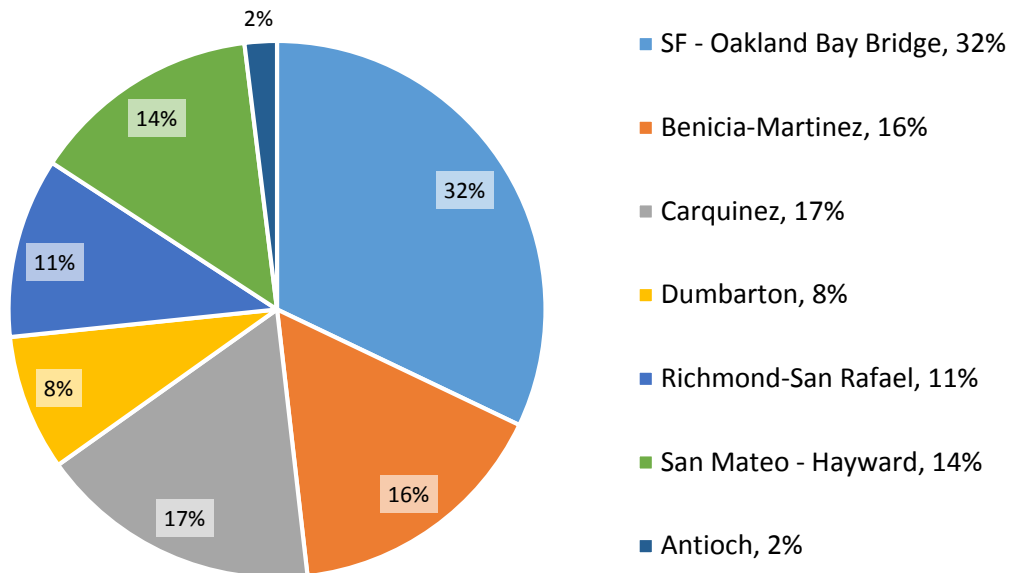
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

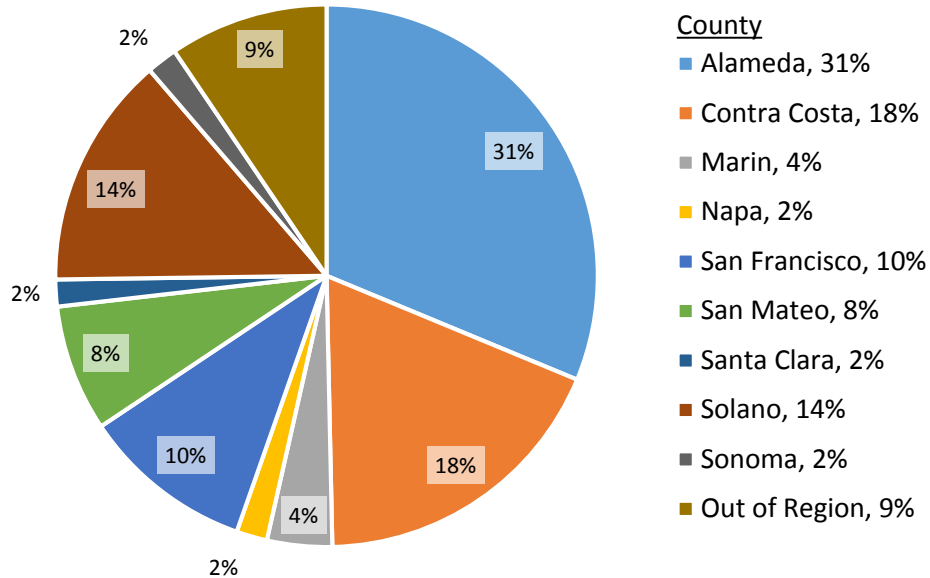


Share of Bridge Toll Revenue by Bridge



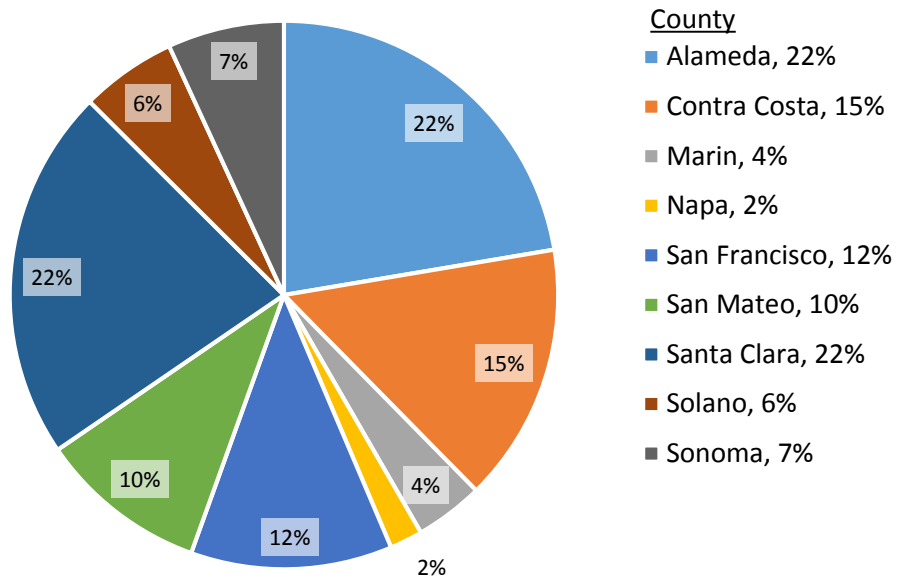
Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address

Share of Voters by County



Source: 2016 California Secretary of State Report of Registration (registered voters by county as of 10/24/2016)

Attachment C: Proposed **RM3 Project List for Submittal to MTC**

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain-ability	State of Good Repair	Demand Management	Freight	Resiliency	
1	I-680/State Route 4 Interchange Improvements – Phases 1, 2, and 3	Project will improve interchange in phases as follows: Phase 1: Freeway to Freeway connectors for NB I-680 to WB SR-4 Phase 2: EB SR-4 to SB I-680 connector and improvements to the SR-4 interchange at Pacheco Boulevard. Phase 3: Widen SR-4 between Morello Avenue in Martinez and SR-242 in Concord, and replace Grayson Creek Bridge	\$292	\$57	\$235	x	x		x		x		STIP: 5.1 Measure C: 17.3, Measure J: 35.0
2	I-80/San Pablo Dam Road (SPDR) Interchange Improvements – Phase 2	Replace SPDR Interchange at I-80 and modify McBryde Avenue and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road.	\$80	\$16	\$64	x	x		x		x		STMP: 6.4, STIP: 9.2
3	SR-4 Integrated Corridor Management (ICM)	SR-4 from I-80 to SR-160: project includes adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, and connected vehicle applications	\$15	\$0	\$15	x	x			x			
4	SR-4 Operational Improvements - Initial Phase	Various operational improvements along SR-4 between I-680 and Bailey Road, including additions of mixed flow lanes, High Occupancy Vehicles (HOV) lanes and auxiliary lanes.	\$144	\$5	\$139	x	x						Measure J
5	I-680 Forward*	Implementation of seven strategies for I-680 including improving efficiency of bus service (e.g. increased service, bus on shoulders, expanded park and ride lots), providing first/last mile connections, innovative operational strategies (e.g. ramp metering, decision support system, integrated corridor management), cooling hot spots (e.g. addition of auxiliary lanes), completing carpool/express lanes, and preparing corridor for Connected Vehicles/Automated Vehicles.	\$233	\$23	\$210	x	x	x		x	x		Measure J I-680 Reserve
6	Vasco-Byron Highway Connector	Replace/upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. (\$40 million was included in PBA 2040)	\$87	\$0	\$87	x	x				x		
7	West Contra Costa High Capacity Transit	Study is underway to evaluate options for major transit investments along I-80 corridor in Contra Costa. Conceptual alternatives currently being evaluated include express bus on I-80, arterial-based bus rapid transit (BRT) on San Pablo Avenue and 23rd Street, short- and mid-term improvements on UPRR commuter rail, and a BART extension from Richmond. Funding request is for project development. Cost estimates being developed but initial review shows a range from \$179 million to \$4.1 billion. Cost shown is for least expensive alternative. (\$15 million was included in PBA 2040 for project development)	\$179	\$0	\$179	x	x	x					

No	Project Name	Description	Cost in PBA2040 (millions)	Funding Available (millions)	Funding Needed [RM3 Request] (millions)	MTC Draft Principles							Sources of Available Funds (millions)
						Bridge Nexus	Regional Prosperity	Sustain- ability	State of Good Repair	Demand Management	Freight	Resiliency	
8	Hercules Intermodal Transit Center	Remaining phases includes track and signal work, fuel and optic lines relocations, transit loop, promenade and civil plaza, landside improvements, bay trail segments.	\$97	\$21	\$76	x	x	x			x		Measure J (various): 8.8, Local: 5.1, STIP: 3.9, OBAG: 2.6, Earmark: 0.7
9	Brentwood Transit Center	Develop a transit center in the City of Brentwood. <i>(\$12 million included in draft PBA 2040)</i>	\$52	\$0	\$52	x	x	x					
10	Ferry Operations and Landside Improvements	Provide funding for ferry operations and landside improvements in Contra Costa.	\$123	\$53	\$70	x	x	x				x	Measure J
11	Pedestrian and Bicycle Projects	Various pedestrian and bicycle improvements aimed to provide access to transit and improve regional trails along bridge corridors as well as improvements to facilitate transit oriented developments	\$162	\$0	\$162	x	x	x					
12	Innovative Transportation Technologies	Deploy new technologies to improve traffic conditions along bridge corridors and prepare for Autonomous Vehicle/Connected Vehicles	\$53	\$0	\$53	x	x			x	x		
Subtotal			\$1,517	\$175	\$1,342								

*Combines following projects in PBA: I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd, I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots, and I-680 Northbound HOV lane extension between N. Main and SR-242.



Current Version: 07/03/17 - Amended Assembly

Compared to Version:

05/26/17 - Amended Senate ▼

[Compare Versions](#)**SECTION 1.** The Legislature finds and declares all of the following:

(a) The San Francisco Bay area's strong economy and growing population are placing a tremendous burden on its aging transportation infrastructure. Between 2010 and 2040, the population is forecasted to grow by 2.3 million, while the number of jobs are projected to grow by 1.3 million.

(b) Traffic congestion on the region's seven state-owned toll bridges degrades the bay area's quality of life, impairs its economy, and shows no signs of abating. Between 2010 and 2015, combined volumes on the region's seven state-owned toll bridges grew by 11 percent, while volumes on just the Dumbarton Bridge, the Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge grew by 20 percent.

(c) In 2015, five of the region's top 10 worst congested roadways were in the South Bay (San Mateo or Santa Clara Counties).

(d) In the San Francisco-Oakland Bay Bridge corridor from Hercules to San Francisco, weekday traffic speeds average less than 35 mph from 5:35 a.m. until 7:50 p.m.

(e) Weekday congestion on the west approach to the San Francisco-Oakland Bay Bridge in the eastbound direction typically begins before 1 p.m. and continues until 9:30 p.m.

(f) Weekday northbound traffic congestion on State Highway Route 101 from Novato to Petaluma begins by 3 p.m. and typically lasts over three hours.

(g) Daily peak-hour traffic on State Highway Route 37 between Marin and Solano Counties jumped over 40 percent from 2010 to 2015.

(h) The region's only rail link across San Francisco Bay, the Bay Area Rapid Transit District (BART), is 44 years old and faces multibillion-dollar capital funding shortfalls to accommodate growing ridership and achieve a state of good repair. Meanwhile, BART ridership is at record levels, exceeding 128 million in fiscal year 2016, a 27-percent increase from fiscal year 2010.

(i) Annual ridership on ferries from Alameda, Oakland, and Vallejo to San Francisco and South San Francisco more than doubled between 2010 and 2016, from 1.1 million to 2.5 million.

(j) Ridership on the weekday transbay bus service provided by the Alameda-Contra Costa Transit District rose 33 percent between 2012 and 2016.

(k) Truck traffic in and out of the Port of Oakland grew by 33 percent since 2000 and contributes to worsening congestion on the region's bridges and roadways. An estimated 99 percent of the containerized goods moving through northern California are loaded or discharged at the port.

(l) The last time bay area voters had the opportunity to approve new funding for improvements in the bridge corridors was in 2004, when voters approved Regional Measure 2, a \$1 toll increase.

(m) To improve the quality of life and sustain the economy of the San Francisco Bay area, it is the intent of the Legislature to require the Metropolitan Transportation Commission to place on the ballot a measure authorizing the voters to approve an expenditure plan to improve mobility and enhance travel options on the bridges and bridge corridors to be paid for by an increase in the toll rate on the seven state-owned bridges within its jurisdiction.

~~SEC. 3. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.~~ It is the intent of the Legislature to authorize or create a transportation inspector general to conduct audits and investigations of activities involving any toll revenues generated pursuant to the regional measure described in Section 30923 of the Streets and Highways Code, if the voters approve that measure.

SEC. 3. Section 30102.5 of the Streets and Highways Code is amended to read:

30102.5. Consistent with Section 30918, the Bay Area Toll Authority shall fix the rates of the toll charge, except as provided in Sections 30921 and 30923, and may grant reduced-rate and toll-free passage on the state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission.

SEC. 4. Section 30891 of the Streets and Highways Code is amended to read:

30891. The commission may retain, for its cost in administering this article, an amount not to exceed one-quarter of 1 percent of the revenues allocated by it pursuant to Section 30892 and of the revenues allocated by it pursuant to Sections 30913, 30914, and 30914.7.

SEC. 5. Section 30911 of the Streets and Highways Code is amended to read:

30911. (a) The authority shall control and maintain the Bay Area Toll Account and other subaccounts it deems necessary and appropriate to document toll revenue and operating expenditures in accordance with generally accepted accounting principles.

(b) (1) After the requirements of any bond resolution or indenture of the authority for any outstanding revenue bonds have been met, the authority shall transfer on a regularly scheduled basis as set forth in the authority's annual budget resolution, the revenues defined in subdivision (b) of Sections 30913, 30914, and 30914.7 to the commission. The funds transferred are continuously appropriated to the commission to expend for the purposes specified in subdivision (b) of Sections 30913, 30914, and 30914.7.

(2) For the purposes of paragraph (1), the revenues defined in subdivision (b) of Section 30913 and subdivision (a) of Section 30914 include all revenues accruing since January 1, 1989.

SEC. 6. Section 30914.7 is added to the Streets and Highways Code, to read:

30914.7. (a) If the voters approve a toll increase pursuant to Section 30923, the authority shall, consistent with the provisions of subdivisions (b) and (c), fund the projects and programs described in this subdivision that shall collectively be known as the Regional Measure 3 expenditure plan by bonding or transfers to the Metropolitan Transportation Commission. These projects and programs have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, from toll revenues of all bridges:

(b) (1) Not more than ____ percent of the revenues generated from the toll increase shall be made available annually for the purpose of providing operating assistance for transit services as set forth in the authority's annual budget resolution. The funds shall be made available to the provider of the transit services subject to the performance measures described in paragraph (2). If the funds cannot be obligated for operating assistance consistent with the performance measures, these funds shall be obligated for other operations consistent with this chapter.

(2) Prior to the allocation of revenue for transit operating assistance under paragraph (1), the Metropolitan Transportation Commission shall:

(A) Adopt performance measures related to fare-box recovery, ridership, or other indicators, as appropriate. The performance measures shall be developed in consultation with the affected project sponsors.

(B) Execute an operating agreement with the sponsor of the project. This agreement shall include, but is not limited to, an operating plan that is consistent with the adopted performance measures. The agreement shall include a schedule of projected fare revenues and any other operating funding that will be dedicated to the service. For any individual project sponsor, this operating agreement may include additional requirements, as determined by the commission.

(C) In an operating agreement executed pursuant to subparagraph (B), the Metropolitan Transportation Commission shall grant a project sponsor at least five years to establish new or enhanced service. The

Metropolitan Transportation Commission shall use a ridership forecast as the basis for performance measures adopted pursuant to subparagraph (A) and to establish performance measures in following years. If transit service does not achieve the performance targets within the timeframe granted to the project sponsor, the project sponsor shall notify the Metropolitan Transportation Commission, agree to a new timeframe determined by the commission to achieve the performance targets, and take needed steps to remedy the transit service to meet the performance standards. The Metropolitan Transportation Commission may take action to redirect funding to alternative project sponsors if the performance targets are not met within the new timeframe.

(c) (1) For all projects authorized under subdivision (a), the project sponsor shall submit an initial project report to the Metropolitan Transportation Commission before July 1, _____. This report shall include all information required to describe the project in detail, including the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, and a summary of any impediments to the completion of the project. This report, or an updated report, shall include a detailed financial plan and shall notify the commission if the project sponsor will request toll revenue within the subsequent 12 months. The project sponsor shall update this report as needed or requested by the commission. No funds shall be allocated by the commission for any project authorized by subdivision (a) until the project sponsor submits the initial project report, and the report is reviewed and approved by the commission.

(2) If multiple project sponsors are listed for projects listed in subdivision (a), the commission shall identify a lead sponsor in coordination with all identified sponsors, for purposes of allocating funds. For any projects authorized under subdivision (a), the commission shall have the option of requiring a memorandum of understanding between itself and the project sponsor or sponsors that shall include any specific requirements that must be met prior to the allocation of funds provided under subdivision (a).

(d) If the voters approve a toll increase pursuant to Section 30923, the authority shall within 24 months of the election date include the projects in a long-range plan. The authority shall update its long-range plan as required to maintain its viability as a strategic plan for funding projects authorized by this section. The authority shall, by January 1, 2020, submit its updated long-range plan to the transportation policy committee of each house of the Legislature for review.

SEC. 7. Section 30915 of the Streets and Highways Code is amended to read:

30915. With respect to all construction and improvement projects specified in Sections 30913, 30914, and 30914.7, project sponsors and the department shall seek funding from all other potential sources, including, but not limited to, the State Highway Account and federal matching funds. The project sponsors and department shall report to the authority concerning the funds obtained under this section.

SEC. 8. Section 30916 of the Streets and Highways Code is amended to read:

30916. (a) The base toll rate for vehicles crossing the state-owned toll bridges within the geographic jurisdiction of the commission as of January 1, 2003, is as follows:

Number of Axles	Toll
Two axles	\$ 1.00
Three axles	3.00
Four axles	5.25
Five axles	8.25
Six axles	9.00
Seven axles & more	10.50

(b) If the voters approve a toll increase, pursuant to Section 30921, commencing July 1, 2004, the base toll rate for vehicles crossing the bridges described in subdivision (a) is as follows:

Number of axles	Toll
Two axles	\$ 2.00
Three axles	4.00
Four axles	6.25
Five axles	9.25

Six axles	10.00
Seven axles & more	11.50

(c) If the voters approve a toll increase, pursuant to Section 30923, the authority shall increase the base toll rate for vehicles crossing the bridges described in subdivision (a) by the amount approved by the voters pursuant to Section 30923. The authority may, beginning January 1, 2019, phase in the toll increase over a period of time and may adjust the toll increase for inflation based on the California Consumer Price Index after the toll increase has been phased in completely.

(d) The authority shall increase the amount of the toll only if required to meet its obligations on any bonds or to satisfy its covenants under any bond resolution or indenture. The authority shall hold a public hearing before adopting a toll schedule reflecting the increased toll charge.

(e) Nothing in this section shall be construed to prohibit the adoption of either a discounted commute rate for two-axle vehicles or of special provisions for high-occupancy vehicles under terms and conditions prescribed by the authority in consultation with the department.

SEC. 9. Section 30918 of the Streets and Highways Code is amended to read:

30918. (a) It is the intention of the Legislature to maintain tolls on all of the bridges specified in Section 30910 at rates sufficient to meet any obligation to the holders of bonds secured by the bridge toll revenues. The authority shall retain authority to set the toll schedule as may be necessary to meet those bond obligations. The authority shall provide at least 30 days' notice to the transportation policy committee of each house of the Legislature and shall hold a public hearing before adopting a toll schedule reflecting the increased toll rate.

(b) The authority shall increase the toll rates specified in the adopted toll schedule in order to meet its obligations and covenants under any bond resolution or indenture of the authority for any outstanding toll bridge revenue bonds issued by the authority and the requirements of any constituent instruments defining the rights of holders of related obligations of the authority entered into pursuant to Section 5922 of the Government Code and, notwithstanding Section 30887 or subdivision (d) of Section 30916 of this code, or any other law, may increase the toll rates specified in the adopted toll schedule to provide funds for the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of the state-owned toll bridges specified in Section 30910 of this code, to provide funding to meet the requirements of Sections 30884 and 30911 of this code, and to provide funding to meet the requirements of voter-approved regional measures pursuant to Sections 30914 and 30921 of this code.

(c) The authority's toll structure for the state-owned toll bridges specified in Section 30910 may vary from bridge to bridge and may include discounts for vehicles classified by the authority as high-occupancy vehicles, notwithstanding any other law.

(d) If the authority establishes high-occupancy vehicle lane fee discounts or access for vehicles classified by the authority as high-occupancy vehicles for any bridge, the authority shall collaborate with the department to reach agreement on how the occupancy requirements shall apply on each segment of highway that connects with that bridge.

(e) All tolls referred to in this section and Sections 30916, 31010, and 31011 may be treated by the authority as a single revenue source for accounting and administrative purposes and for the purposes of any bond indenture or resolution and any agreement entered into pursuant to Section 5922 of the Government Code.

(f) It is the intent of the Legislature that the authority should consider the needs and requirements of both its electronic and cash-paying customers when it designates toll payment options at the toll plazas for the toll bridges under its jurisdiction.

SEC. 10. Section 30920 of the Streets and Highways Code is amended to read:

30920. The authority may issue toll bridge revenue bonds to finance any or all of the projects, including those specified in Sections 30913, 30914, and 30914.7, if the issuance of the bonds does not adversely affect the minimum amount of toll revenue proceeds designated in Section 30913 and in paragraph (4) of subdivision (a) of, and subdivision (b) of, Section 30914 for rail extension and improvement projects and transit projects to reduce vehicular traffic. A determination of the authority that a specific project or projects shall have no adverse effect will be binding and conclusive in all respects.

SEC. 11. Section 30922 of the Streets and Highways Code is amended to read:

30922. Any action or proceeding to contest, question, or deny the validity of a toll increase provided for in this chapter, the financing of the transportation program contemplated by this chapter, the issuance of any bonds secured by those tolls, or any of the proceedings in relation thereto, shall be commenced within 60 days from the date of the election at which the toll increase is approved. After that date, the financing of the program, the issuance of the bonds, and all proceedings in relation thereto, including the adoption, approval, and collection of the toll increase, shall be held valid and incontestable in every respect.

SEC. ~~2~~ 12. Section 30923 is added to the Streets and Highways Code, to read:

30923. (a) For purposes of the special election to be conducted pursuant to this section, the authority shall select an amount of the proposed increase in the toll rate, not to exceed three dollars (\$3), for vehicles crossing the bridges described in Section 30910 to be placed on the ballot for approval by the voters.

~~(a)~~ (b) The toll rate for vehicles crossing the bridges described in Section 30910 shall not be increased to the ~~_____ rate~~ rate described in subdivision (c) of Section 30916 prior to the availability of the results of a special election to be held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine whether the residents of those counties and of the City and County of San Francisco approve the toll increase.

~~(b)~~ (c) The revenue derived from the toll increase shall be used to meet all funding obligations associated with ~~_____ projects and programs.~~ programs described in Section 30914.7. To the extent additional toll funds are available from the toll increase, the authority may use them for bridge rehabilitation and for projects and programs aimed at reducing congestion and improving travel options in the bridge corridors.

~~(c)~~ (d) (1) Notwithstanding any provision of the Elections Code, the Board of Supervisors of the City and County of San Francisco and of each of the counties described in subdivision ~~(a)~~ (b) shall call a special election to be conducted in the City and County of San Francisco and in each of the counties that shall be consolidated with the November ~~_____~~ 6, 2018, general election.

(2) The following question shall be submitted to the voters as Regional Measure 3 and stated separately in the ballot from state and local measures: "Shall voters authorize the Regional Measure 3 expenditure plan that does the following:

(A) Directs revenues generated through the collection of bridge tolls to provide the following projects:

(B) Approves a _____ toll increase and authorizes the Bay Area Toll Authority, beginning January 1, 2019, to phase in the toll increase and to adjust that amount for inflation after the toll increase has been phased in completely, on all toll bridges in the bay area, except the Golden Gate Bridge?"

(3) The blank provision in the portion of the ballot question described in subparagraph (B) of paragraph (2) shall be filled in with the amount of the toll increase selected pursuant to subdivision (a).

~~(d)~~ (e) The ballot pamphlet for the special election shall include a ~~detailed description~~ summary of the Regional Measure 3 expenditure plan ~~detailing regarding~~ the eligible projects ~~to be funded~~ and programs to be funded pursuant to Section 30914.7. The Metropolitan Transportation Commission shall prepare a summary of the Regional Measure 3 expenditure plan.

~~(e)~~ (f) The county clerks shall report the results of the special election to the authority. If a majority of all voters voting on the question at the special election vote affirmatively, the authority ~~shall adopt~~ may phase in the increased toll schedule ~~to be effective _____~~ beginning January 1, 2019, consistent with subdivision (c) of Section 30916.

(g) If a majority of all the voters voting on the question at the special election do not approve the toll increase, the authority may by resolution resubmit the measure to the voters at a subsequent general election. If a majority of all of the voters vote affirmatively on the measure, the authority may adopt the toll increase and establish its effective date and establish the completion dates for all reports and studies required by Sections 30914.7 and 30950.3.

(h) (1) Each county and city and county shall share translation services for the ballot pamphlet and shall provide the authority a certified invoice that details the incremental cost of including the measure on the ballot, as well as the total costs associated with the election.

~~(f)~~ (2) The authority shall reimburse each county and city and county participating in the election for the incremental cost of submitting the measure to the voters. These costs shall be reimbursed from revenues derived from the tolls if the measure is approved by the voters, or, if the measure is not approved, from any bridge toll revenues administered by the authority.

(i) If the voters approve a toll increase pursuant to this section, the authority shall establish an independent oversight committee no later than January 1, 2020, to ensure that any toll revenues generated pursuant to this section are expended consistent with the applicable requirements set forth in Section 30914.7. The oversight committee shall include two representatives from each county within the jurisdiction of the commission. Each representative shall be appointed by the applicable county board of supervisors and serve a four-year term and shall be limited to two terms. The oversight committee shall annually review the expenditure of funds by the authority for the projects and programs specified in Section 30914.7 and prepare a report summarizing its findings. The oversight committee may request any documents from the authority to assist the committee in performing its functions.

(j) If voters approve a toll increase pursuant to this section, the authority shall annually prepare a report to the Legislature, in conformance with Section 9795 of the Government Code, on the status of the projects and programs funded pursuant to Section 30914.7.

(k) Except as provided in subdivision (c) of Section 30916 and Section 30918, the toll rates contained in a toll schedule adopted by the authority pursuant to this section shall not be changed without statutory authorization by the Legislature.

SEC. 13. Section 30950.3 of the Streets and Highways Code is amended to read:

30950.3. (a) The authority shall prepare, adopt, and from time to time revise, a long-range plan for the completion of all projects within its jurisdiction, including those of the Regional Traffic Relief Plan described in subdivision (c) of Section 30914 and the Regional Measure 3 expenditure plan described in subdivision (a) of Section 30914.7.

(b) The authority shall give first priority to projects and expenditures that are deemed necessary by the department to preserve and protect the bridge structures.

SEC. 14. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

THIRD READING

Bill No: SB 595
Author: Beall (D)
Amended: 5/26/17
Vote: 21

SENATE TRANS. & HOUSING COMMITTEE: 9-3, 4/25/17
AYES: Beall, Allen, Atkins, McGuire, Mendoza, Roth, Skinner, Wieckowski,
Wiener
NOES: Bates, Gaines, Morrell
NO VOTE RECORDED: Cannella

SENATE APPROPRIATIONS COMMITTEE: 5-2, 5/25/17
AYES: Lara, Beall, Bradford, Hill, Wiener
NOES: Bates, Nielsen

SUBJECT: Metropolitan Transportation Commission: toll bridge revenues

SOURCE: Author

DIGEST: This bill requires the City and County of San Francisco and the other eight Bay Area counties to conduct a special election to increase the toll rate charged on state-owned bridges within the region, as specified.

ANALYSIS:

Existing law:

- 1) Creates the Metropolitan Transportation Commission (MTC) as a regional agency in the nine county Bay Area with comprehensive regional transportation planning and other related responsibilities.
- 2) Creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes BATA responsible for the

programming, administration, and allocation of toll revenues from the state-owned toll bridges in the Bay Area.

- 3) Authorizes BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the Bay Area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures.
- 4) Provided for submission of two regional measures to the voters of seven Bay Area counties in 1988 and 2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.
- 5) Identifies the seven state-owned bridges within MTC's geographic jurisdiction as:
 - a) Antioch Bridge.
 - b) Benicia-Martinez Bridge.
 - c) Carquinez Bridge.
 - d) Dumbarton Bridge.
 - e) Richmond-San Rafael Bridge.
 - f) San Mateo-Hayward Bridge.
 - g) San Francisco-Oakland Bay Bridge.

This bill:

- 1) Makes legislative findings and declarations regarding Bay Area traffic congestion and the associated economic and quality of life impacts.
- 2) Provides that an unspecified toll rate shall not be increased on the seven Bay Area state owned bridges until the rate increase is voter-approved via a special election that is held by the nine Bay Area counties.

- 3) Provides that the revenues derived from the voter-approved toll increase are to be used to meet the funding obligations associated with an unspecified number of projects and transportation programs.
- 4) Provides, further, that any toll revenue from the voter-approved toll increase available after meeting the abovementioned funding obligations may be used for bridge rehabilitation and projects targeted at reducing vehicle congestion and improving mobility options for bridge corridors.
- 5) Requires the nine Bay Area counties to call a special election for the proposed toll increase to occur during an unspecified general election.
- 6) Requires BATA to reimburse each county and city and county participating in the special election, as specified.

Comments

- 1) *Author's statement.* According to the author, "transportation infrastructure is key to supporting the San Francisco Bay Area's strong economy and maintaining California's leadership in high-tech and high-paying jobs. Traffic congestion on the region's freeways, overcrowding on BART, Caltrain, ferries and buses in the toll bridge corridors is eroding the Bay Area's quality of life, access to jobs, cultural and educational opportunities, and undermining job creation and retention. The traffic chokepoints are especially acute in the corridors of the seven state-owned toll bridges that are critical east-west and north-south arteries that bind the Bay Area together."
- 2) *SB 1.* Recently passed by the Legislature, SB 1 (Beall, Chapter 5, Statutes of 2017) is a transportation funding package projected to bring in \$5.2 billion annually for road rehabilitation, transit improvement, and trade corridor enhancement projects. The historic passage of this transportation funding package was in response to the clear message that the state's roads and highways and transit systems are in dire need of significant improvements and rehabilitation. This past winter season's storms exacerbated this need by requiring the State Department of Transportation (Caltrans) to issue over \$800 million in emergency contracts for road repair.

Despite this new wave of transportation funding, the need is great. The last time transportation revenues were increased statewide was in 1994 and the last time Bay Area bridge tolls increased for specific improvement projects was in

2004. At the same time, over the last decade. The Bay Area has experienced significant increases in traffic volumes and population growth due to the economic boom associated with the tech industry. As a result the author notes, while “SB 1 will address the state’s *aging* pains, SB 595 will address the Bay Area’s *growing* pains.”

- 3) *RM1 and RM2*. Regional Measures 1 and 2 (RM 1 and RM 2) received voter approval in 1988 and 2004 respectively. The most recent measure, enacted in 2003, RM 2 (SB 916, Perata, Chapter 715, Statutes of 2003) proposed to levy a \$1 toll increase to fund transit and roadway improvements in the bridge corridors. Specifically, RM 2 established a regional traffic relief plan to help finance highway, transit, bicycle and pedestrian projects in the bridge corridors and to provide operating funds for key transit services. RM 2 toll revenues have been allocated to a variety of bridge corridor projects including the construction of Interstate 580 high-occupancy vehicle lanes (HOV), Interstate 80 HOV lane construction in Contra Costa County, and also to support Bay Area transit. Both RM 1 and 2 toll charges are levied in perpetuity.

RM 3 proponents assert that with RM 1 and 2 projects either completed or under construction, it’s time for voters to consider a third regional measure for the Bay Area’s next generation of improvements.

- 4) *What are toll rates today?* Under the existing tolling structure, a motorist traveling over one of the seven Bay Area bridges typically pays \$5. The Bay Bridge’s tolling structure slightly varies due to a congestion pricing where a motorist will pay between \$4-\$6 depending on peak/non-peak travel times. Below is a breakdown of how each dollar is used:
- a) First Dollar — bridge operations and maintenance, RM 1 projects, transit capital and transit operations
 - b) Second Dollar — original toll bridge seismic retrofit program
 - c) Third Dollar — RM 2 investments
 - d) Fourth Dollar — toll bridge seismic retrofit program
 - e) Fifth Dollar — addition of Antioch and Dumbarton bridges to toll bridge seismic retrofit program

- 5) *Work in progress.* This bill sets up the statutory framework for RM 3 in a similar manner as was established in RM 2. However, this proposal remains a work in progress. This bill does not identify the proposed toll increase or the number of projects and/or programs that will qualify for funding with the new toll revenue if approved. Additionally, this bill does not specify which general election the RM 3 proposal would be placed on the ballot. As Bay Area stakeholders continue to work with the author to craft a toll levy and expenditure plan that sufficiently meets the Bay Area's transportation needs, the author notes these provisions will ultimately be included into the bill.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

According to the Senate Appropriations Committee:

- 1) Unknown one-time local costs, likely in excess of \$1 million, for the nine Bay Area counties to hold a special election for the toll increase that will be consolidated with an unspecified November general election. These costs must be reimbursed by the Bay Area Toll Authority and are not state-reimbursable because the costs must be covered from existing or proposed toll revenues. (Bay Area Toll Account)
- 2) Unknown revenue gains as a result of the toll increase, to the extent the proposal is approved by Bay Area voters. Staff notes that the amount of the proposed toll increase is currently unspecified, but each dollar of tolls raises an estimated \$127 million in annual revenues. (Bay Area Toll Account)

SUPPORT: (Verified 5/25/17)

Metropolitan Transportation Commission

OPPOSITION: (Verified 5/25/17)

None received

Prepared by: Manny Leon / T. & H. / (916) 651-4121
5/27/17 16:39:16

**** END ****

Poll: Voters support \$3 bridge toll hike to ease traffic gridlock



Traffic moves slowly along Southbound Highway 101 at the Marinwood exit during the morning commute in San Rafael, Calif. (IJ archive photo/Alan Dep)

By **ERIN BALDASSARI** | ebaldassari@bayareanewsgroup.com | Bay Area News Group

PUBLISHED: July 3, 2017 at 3:08 pm | UPDATED: July 3, 2017 at 3:13 pm

With constant gridlock turning freeways into parking lots, BART trains packed to the gills and mounting concerns about how to accommodate continued growth in the region, more than half of prospective voters said they'd be willing to pay up to \$3 more in bridge tolls to ease congestion, according to a [new poll](#).

Commissioned by the region's two largest business boosters, the Bay Area Council and Silicon Valley Leadership Group, along with the transportation policy think-tank, SPUR, the poll surveyed more than 9,000 residents, 85 percent of whom said they felt traffic is worse this year than it was last year. Roughly three quarters, or 74 percent, said they'd be willing to pay more to cross the Bay Area's [seven state-owned bridges](#) if that money is invested in "big regional projects" that ease traffic and improve mass transit.

But it's unclear just how much people would actually be willing to pay.

ADVERTISING

More than half of the poll's respondents, or 56 percent, said they would "probably" or "definitely" be willing to pay for gradually increasing tolls that rise to \$3 in 2022. That would raise about \$5 billion over 25 years, if the first hike went into effect on July 1 next year. Just three percent more people, or 59 percent total, said they'd support a smaller toll hike of \$2, according to the poll results.

It costs \$5 to cross every bridge in the Bay Area, except the Golden Gate Bridge, which is not part of this proposal, and the Bay Bridge, which costs between \$4-\$6 depending on the time and day.

Money from the increased tolls could be used on a wide range of projects, such as expanded ferry service, buying 300 more BART cars to allow the agency to run longer trains, increasing the number of freeway carpool and express lanes, beefing up express bus services, extending BART to San Jose and other improvements. Lawmakers are expected to draft a list of proposed projects before the measure goes out to voters.

The proposed funding would be in addition to [several taxes voters approved](#) last November, including BART's \$3.5 billion bond measure, the AC Transit parcel tax and Santa Clara Valley Transportation Authority's transportation sales tax. It also comes on the heels of the recently-passed SB1, a [gas tax and transportation funding](#) bill lawmakers approved earlier this year.

Those measures, with the exception of the Santa Clara sales tax, were focused on repairing and maintaining an aging system, said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission, which oversees the distribution of bridge toll monies. Money from the proposed toll increase would primarily be focused on new construction or projects to increase capacity along bridge corridors.

He likened the difference to "aging pains" and "growing pains."

"A lot of people are deeply, deeply frustrated by having to be in traffic all the time," Rentschler said. "The focus here is on congestion relief along the bridge corridors. It's not trying to rehab every local street."

And big transportation projects are expensive, often requiring multiple funding sources, said Carl Guardino, president and CEO of the Silicon Valley Leadership Group. It doesn't help that for the past four decades, the federal and state governments have not adequately funded transportation improvements, he said.

"When you starve something for decades, it takes more than one meal or more than one bite to make it healthy again," Guardino said. "It's the same with people, and it's the same with transportation infrastructure."

In the past, bridge toll funds have gone to support myriad projects. Regional Measure 2, which voters approved in 2004, helped fund the fourth bore of the Caldecott Tunnel; BART's extension to Warm Springs, Antioch and the Oakland airport connector; light rail in San Francisco; high-occupancy vehicle lanes on Interstate 580 and Interstate 80; improvements to Clipper cards and much more. That was the first time tolls had been raised since 1988, when voters approved Regional Measure 1.

"It seems like every 12 to 14 years, we take a crack at this," Rentschler said. "It's not an everyday thing."

The proposed measure is slated to go before voters in June or November next year. It needs a simple majority across the nine-county Bay Area to be approved.

Tags: [BART](#), [Bay Bridge](#), [Caltrain](#), [Interstate 580](#), [Interstate 680](#), [Interstate 880](#), [Regional](#), [Traffic](#), [Transit](#), [Transportation](#)

Bay Area voters may be asked to OK bridge toll hike of up to \$3

By Matier & Ross | July 2, 2017

20

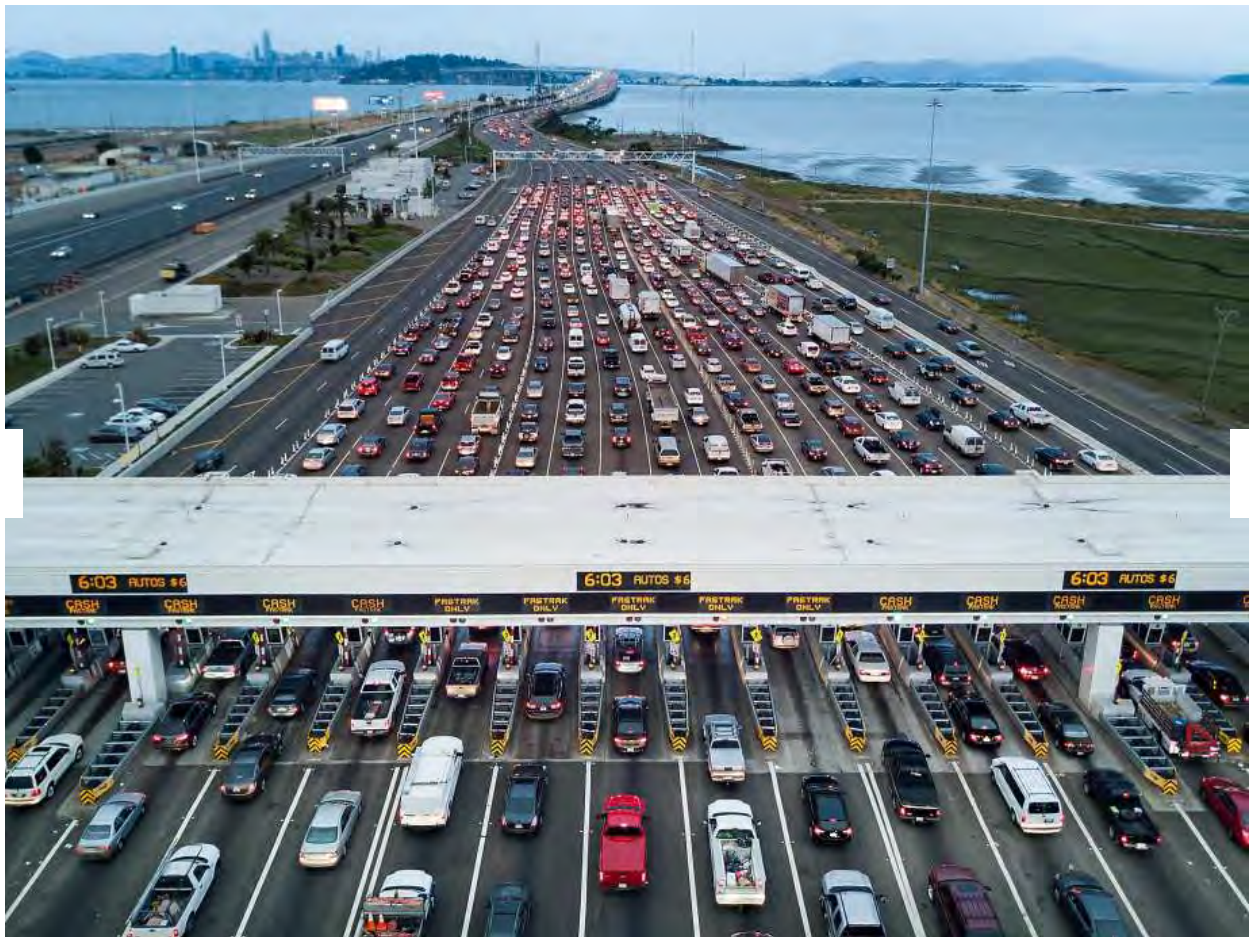


Photo: Noah Berger, Special To The Chronicle

IMAGE 1 OF 2

Traffic streams through the Bay Bridge toll plaza, where an increase could peg the toll at \$9.

Lawmakers, business leaders and staffers at the Metropolitan Transportation Commission have been quietly meeting at the state Capitol in an effort to draw up a proposal for a toll increase of \$2 to \$3 on the Bay Area's seven state-run bridges.

The goal is to have the measure in front of voters either in next year's June primary election or on the November general election ballot.

Money from the toll increase — an estimated \$125 million a year — would pay for a number of projects intended to ease traffic congestion. Those could include funding for 300 new BART cars, something that would allow the transit agency to run more trains; construction of more high-occupancy vehicle lanes on Interstates 80, 680 and 880, plus Highway 101; expanded ferry systems and more express buses; BART service to San Jose; and the growing cost of the new Transbay Transit Center in San Francisco.

“We want to make sure that the projects will have a positive impact on traffic,” said Carl Guardino, president of the Silicon Valley Leadership Group, which is among those talking in Sacramento about a possible toll increase.

The increase could bring tolls on state-run spans to as much as \$9 on the Bay Bridge, which has congestion pricing, and \$8 on other bridges. The exact proposal hasn't been set, but one idea under discussion is to raise tolls by \$2 and set an automatic increase in future years that would be tied to inflation.

The only bridge exempt from the increase would be the Golden Gate, which is run by its own transit district. **Tolls there** top out at \$7.75.

Two of the biggest players pushing for the toll increase are the Silicon Valley Leadership Group — whose members include such tech titans as Genentech, Facebook and Google — and the Bay Area Council, which represents some of the region's biggest employers, including Kaiser Foundation Hospitals, Pacific Gas and Electric Co. and UCSF.

A poll of Bay Area voters that the two business groups commissioned showed that 59 percent of those surveyed would support a \$2 toll increase that paid for transit improvements, and 56

percent would back a \$3 increase. The online poll was conducted by the firm Fairbank, Maslin, Maullin, Metz and Associates, and had a margin of error of 2.2 percentage points.

“When you consider the huge amount of time that commuters waste in traffic every day, adding a couple extra dollars to bridge tolls will help cut congestion and expand critical regional mass transit that benefits the entire Bay Area,” Jim W underman , an executive with the Bay Area Council, said in a statement.

The urban planning group SPUR has also been in on the talks.

“Right now much of the discussions are centering around where the money will go,” said state Sen. Jerry Hill , D-San Mateo, one of the lawmakers in on the negotiations.

And with good reason.

Any toll increase would need a simple-majority approval in a cumulative vote of the nine Bay Area counties — San Francisco, Alameda, Contra Costa, Marin, Sonoma, Napa, Solano, San Mateo and Santa Clara. But voters in some of those counties drive the bridges a lot more than others.

For example, Alameda County accounts for 31 percent of drivers paying bridge tolls, but its share of the nine-county electorate amounts to just 22 percent, according to the Metropolitan Transportation Commission.

Santa Clara County, on the other hand, has 22 percent of the Bay Area vote, but it accounts for just 3 percent of bridge toll payers.

“So a balance has to be worked out,” Hill said.

And so does the sales pitch to voters.

Election tip: Daniel Lurie , head of the Tipping Point Community charity, was spotted having lunch the other day at AT&T Park’s Gotham Club with Giants President Larry Baer and a mutual friend, Hyatt Hotel heir John Pritzker — where they were overheard discussing Lurie’s prospects for a 2019 mayoral run in San Francisco.

From what we hear, this was very much a case of Lurie testing the waters for possible political support.

Lurie wasn't taking our call about the lunch, but he told us earlier that he had "too much on my plate right now" and that "I don't view myself as a politician."

Lurie did, however, put himself into the thick of one of the city's most contentious issues when he recently announced his group would **contribute \$100 million** to try to cut the chronically homeless population in half over the next five years.

Talk of a Lurie run was also the hot table topic at Tipping Point's annual gala at the Bill Graham Civic Auditorium a couple of months back — an event that drew 1,200 guests and raised more than \$16 million for the 12-year-old poverty-fighting organization.

"It's no secret that people do frequently ask Daniel if he will get involved in politics, because he is so committed to alleviating poverty and he is a charismatic public speaker," said Lurie adviser and political consultant Nathan Ballard , who was press secretary to former Mayor Gavin Newsom.

Lurie may be best known as chairman of the San Francisco host committee for Super Bowl 50, which helped raise \$12 million that was plowed into putting on the big party last year and supporting dozens of local charities.

Even before that, he was well connected.

Lurie's dad, Rabbi Brian Lurie , headed the Jewish Community Federation of San Francisco, the Peninsula, Marin and Sonoma counties for 17 years. His mother, Mimi Haas , married philanthropist Peter Haas , the late CEO of Levi's.

And he has a long contact list of local string pullers.

San Francisco Chronicle columnists Phillip Matier and Andrew Ross appear Sundays, Mondays and Wednesdays. Matier can be seen on the KPIX TV morning and evening news. He can also be heard on KCBS radio Monday through Friday at 7:50 a.m. and 5:50 p.m. Got a tip? Call (415) 777-8815, or email matierandross@sfchronicle.com. Twitter: [@matierandross](https://twitter.com/matierandross)



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

10.

Meeting Date: 07/10/2017

Subject: CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7883

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda to discuss broad issues that may be of interest to the Committee. Issues that require specific attention and action will be on the agenda as standalone items.

Referral Update:

In developing transportation related legislative issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

Recommendations are summarized in the Recommendation(s)/Next Step(s) section at the end of this report. Specific recommendations, if provided, are underlined in the report below. This report includes three sections, 1) **LOCAL**, 2) **STATE**, and 3) **FEDERAL**.

1) LOCAL

Iron Horse Corridor Update: Mark Watts, the County's legislative advocate will provide an update on efforts related to the County's obligations to the State relative to the Iron Horse Corridor.

Countywide Transportation Plan: This issue is addressed separately as Agenda Item #.

RECOMMENDATION: DISCUSS any local issues of note and take ACTION as appropriate.

2) STATE

Legislative Report

A report from the County's legislative advocate, Mark Watts, is attached (*July TWIC Report*). Mr. Watts will be present at the July meeting to discuss issues of interest to the Committee.

Included in the report will be the status of efforts to implement Senate Bill 1, the Road Repair and Accountability Act of 2017, related materials are attached.

Legislation of Interest to the County

Attached are the bills being tracked by TWIC, "TWIC Legislation of Interest - July 2017". Staff comments on specific bills are below.

Assembly Bill 1069 (Low): Local Government: Taxicab Transportation Service (*AB1069 is being handled by Lara Delaney in the County Administrators Office*)

The bill is of possible interest to the County given **1)** the County's outstanding obligation to regulate taxi service and **2)** the matter is on the TWIC 2017 referral list: "18. Monitor issues of interest in the provision and enhancement of general transportation services, including but not limited to public transportation, taxicab/transportation network companies, and navigation apps." Related, at their June 21st Board meeting the Contra Costa Transportation Authority took an "oppose" position. The bill was subsequently revised, the marked up bill is attached to this report, AB 1069 Taxi Reg- May26 to June28 Markup.pdf.

AB 1069 Description: *This bill would authorize each of 10 specified counties to regulate taxi service within the respective county by means of a countywide transportation agency, as defined for each of those counties. The bill would, after January 1, 2019, prohibit an authorized county that does not regulate taxi service by means of a countywide transportation agency, and the cities within that county, from regulating taxi service. The bill would require the sheriff in a county that does not regulate taxi service pursuant to these provisions to administer criminal background checks and drug testing for taxicab drivers within that county. By increasing the duties of sheriffs, this bill would impose a state-mandated local program .*

RECOMMENDATION: DISCUSS state issues of note and take ACTION as appropriate.

3) FEDERAL

No written report in May.

RECOMMENDATION: DISCUSS any federal issues of note and take ACTION as appropriate.

Recommendation(s)/Next Step(s):

CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of any specific recommendations in the report above.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

Draft SB1 Guidelines

sb 1 ten-yr estimates - total new revenues

sb 1 transportation funding deal - csac

TWIC Legislation of Interest - July 2017

CC CountyTaxiReso 5-24-16.pdf

July TWIC Leg Report

2017 LOCAL STREETS AND ROADS PROGRAM DRAFT GUIDELINES

June 8, 2017

California Transportation Commission



NOTE: These Draft Local Streets and Roads Guidelines are currently under development. This information is provided in draft form, and is subject to further modification and refinement. This draft information does not represent any final determination by the Commission on any of the issues addressed in these draft guidelines.

**CALIFORNIA TRANSPORTATION COMMISSION
2017
LOCAL STREETS AND ROADS PROGRAM GUIDELINES**

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I. Introduction

1. Background and Purpose of Guidelines

On April 28, 2017 the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017. To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

Beginning November 1, 2017, various portions of the funding collected from these increased taxes and fees will be deposited into the newly created Road Maintenance and Rehabilitation Account (RMRA), resulting in more than double the total amount of state local streets and roads funding apportioned annually to cities and counties by the State Controller's Office for road maintenance and rehabilitation (for a detailed breakdown of RMRA funding sources and the disbursement of funding, please see Section 5 of these guidelines).

SB 1 also emphasizes the importance of accountability and transparency in the delivery of California's transportation programs and therefore requires cities and counties to provide basic project reporting to the California Transportation Commission (Commission) regarding the use of RMRA funding.

The reporting of RMRA project information to the Commission pursuant to the requirements outlined in SB 1 will be known as the Local Streets and Roads Program (program) which will be administered by the Commission in partnership with the State Controller's Office (Controller). These guidelines describe the general policies and procedures for carrying out the program's statutory objectives as outlined in Chapter I Section 2 below.

The guidelines were developed in consultation with stakeholders representing state, regional, and local government entities. The Commission may amend these guidelines after first giving notice of the proposed amendments. In order to provide clear and timely guidance, it is the Commission's policy that a reasonable effort be made to amend the guidelines prior to a call for project lists or the Commission may extend the deadline for project list submission in order to facilitate compliance with the amended guidelines.

2. Program Objectives and Statutory Requirements

Pursuant to California Streets and Highways Code (SHC) Section 2030(a), the objective of the Local Streets and Roads Program is to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects as well as critical safety projects.

SHC 2032.5(a) articulates the general intent of the legislature that recipients of RMRA funding be held accountable for the efficient investment of public funds to maintain local streets and roads, and are accountable to the people through performance goals that are tracked and reported.

The main requirements for the program are codified in SHC Sections 2034, 2036, 2037, and 2038 and include the following:

NOTE: These Draft Local Streets and Roads Guidelines are currently under development. This information is provided in draft form, and is subject to further modification and refinement. This draft information does not represent any final determination by the Commission on any of the issues addressed in these draft guidelines.

- Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting [SHC 2034(a)(1)].
- The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC 2034(a)(1)]. Further guidance regarding the scope, content, and submittal process for project lists prepared by cities and counties is provided in Sections 9-10.
- The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC 2030(b) [SHC 2034(a)(1)].
- The Commission will report to the Controller the cities and counties that have submitted a list of projects as described in SHC 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC 2034(a)(2)].
- The Controller, upon receipt of the report from the Commission, shall apportion RMRA funds to eligible cities and counties [SHC 2034(a)(2)].
- For each fiscal year in which RMRA funds are received and expended, counties must submit documentation to the Commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC 2034(b)]. Further guidance regarding the scope, content, and submittal process for project reports is provided in Sections 12-13.
- Cities and counties receiving an apportionment of RMRA funds are required to sustain a maintenance of effort by spending at least the same amount as previous fiscal years on transportation purposes from the city or county's general fund [SHC 2036]. Monitoring and enforcement of the maintenance of effort requirement for RMRA funds will be carried out by the Controller and is addressed in more detail in Section 16.
- A city or county may spend its apportionment of RMRA funds on transportation priorities other than basic road maintenance and RMRA priorities as outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80 [SHC 2037].
- By July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board (Board) that address participation & investment in, or partnership with, new or existing pre-apprenticeship training programs [SHC 2038]. Further information regarding the Board Guidelines and future Board-sponsored grant opportunities is available in Section 15.

Cities and counties receiving RMRA funds must comply with all relevant federal and state laws, regulations, policies, and procedures.

3. Program Roles and Responsibilities

Below is a general outline of the roles and responsibilities of recipient cities/counties, the Commission, and the Controller in carrying out the program's statutory requirements:

Recipient Cities/Counties:

- Develop and submit a list of projects to the Commission each fiscal year.
- Develop and submit a project expenditure report to the Commission each fiscal year.
- Comply with all auditing requirements as well as any additional reporting requirements for RMRA funding imposed by the Controller.

Commission:

- Provide technical assistance to cities and counties in the preparation of project lists and reports.
- Receive project lists from cities and counties each fiscal year.
- Provide a list to the Controller each fiscal year of cities and counties eligible to receive RMRA apportionments.
- Receive project expenditure reports from cities and counties each fiscal year and provide aggregated statewide information regarding use of RMRA funds to the Legislature and the public (e.g. the Commission's Annual Report to the Legislature and a SB 1 Accountability Website).

Controller:

- Receive list of cities and counties eligible for RMRA apportionments each fiscal year from the Commission.
- Apportion RMRA funds to cities and counties.
- Oversee MOE and other auditing requirements for RMRA funds as well as reporting required pursuant to SHC 2151.

4. Program Schedule

The following schedule lists the major milestones for the development of the 2017 Local Streets and Roads Program Guidelines, initial submittal of project lists, and transmittal of eligibility list to the Controller. See Appendix C for a more detailed program schedule.

Draft Guidelines Circulated for Public Review	June 19 – July 10, 2017
Commission Adoption of Guidelines	August 16-17, 2017
Call for Project Lists	August 18, 2017
Project Lists due to Commission	September 15, 2017
Commission Adopts List of Eligible Cities and Counties	October 18-19, 2017
Commission Submits List to Controller	November 1, 2017

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II. Funding

5. Source

The State of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on diesel fuel, and registration taxes on motor vehicles with allocation dedicated to transportation purposes. These allocations flow to cities and counties through the Highway Users Tax Account (HUTA) and the newly established RMRA created by SB 1.

The Local Streets and Roads Program administered by the Commission in partnership with the Controller is supported by RMRA funding which includes portions of revenues pursuant to SHC 2031 from the following sources¹:

- An additional 12 cent per gallon increase to the gasoline excise tax effective November 1, 2017.
- An additional 20 cent per gallon increase to the diesel fuel excise tax effective November 1, 2017.
- An additional vehicle registration tax called the "Transportation Improvement Fee" with rates based on the value of the motor vehicle effective January 1, 2018.
- An additional \$100 vehicle registration tax on zero emissions (ZEV) vehicles of model year 2020 or later effective July 1, 2020.
- Annual rate increases to these taxes beginning on July 1, 2020 (July 1, 2021 for the ZEV fee) and every July 1st thereafter equal to the change in the California Consumer Price Index (CPI).

SHC 2032(h)(2) specifies that 50 percent of the balance of revenues deposited into the RMRA, after certain funding is set aside for various programs, will be continuously appropriated for apportionment to cities and counties by the Controller pursuant to the formula in SHC Section 2103(a)(3)(C)(i) and (ii). The other 50 percent of RMRA revenues are allocated to the California Department of Transportation (Caltrans) for purposes of the State Highway Operation and Protection Program (SHOPP).

6. Estimation of Funds

[Placeholder for language regarding how estimates of available RMRA funds will be developed and communicated to cities and counties.]

7. Disbursement of Funds

Upon receipt of a list of cities and counties that are eligible to receive an apportionment of RMRA funds pursuant to SHC 2032(h)(2) from the Commission, the Controller is required to apportion RMRA funds to eligible cities and counties consistent with the formula outlined in SHC Section 2103(a)(3)(C)(i) and (ii).

It is expected that the Controller will apportion RMRA funds on a monthly basis to eligible cities and counties using a process and system similar to that of Highway User Tax Account HUTA apportionments.

¹ The California Local Government Finance Almanac. Updated May 11, 2017. Page 7. Accessed at: <http://www.californiacityfinance.com/LSR1704.pdf>

III. Eligibility and Program Priorities

8. Eligible Recipients

Eligible recipients of RMRA funding apportionments include cities and counties that have prepared and submitted a project list to the Commission pursuant to SHC Section 2034(a)(1) and that have been included in a list of eligible entities submitted by the Commission to the Controller pursuant to SHC Section 2034(a)(2).

Recipients of RMRA apportionments must comply with all relevant federal and state laws, regulations, policies, and procedures.

9. Program Priorities and Example Projects

Pursuant to SHC Section 2030(a), RMRA funds made available for the Local Streets and Roads Program shall be prioritized for expenditure on basic road maintenance and rehabilitation projects, and on critical safety projects.

SHC Section 2030(b) provides a number of example projects and uses for RMRA funding that include but are not limited to the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project) [Note: need to clarify/better understand what the complete streets component language in parenthesis means]
- Traffic Control Devices
- Satisfying Match Requirement for State or Federal Funds (for an RMRA eligible project)

SHC Section 2030(c)-(f) specifies desired aspirational uses of RMRA funds by cities and counties to the extent possible and cost effective, and where feasible (as deemed by cities and counties) on the following:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).

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- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than basic road maintenance outlined in SHC Section 2030 if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80.

IV. Project List Submittal

10. Content and Format of Project List

Pursuant to SHC Section 2034(a)(1), prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds pursuant to an adopted city or county budget.

Listed below are the specific statutory criteria for the content of the project list along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

a.) Included in an Adopted Budget

All proposed projects must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting.

To ensure transparency and to meet the intent of SHC Section 2034(a)(1) "included in a city or county budget" can mean either of the following:

- a.) A specific list of projects proposed for RMRA funding adopted as part of the city/county's regular operating budget, at a regular public meeting; or
- b.) A specific list of projects proposed for RMRA funding amended into the city/county's regular operating budget, at a regular public meeting.

Documentation of Inclusion in an Adopted Budget

A city or county must provide with a project list a public record that projects proposed for RMRA funding through the Local Streets and Roads Program have been included in an adopted city or county operating budget. This public record can be either of the following:

- a.) A copy of the city/county's regular operating budget (or amendment) including the adopting resolution;
- b.) A copy of the city/county's regular operating budget (or amendment) including meeting minutes documenting approval at a regular public meeting.

Submittal of electronic copies of the operating budget (or amendment) and support documentation (i.e. resolution or minutes) is encouraged. Support documentation requirements are further explained in Appendix A.

b.) List of Projects – Content

Pursuant to SHC 2034(a)(1), the project list must include a description and the location of each proposed project, a proposed schedule for each project's completion, and the estimated useful life of the improvement.

Development and Content

The Commission recognizes the inherent diversity of road maintenance and rehabilitation needs among the approximately 540 jurisdictions across the state that may utilize Local Streets and Roads Program funding.

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, cities and counties are encouraged to prioritize RMRA funding for the most critical road maintenance, rehabilitation, and safety needs. It is also vitally important that cities and counties clearly articulate how these funds are being utilized through the development of a robust project list.

To promote statewide consistency in the content and format of project information received and to facilitate transparency within the Local Streets and Roads Program, the following guidance is provided regarding the key components of the project list.

Additionally, Appendix A has been developed to provide an example of project list content and format.

Project Description

The list must include a project description for each proposed project. The city/county is encouraged to provide a brief non-technical description (3-5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand what is being done and why it is a critical or high-priority need.

Looking to resources such as the most recently adopted Capital Improvement Program may be helpful in understanding the appropriate level of project detail.

Project Location

The list must include a project location for each proposed project. The city/county is encouraged to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project is being undertaken. For example, providing specific street names where improvements are being undertaken and specifying project termini when possible are preferable to more general information such as "south-west side of city/county". If project-specific geolocation data is available, it is highly encouraged to be included.

Proposed Schedule for Completion

The list must include a completion schedule for each proposed project. The city/county is encouraged to provide a high-level timeline that provides a clear picture to the public of when a project can reasonably expected to be completed.

Estimated Useful Life

The list must include an estimate useful life for each proposed project. The city/county is encouraged to provide information regarding the estimated useful life of the project that is

clear, understandable, and based on industry-standards for the project materials and design.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies desired uses of RMRA funds by cities and counties to the extent possible and cost effective, and where feasible for the following:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective, and feasible, in the design and development of projects for RMRA funding.

To meet the intent of SHC 2032.5(a) as outlined in Section 2 of these Guidelines, in addition to the statutory requirements outlined in Section 10, the Commission may also ask cities and counties to consider and provide additional information in the proposed project list in order to better communicate that RMRA funding recipients are meeting state performance goals.

The Commission intends to develop a reporting platform that will enable cities and counties to report on each project that meets these additional goals.

Other Statutory Considerations for Project Lists

Pursuant to SHC Section 2034(a)(1), the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b).

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80.

c.) List of Projects – Standard Format

To promote statewide consistency of project information received, a standard project list format using Microsoft Excel has been developed and is further explained in Appendix A.

For the initial submittal of project lists in 2017, cities and counties are required to use the standard form available here [hyperlink to excel form].

In future fiscal years, the Commission intends to make available an online platform so that cities and counties can quickly and easily enter project list information and upload support documentation online.

11. Process and Schedule for Project List Submittal

A city or county must submit a Project List and support documentation by **September 15, 2017** to the Commission. All materials should be provided electronically. Project lists, support documentation, and any questions can be remitted to:

Laura Pennebaker, Associate Deputy Director
Program Manager
California Transportation Commission
Laura.Pennebaker@dot.ca.gov
(916) 653-7121

12. Commission Submittal of Eligible Entities to the State Controller's Office

Upon receipt of Project Lists and support documentation, Commission staff will review submittals to ensure they are complete. Once a project list submittal has been received and deemed complete by staff, the city or county will be added to a list of jurisdictions eligible to receive RMRA funding as required by SHC Section 2034(a)(2). All project lists and support documentation submitted by cities and counties will be posted to the Commission's website.

The list of eligible cities and counties will be brought forward for Commission consideration at a regularly scheduled meeting where staff will request Commission direction to transmit the list to the Controller. Upon direction of the Commission, staff will transmit the list to the Controller and the cities and counties included will be deemed eligible to receive RMRA apportionments pursuant to SHC Section (a)(1). Upon receipt of the list from the Commission, the Controller is expected to apportion funds to the cities and counties included on the list pursuant to SHC Sections 2034(a)(2) and 2032(h).

In the event a city or county does not provide a complete project list and support documentation in a timely manner for Commission consideration and eligibility designation as outlined in these guidelines, cities and counties are expected to work cooperatively with Commission staff to provide any missing information. Once completed information is provided, Commission action to establish eligibility will be taken at the next earliest opportunity or within 60 days.

The Controller will hold RMRA funding apportionments for cities and counties that have not been deemed eligible until eligibility is established by the Commission and communicated to the Controller at which point apportionments (including any outstanding balances accrued) will begin/resume.

V. Project Expenditure Reporting and Auditing

13. Scope of Completed Project Expenditure Report

Pursuant to SHC Section 2034(b), for each fiscal year in which an apportionment of RMRA funds is received and upon expenditure of funds, cities and counties shall submit documentation to the Commission that includes: a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement.

Listed below are the specific statutory criteria for the content of the completed project expenditure report along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

a.) Completed Project Expenditure Report – Content

Development and Content

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, it is vitally important that cities and counties clearly articulate the public benefit of these funds through the development of a robust Completed Project Report.

To promote statewide consistency in the content and format of completed project expenditure information submitted and to facilitate transparency and robust reporting within the Local Streets and Roads Program, the following guidance is provided regarding the key components of the completed projects expenditure report. Additionally, Appendix B has been developed to provide an example of completed project expenditure report content and format.

The completed project expenditure report must cover the full fiscal year and should include projects that have completed construction and are fully operational.

Completed Project Description

The report must include a project description for each completed project. The city/county is encouraged to provide a brief non-technical description (3-5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand exactly what work was completed.

Completed Project Location

The report must include a project location for each completed project. The city/county is encouraged to provide completed project location information that, at a minimum, would allow the public to clearly understand where within the community the project was constructed. For example, providing specific street names where improvements were undertaken and specifying project termini when possible are preferable to more general information such as "south-west side of city/county". If project-specific geolocation data is available, it is highly encouraged to be included.

NOTE: These Draft Local Streets and Roads Guidelines are currently under development. This information is provided in draft form, and is subject to further modification and refinement. This draft information does not represent any final determination by the Commission on any of the issues addressed in these draft guidelines.

The Amount of Funds Expended and the Project Completion Date

The report must include the amount of RMRA funds expended on the project and its date of completion.

Estimated Useful Life

The report must include an estimated useful life for each completed project. The city/county is encouraged to provide information regarding the estimated useful life of the completed project that is clear, understandable, and based on industry-standards for the project materials and design.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies desired uses of RMRA funds by cities and counties to the extent possible and cost effective, and where feasible for the following:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding. In the event that completed projects contain technology, climate change, and complete streets considerations pursuant to SHC 2030(c)-(f), cities and counties must include this information in the completed project expenditure report so that the Commission may report on the implementation of these practices at a statewide level.

To meet the intent of SHC 2032.5(a) as outlined in Section 2 of these Guidelines, in addition to the statutory requirements outlined in Section 13, the Commission may also ask cities and counties to consider and provide additional information in the completed project expenditure report in order to better communicate that RMRA funding recipients are meeting state performance goals.

The Commission intends to develop a reporting platform that will enable cities and counties to report on each project that meets these additional goals.

Other Statutory Considerations for Completed Project Reports

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than basic maintenance outlined in SHC Section 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision however, does not eliminate the requirement for cities and counties to prepare and submit a completed project expenditure report or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

b.) Completed Project Expenditure Report – Standard Format

To promote statewide consistency of project information submitted, a standard completed project expenditure report format using Microsoft Excel has been developed and is further explained in Appendix B.

For the initial submittal of project expenditure reports in 2017, cities and counties are required to use the standard form available here [hyperlink to excel form].

In the future, an online platform will be available so that cities and counties can quickly and easily enter completed project information online.

14. Process and Schedule for Project Report Submittal

Completed Project Reports must be developed and submitted to the Commission according to the statutory requirements of SHC Section 2034(b) as outlined above in Section 12.

A city or county must submit a Completed Project Report by **October 1, 2018** to the Commission. All materials should be provided electronically. Reports and any questions can be remitted to:

Laura Pennebaker, Associate Deputy Director
Program Manager
California Transportation Commission
Laura.Pennebaker@dot.ca.gov
(916) 653-7121

15. Commission Reporting of Project Information Received

In order to meet the requirements of SB 1 which include accountability and transparency in the delivery of California's transportation programs, it is vitally important that the Commission clearly communicate the public benefits achieved by RMRA funds. The Commission intends to articulate these benefits through the development of an SB 1 accountability website and through other reporting mechanisms such as the Commission's Annual Report to the Legislature.

Upon receipt of Completed Project Reports, Commission staff will review submittals to ensure they are complete. If any critical project information is missing (i.e. SHC 2034(b) requirements such as project description, location, etc.) Commission staff will work with city/county staff to complete.

All Completed Project Reports submitted by cities and counties will be posted to the Commission's SB 1 Accountability website. The Commission will also analyze the Completed Project Reports provided by cities and counties and aggregate the project information to provide both statewide

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and city/county level summary information such as the number, type, and location of RMRA funded projects. This information will also be provided on the Commission's SB 1 Accountability website by December 1st each year, and included in the Commission's Annual Report to the Legislature which is delivered to the Legislature by December 15th each year.

In the event a city or county does not provide a Completed Project List by the deadline requested (October 1st each year) to allow for Commission analysis and inclusion on the SB 1 accountability website and in the Annual Report to the Legislature, absence of the report will be noted on the website, in the Annual Report, and will be reported to the State Controller.

16. Additional Project Reporting and Signage Requirements

In addition to the RMRA completed project reporting requirements outlined in SHC Section 2034(b), SHC Section 2151 requires each city and county to file an annual report of expenditures for street or road purposes with the State Controller's Office. SHC Section 2153 imposes a mandatory duty on the State Controller's Office to ensure that the annual streets and roads expenditure reports are adequate and accurate. Additional information regarding the preparation of the annual streets and roads expenditure report is available online in the [Guidelines Relating to Gas Tax Expenditures for Cities and Counties](#) prepared and maintained by the State Controller's Office. These Guidelines were last updated in August 2015 and are anticipated to be updated again to address new accountability provisions of SB 1.

Pursuant to SHC Section 2038, by July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board that address participation & investment in, or partnership with, new or existing pre-apprenticeship training programs. Upon California Workforce Development Board adoption of guidelines and grant funding opportunities in this area, the Commission will update the Local Streets and Roads Program Guidelines to incorporate this information by reference. [Placeholder for standardized language].

In order to ensure the delivery of RMRA funded projects is visible to the public, projects utilizing RMRA funds must post Project Funding Information signage illustrating that the project was made possible by SB 1 – The Road Maintenance and Rehabilitation Act of 2017. [Placeholder for SB 1 Funding Signage language, need to insert PFI signage standards, similar to Proposition 1B]

17. Project Auditing and Maintenance of Effort Requirement

Expenditure authority for RMRA funding is governed by Article XIX of the California Constitution as well as Chapter 2 (commencing with Section 2030) of Division 3 of the California Streets and Highways Code. RMRA funds are subject to audit by the State Controller's Office pursuant to SHC Section 2036.

[Note: this is placeholder language]

SHC Section 2036

(a) cities and counties shall maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for RMRA funding apportionment.

(b) In order to receive an allocation or apportionment pursuant to Section 2032, the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as reported to the Controller pursuant to Section 2151. For purposes of this subdivision, in calculating a city's or county's annual general fund

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expenditures and its average general fund expenditures for the 2009–10, 2010–11, and 2011–12 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street, road, and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code), may not be considered when calculating a city's or county's annual general fund expenditures.

(c) For any city incorporated after July 1, 2009, the Controller shall calculate an annual average expenditure for the period between July 1, 2009, and December 31, 2015, inclusive, that the city was incorporated.

(d) For purposes of subdivision (b), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.

(e) The Controller may perform audits to ensure compliance with subdivision (b) when deemed necessary. Any city or county that has not complied with subdivision (b) shall reimburse the state for the funds it received during that fiscal year. Any funds withheld or returned as a result of a failure to comply with subdivision (b) shall be reapportioned to the other counties and cities whose expenditures are in compliance.

(f) If a city or county fails to comply with the requirements of subdivision (b) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with subdivision (b).

Appendix A – Local Streets and Roads Project List Form

[Placeholder for Project List form and examples] This will be a Microsoft Excel form with drop down menus for certain fields to ensure accuracy of information provided. Eventually we hope to have an online platform and underlying data base through which cities and counties can enter project information online. For discussion purposes, examples of the nature/type of information that would be asked for is compiled below:

General Info:

- City/County Name
- Point of Contact
- Legislative Districts
- Average City/County PCI
- Fiscal Year

Proposed Project A

Description:

- 3-5 sentences, written in a non-technical way that is understandable the public
- Have city/county check a box specifying the type of project it is based on RMRA priorities or “other” and the inclusion of any aspirational elements (SHC 2034)
- Ask for specific measureable changes to the built environment resulting from the project (i.e. feet/miles of pavement, presence of complete streets components)

Location:

- Should be as specific as possible (i.e. street names and project termini) and geolocation information should be provided if available (to make mapping projects possible and also to potentially determine the location of projects within Disadvantaged Communities)

Proposed Schedule for Completion:

- Could be as simple as a drop down menu to select the date that the project will be complete/operational etc.

Estimated Useful Life:

- Should be clear, understandable, and based on industry-standards

Other:

- Describe process used to identify the project as a priority to meet Performance Goals

Support Documentation

- Electronic Copy of the City/County’s Adopted Budget or Budget Amendment and reference to where within the budget the proposed project is included
- Adopting resolution or meeting minutes to document budget/amendment approval

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Appendix B - Local Streets and Roads Completed Project Expenditure Report Form

[Placeholder for Completed Project Expenditure Report form and examples] This will be a Microsoft Excel form with drop down menus for certain fields to ensure accuracy of information provided. Eventually we hope to have an online platform and underlying data base through which cities and counties can enter project information online. For discussion purposes, examples of the nature/type of information that would be asked for is compiled below:

General Info:

- City/County Name
- Point of Contact
- Legislative Districts
- Average City/County PCI

Completed Project A

Description:

- 3-5 sentences, written in a non-technical way that is understandable the public
- Have city/county check a box specifying the type of project it is based on RMRA priorities or "other" and the inclusion of any aspirational elements (SHC 2034)
- Ask for specific measureable changes to the built environment resulting from the project (i.e. feet/miles of pavement, presence of complete streets components)

Location:

- Should be as specific as possible (i.e. street names and project termini) and geolocation information should be provided if available (to make mapping projects possible and also to potentially determine the location of projects within Disadvantaged Communities)

Amount of Funds Expended:

- Enter the amount of RMRA funds expended on the project and the total project cost
- Enter the amount and type of other funds expended on the project

Completion Date:

- Drop down menu to select the date that the project is complete/operational etc.

Estimated Useful Life:

- Should be clear, understandable, and based on industry-standards

Other:

- Certify that California Workforce Development Board Guidelines were followed (effective July 1, 2023)
- Reporting on meeting Performance Goals
- Project Signage Requirements are met

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Appendix C – Local Streets and Roads Program Schedule

[Placeholder, for discussion]

FY 17-18	
Adoption of Final Guidelines Call for Project Lists	August 18, 2017
Technical Assistance and Outreach to Cities/Counties	August 18 – September 15, 2017
Project Lists due to Commission	September 15, 2017
Commission Adopts List of Eligible Cities and Counties	October 18-19, 2017
Commission Submits List to Controller	November 1, 2017
Controller FY 17-18 Apportionments Begin	TBD
Completed Project Report Submitted to Commission for 2017 - 2018 Fiscal Year	October 1, 2018
Commission Posts Statewide LSR Program Accountability Information Online	December 1, 2018
FY 18-19	
Guidelines Update	Needed?
Call for Project Lists	March, April, May 2018?
Commission Review, Approval & Adoption of List of Eligible Cities and Counties	March, April, May 2018?
Commission Submits List to Controller	No later than mid-June 2018
Controller FY 18-19 Apportionments Begin	July 1, 2018
Completed Project Report Submitted to Commission for 2018 - 2019 Fiscal Year	October 1, 2019
Commission Posts Statewide LSR Program Accountability Information Online	December 1, 2019

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New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 5,980,000	\$ 16,540,000	\$ 16,750,000	\$ 18,600,000	\$ 19,390,000	\$ 19,970,000	\$ 20,510,000	\$ 21,180,000	\$ 21,820,000	\$ 22,510,000
Alpine	\$ 120,000	\$ 320,000	\$ 320,000	\$ 360,000	\$ 370,000	\$ 380,000	\$ 390,000	\$ 410,000	\$ 420,000	\$ 430,000
Amador	\$ 550,000	\$ 1,520,000	\$ 1,540,000	\$ 1,710,000	\$ 1,780,000	\$ 1,830,000	\$ 1,880,000	\$ 1,940,000	\$ 2,000,000	\$ 2,060,000
Butte	\$ 1,960,000	\$ 5,410,000	\$ 5,480,000	\$ 6,090,000	\$ 6,340,000	\$ 6,530,000	\$ 6,710,000	\$ 6,930,000	\$ 7,140,000	\$ 7,360,000
Calaveras	\$ 840,000	\$ 2,320,000	\$ 2,350,000	\$ 2,600,000	\$ 2,720,000	\$ 2,800,000	\$ 2,870,000	\$ 2,970,000	\$ 3,060,000	\$ 3,150,000
Colusa	\$ 660,000	\$ 1,820,000	\$ 1,840,000	\$ 2,040,000	\$ 2,130,000	\$ 2,190,000	\$ 2,250,000	\$ 2,330,000	\$ 2,400,000	\$ 2,470,000
Contra Costa	\$ 4,990,000	\$ 13,810,000	\$ 13,990,000	\$ 15,530,000	\$ 16,190,000	\$ 16,680,000	\$ 17,130,000	\$ 17,690,000	\$ 18,220,000	\$ 18,790,000
Del Norte	\$ 340,000	\$ 950,000	\$ 960,000	\$ 1,060,000	\$ 1,110,000	\$ 1,140,000	\$ 1,170,000	\$ 1,210,000	\$ 1,250,000	\$ 1,290,000
El Dorado	\$ 1,760,000	\$ 4,880,000	\$ 4,940,000	\$ 5,490,000	\$ 5,720,000	\$ 5,890,000	\$ 6,050,000	\$ 6,250,000	\$ 6,440,000	\$ 6,640,000
Fresno	\$ 5,990,000	\$ 16,580,000	\$ 16,790,000	\$ 18,640,000	\$ 19,440,000	\$ 20,020,000	\$ 20,560,000	\$ 21,230,000	\$ 21,870,000	\$ 22,560,000
Glenn	\$ 800,000	\$ 2,210,000	\$ 2,230,000	\$ 2,480,000	\$ 2,590,000	\$ 2,660,000	\$ 2,740,000	\$ 2,820,000	\$ 2,910,000	\$ 3,000,000
Humboldt	\$ 1,560,000	\$ 4,300,000	\$ 4,360,000	\$ 4,840,000	\$ 5,050,000	\$ 5,200,000	\$ 5,340,000	\$ 5,510,000	\$ 5,680,000	\$ 5,860,000
Imperial	\$ 2,710,000	\$ 7,490,000	\$ 7,590,000	\$ 8,420,000	\$ 8,780,000	\$ 9,050,000	\$ 9,290,000	\$ 9,600,000	\$ 9,880,000	\$ 10,200,000
Inyo	\$ 960,000	\$ 2,660,000	\$ 2,690,000	\$ 2,990,000	\$ 3,120,000	\$ 3,210,000	\$ 3,300,000	\$ 3,400,000	\$ 3,510,000	\$ 3,620,000
Kern	\$ 5,640,000	\$ 15,600,000	\$ 15,800,000	\$ 17,540,000	\$ 18,290,000	\$ 18,840,000	\$ 19,350,000	\$ 19,980,000	\$ 20,580,000	\$ 21,230,000
Kings	\$ 1,180,000	\$ 3,270,000	\$ 3,310,000	\$ 3,670,000	\$ 3,830,000	\$ 3,950,000	\$ 4,050,000	\$ 4,190,000	\$ 4,310,000	\$ 4,450,000
Lake	\$ 840,000	\$ 2,310,000	\$ 2,340,000	\$ 2,600,000	\$ 2,710,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000	\$ 3,050,000	\$ 3,150,000
Lassen	\$ 810,000	\$ 2,250,000	\$ 2,280,000	\$ 2,530,000	\$ 2,640,000	\$ 2,710,000	\$ 2,790,000	\$ 2,880,000	\$ 2,970,000	\$ 3,060,000
Los Angeles	\$ 36,120,000	\$ 99,910,000	\$ 101,200,000	\$ 112,350,000	\$ 117,150,000	\$ 120,650,000	\$ 123,910,000	\$ 127,970,000	\$ 131,830,000	\$ 135,980,000
Madera	\$ 1,710,000	\$ 4,740,000	\$ 4,800,000	\$ 5,330,000	\$ 5,550,000	\$ 5,720,000	\$ 5,880,000	\$ 6,070,000	\$ 6,250,000	\$ 6,450,000
Marin	\$ 1,360,000	\$ 3,750,000	\$ 3,800,000	\$ 4,220,000	\$ 4,400,000	\$ 4,530,000	\$ 4,660,000	\$ 4,810,000	\$ 4,950,000	\$ 5,110,000
Mariposa	\$ 540,000	\$ 1,480,000	\$ 1,500,000	\$ 1,670,000	\$ 1,740,000	\$ 1,790,000	\$ 1,840,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000
Mendocino	\$ 1,250,000	\$ 3,460,000	\$ 3,510,000	\$ 3,890,000	\$ 4,060,000	\$ 4,180,000	\$ 4,300,000	\$ 4,440,000	\$ 4,570,000	\$ 4,710,000
Merced	\$ 2,260,000	\$ 6,260,000	\$ 6,340,000	\$ 7,040,000	\$ 7,340,000	\$ 7,560,000	\$ 7,770,000	\$ 8,020,000	\$ 8,260,000	\$ 8,520,000
Modoc	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,690,000	\$ 2,780,000	\$ 2,860,000	\$ 2,960,000
Mono	\$ 580,000	\$ 1,610,000	\$ 1,630,000	\$ 1,810,000	\$ 1,890,000	\$ 1,940,000	\$ 1,990,000	\$ 2,060,000	\$ 2,120,000	\$ 2,190,000
Monterey	\$ 2,470,000	\$ 6,830,000	\$ 6,920,000	\$ 7,680,000	\$ 8,010,000	\$ 8,250,000	\$ 8,470,000	\$ 8,750,000	\$ 9,010,000	\$ 9,300,000
Napa	\$ 960,000	\$ 2,640,000	\$ 2,680,000	\$ 2,970,000	\$ 3,100,000	\$ 3,190,000	\$ 3,280,000	\$ 3,390,000	\$ 3,490,000	\$ 3,600,000
Nevada	\$ 980,000	\$ 2,710,000	\$ 2,740,000	\$ 3,050,000	\$ 3,180,000	\$ 3,270,000	\$ 3,360,000	\$ 3,470,000	\$ 3,570,000	\$ 3,690,000
Orange	\$ 12,330,000	\$ 34,120,000	\$ 34,560,000	\$ 38,360,000	\$ 40,000,000	\$ 41,200,000	\$ 42,310,000	\$ 43,700,000	\$ 45,010,000	\$ 46,430,000
Placer	\$ 2,540,000	\$ 7,030,000	\$ 7,120,000	\$ 7,910,000	\$ 8,240,000	\$ 8,490,000	\$ 8,720,000	\$ 9,010,000	\$ 9,280,000	\$ 9,570,000
Plumas	\$ 650,000	\$ 1,790,000	\$ 1,810,000	\$ 2,010,000	\$ 2,090,000	\$ 2,160,000	\$ 2,220,000	\$ 2,290,000	\$ 2,360,000	\$ 2,430,000
Riverside	\$ 9,920,000	\$ 27,420,000	\$ 27,780,000	\$ 30,840,000	\$ 32,160,000	\$ 33,120,000	\$ 34,010,000	\$ 35,130,000	\$ 36,180,000	\$ 37,320,000
Sacramento	\$ 7,370,000	\$ 20,390,000	\$ 20,660,000	\$ 22,930,000	\$ 23,910,000	\$ 24,630,000	\$ 25,290,000	\$ 26,120,000	\$ 26,910,000	\$ 27,760,000
San Benito	\$ 550,000	\$ 1,530,000	\$ 1,550,000	\$ 1,720,000	\$ 1,800,000	\$ 1,850,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000	\$ 2,090,000
San Bernardino	\$ 9,600,000	\$ 26,550,000	\$ 26,890,000	\$ 29,860,000	\$ 31,130,000	\$ 32,060,000	\$ 32,930,000	\$ 34,010,000	\$ 35,030,000	\$ 36,140,000
San Diego	\$ 13,820,000	\$ 38,220,000	\$ 38,710,000	\$ 42,980,000	\$ 44,810,000	\$ 46,150,000	\$ 47,400,000	\$ 48,950,000	\$ 50,430,000	\$ 52,010,000
San Francisco*	\$ 2,810,000	\$ 7,770,000	\$ 7,870,000	\$ 8,740,000	\$ 9,110,000	\$ 9,390,000	\$ 9,640,000	\$ 9,960,000	\$ 10,260,000	\$ 10,580,000
San Joaquin	\$ 3,990,000	\$ 11,030,000	\$ 11,170,000	\$ 12,410,000	\$ 12,930,000	\$ 13,320,000	\$ 13,680,000	\$ 14,130,000	\$ 14,560,000	\$ 15,010,000

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,300,000	\$ 6,350,000	\$ 6,430,000	\$ 7,140,000	\$ 7,450,000	\$ 7,670,000	\$ 7,880,000	\$ 8,140,000	\$ 8,380,000	\$ 8,640,000
San Mateo	\$ 3,360,000	\$ 9,290,000	\$ 9,410,000	\$ 10,440,000	\$ 10,890,000	\$ 11,210,000	\$ 11,520,000	\$ 11,890,000	\$ 12,250,000	\$ 12,640,000
Santa Barbara	\$ 2,340,000	\$ 6,480,000	\$ 6,560,000	\$ 7,290,000	\$ 7,600,000	\$ 7,820,000	\$ 8,040,000	\$ 8,300,000	\$ 8,550,000	\$ 8,820,000
Santa Clara	\$ 7,510,000	\$ 20,770,000	\$ 21,040,000	\$ 23,360,000	\$ 24,360,000	\$ 25,090,000	\$ 25,760,000	\$ 26,610,000	\$ 27,410,000	\$ 28,270,000
Santa Cruz	\$ 1,550,000	\$ 4,280,000	\$ 4,340,000	\$ 4,820,000	\$ 5,020,000	\$ 5,170,000	\$ 5,310,000	\$ 5,490,000	\$ 5,650,000	\$ 5,830,000
Shasta	\$ 1,810,000	\$ 5,000,000	\$ 5,070,000	\$ 5,620,000	\$ 5,860,000	\$ 6,040,000	\$ 6,200,000	\$ 6,410,000	\$ 6,600,000	\$ 6,810,000
Sierra	\$ 310,000	\$ 870,000	\$ 880,000	\$ 980,000	\$ 1,020,000	\$ 1,050,000	\$ 1,080,000	\$ 1,110,000	\$ 1,140,000	\$ 1,180,000
Siskiyou	\$ 1,300,000	\$ 3,580,000	\$ 3,630,000	\$ 4,030,000	\$ 4,200,000	\$ 4,330,000	\$ 4,440,000	\$ 4,590,000	\$ 4,730,000	\$ 4,880,000
Solano	\$ 2,170,000	\$ 6,010,000	\$ 6,080,000	\$ 6,750,000	\$ 7,040,000	\$ 7,250,000	\$ 7,450,000	\$ 7,690,000	\$ 7,920,000	\$ 8,170,000
Sonoma	\$ 3,260,000	\$ 9,020,000	\$ 9,130,000	\$ 10,140,000	\$ 10,570,000	\$ 10,890,000	\$ 11,180,000	\$ 11,550,000	\$ 11,900,000	\$ 12,270,000
Stanislaus	\$ 3,200,000	\$ 8,860,000	\$ 8,980,000	\$ 9,970,000	\$ 10,390,000	\$ 10,700,000	\$ 10,990,000	\$ 11,350,000	\$ 11,690,000	\$ 12,060,000
Sutter	\$ 990,000	\$ 2,730,000	\$ 2,760,000	\$ 3,070,000	\$ 3,200,000	\$ 3,300,000	\$ 3,380,000	\$ 3,500,000	\$ 3,600,000	\$ 3,710,000
Tehama	\$ 1,120,000	\$ 3,110,000	\$ 3,150,000	\$ 3,490,000	\$ 3,640,000	\$ 3,750,000	\$ 3,850,000	\$ 3,980,000	\$ 4,100,000	\$ 4,230,000
Trinity	\$ 600,000	\$ 1,660,000	\$ 1,690,000	\$ 1,870,000	\$ 1,950,000	\$ 2,010,000	\$ 2,060,000	\$ 2,130,000	\$ 2,200,000	\$ 2,260,000
Tulare	\$ 3,890,000	\$ 10,760,000	\$ 10,890,000	\$ 12,100,000	\$ 12,610,000	\$ 12,990,000	\$ 13,340,000	\$ 13,780,000	\$ 14,190,000	\$ 14,640,000
Tuolumne	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,700,000	\$ 2,780,000	\$ 2,870,000	\$ 2,960,000
Ventura	\$ 3,790,000	\$ 10,480,000	\$ 10,610,000	\$ 11,780,000	\$ 12,290,000	\$ 12,650,000	\$ 12,990,000	\$ 13,420,000	\$ 13,820,000	\$ 14,260,000
Yolo	\$ 1,380,000	\$ 3,820,000	\$ 3,870,000	\$ 4,300,000	\$ 4,480,000	\$ 4,620,000	\$ 4,740,000	\$ 4,900,000	\$ 5,050,000	\$ 5,210,000
Yuba	\$ 790,000	\$ 2,180,000	\$ 2,200,000	\$ 2,450,000	\$ 2,550,000	\$ 2,630,000	\$ 2,700,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000
TOTAL	\$ 192,750,000	\$ 533,070,000	\$ 539,920,000	\$ 599,440,000	\$ 625,020,000	\$ 643,700,000	\$ 661,110,000	\$ 682,810,000	\$ 703,340,000	\$ 725,500,000

** County revenues only

*** Note: Estimates only include RMRA revenues, which are one of the four separate components of new SB 1 revenues:**

- Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates.

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 7,140,000	\$ 18,510,000	\$ 26,130,000	\$ 29,780,000	\$ 31,610,000	\$ 33,070,000	\$ 34,590,000	\$ 36,250,000	\$ 37,860,000	\$ 39,530,000
Alpine	\$ 140,000	\$ 350,000	\$ 500,000	\$ 570,000	\$ 600,000	\$ 630,000	\$ 660,000	\$ 700,000	\$ 730,000	\$ 750,000
Amador	\$ 660,000	\$ 1,680,000	\$ 2,380,000	\$ 2,670,000	\$ 2,810,000	\$ 2,920,000	\$ 3,050,000	\$ 3,190,000	\$ 3,320,000	\$ 3,450,000
Butte	\$ 2,340,000	\$ 5,960,000	\$ 8,480,000	\$ 9,490,000	\$ 10,000,000	\$ 10,430,000	\$ 10,860,000	\$ 11,340,000	\$ 11,810,000	\$ 12,280,000
Calaveras	\$ 1,000,000	\$ 2,550,000	\$ 3,640,000	\$ 4,050,000	\$ 4,280,000	\$ 4,460,000	\$ 4,650,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000
Colusa	\$ 790,000	\$ 1,990,000	\$ 2,840,000	\$ 3,140,000	\$ 3,310,000	\$ 3,440,000	\$ 3,570,000	\$ 3,730,000	\$ 3,880,000	\$ 4,020,000
Contra Costa	\$ 5,960,000	\$ 15,460,000	\$ 21,820,000	\$ 24,870,000	\$ 26,400,000	\$ 27,630,000	\$ 28,900,000	\$ 30,280,000	\$ 31,620,000	\$ 33,010,000
Del Norte	\$ 410,000	\$ 1,040,000	\$ 1,490,000	\$ 1,640,000	\$ 1,730,000	\$ 1,800,000	\$ 1,870,000	\$ 1,950,000	\$ 2,040,000	\$ 2,110,000
El Dorado	\$ 2,100,000	\$ 5,440,000	\$ 7,700,000	\$ 8,760,000	\$ 9,280,000	\$ 9,700,000	\$ 10,150,000	\$ 10,620,000	\$ 11,100,000	\$ 11,570,000
Fresno	\$ 7,160,000	\$ 18,290,000	\$ 26,010,000	\$ 29,120,000	\$ 30,770,000	\$ 32,090,000	\$ 33,440,000	\$ 34,900,000	\$ 36,350,000	\$ 37,850,000
Glenn	\$ 960,000	\$ 2,420,000	\$ 3,440,000	\$ 3,820,000	\$ 4,030,000	\$ 4,180,000	\$ 4,350,000	\$ 4,520,000	\$ 4,710,000	\$ 4,890,000
Humboldt	\$ 1,860,000	\$ 4,720,000	\$ 6,740,000	\$ 7,500,000	\$ 7,920,000	\$ 8,250,000	\$ 8,590,000	\$ 8,950,000	\$ 9,310,000	\$ 9,690,000
Imperial	\$ 3,240,000	\$ 8,170,000	\$ 11,700,000	\$ 12,910,000	\$ 13,590,000	\$ 14,150,000	\$ 14,690,000	\$ 15,310,000	\$ 15,890,000	\$ 16,510,000
Inyo	\$ 1,150,000	\$ 2,910,000	\$ 4,150,000	\$ 4,600,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000	\$ 5,460,000	\$ 5,690,000	\$ 5,910,000
Kern	\$ 6,740,000	\$ 17,250,000	\$ 24,510,000	\$ 27,540,000	\$ 29,120,000	\$ 30,390,000	\$ 31,690,000	\$ 33,110,000	\$ 34,500,000	\$ 35,940,000
Kings	\$ 1,410,000	\$ 3,580,000	\$ 5,110,000	\$ 5,670,000	\$ 5,970,000	\$ 6,230,000	\$ 6,470,000	\$ 6,750,000	\$ 7,010,000	\$ 7,290,000
Lake	\$ 1,000,000	\$ 2,540,000	\$ 3,630,000	\$ 4,050,000	\$ 4,280,000	\$ 4,450,000	\$ 4,640,000	\$ 4,840,000	\$ 5,040,000	\$ 5,250,000
Lassen	\$ 970,000	\$ 2,470,000	\$ 3,520,000	\$ 3,920,000	\$ 4,130,000	\$ 4,290,000	\$ 4,470,000	\$ 4,670,000	\$ 4,860,000	\$ 5,050,000
Los Angeles	\$ 43,150,000	\$ 111,800,000	\$ 157,870,000	\$ 179,860,000	\$ 190,910,000	\$ 199,780,000	\$ 208,930,000	\$ 218,870,000	\$ 228,610,000	\$ 238,660,000
Madera	\$ 2,040,000	\$ 5,180,000	\$ 7,400,000	\$ 8,200,000	\$ 8,630,000	\$ 8,990,000	\$ 9,350,000	\$ 9,740,000	\$ 10,120,000	\$ 10,510,000
Marin	\$ 1,620,000	\$ 4,170,000	\$ 5,920,000	\$ 6,700,000	\$ 7,100,000	\$ 7,430,000	\$ 7,760,000	\$ 8,120,000	\$ 8,470,000	\$ 8,840,000
Mariposa	\$ 640,000	\$ 1,620,000	\$ 2,320,000	\$ 2,580,000	\$ 2,720,000	\$ 2,830,000	\$ 2,940,000	\$ 3,070,000	\$ 3,190,000	\$ 3,330,000
Mendocino	\$ 1,490,000	\$ 3,790,000	\$ 5,420,000	\$ 6,030,000	\$ 6,370,000	\$ 6,630,000	\$ 6,910,000	\$ 7,200,000	\$ 7,490,000	\$ 7,780,000
Merced	\$ 2,700,000	\$ 6,860,000	\$ 9,800,000	\$ 10,890,000	\$ 11,480,000	\$ 11,960,000	\$ 12,450,000	\$ 12,970,000	\$ 13,490,000	\$ 14,030,000
Modoc	\$ 940,000	\$ 2,370,000	\$ 3,390,000	\$ 3,770,000	\$ 3,980,000	\$ 4,130,000	\$ 4,300,000	\$ 4,480,000	\$ 4,650,000	\$ 4,850,000
Mono	\$ 690,000	\$ 1,760,000	\$ 2,520,000	\$ 2,810,000	\$ 2,960,000	\$ 3,090,000	\$ 3,210,000	\$ 3,350,000	\$ 3,480,000	\$ 3,620,000
Monterey	\$ 2,950,000	\$ 7,570,000	\$ 10,740,000	\$ 12,090,000	\$ 12,800,000	\$ 13,370,000	\$ 13,940,000	\$ 14,570,000	\$ 15,190,000	\$ 15,830,000
Napa	\$ 1,150,000	\$ 2,930,000	\$ 4,160,000	\$ 4,700,000	\$ 4,970,000	\$ 5,190,000	\$ 5,420,000	\$ 5,670,000	\$ 5,910,000	\$ 6,160,000
Nevada	\$ 1,170,000	\$ 3,010,000	\$ 4,260,000	\$ 4,820,000	\$ 5,100,000	\$ 5,330,000	\$ 5,560,000	\$ 5,820,000	\$ 6,070,000	\$ 6,340,000
Orange	\$ 14,730,000	\$ 38,240,000	\$ 53,950,000	\$ 61,580,000	\$ 65,390,000	\$ 68,460,000	\$ 71,620,000	\$ 75,060,000	\$ 78,410,000	\$ 81,890,000
Placer	\$ 3,030,000	\$ 7,860,000	\$ 11,110,000	\$ 12,650,000	\$ 13,420,000	\$ 14,050,000	\$ 14,690,000	\$ 15,400,000	\$ 16,080,000	\$ 16,780,000
Plumas	\$ 780,000	\$ 1,990,000	\$ 2,820,000	\$ 3,180,000	\$ 3,360,000	\$ 3,520,000	\$ 3,670,000	\$ 3,840,000	\$ 4,010,000	\$ 4,180,000
Riverside	\$ 11,850,000	\$ 30,570,000	\$ 43,260,000	\$ 49,070,000	\$ 52,020,000	\$ 54,390,000	\$ 56,830,000	\$ 59,490,000	\$ 62,090,000	\$ 64,770,000
Sacramento	\$ 8,800,000	\$ 22,720,000	\$ 32,160,000	\$ 36,480,000	\$ 38,670,000	\$ 40,440,000	\$ 42,250,000	\$ 44,220,000	\$ 46,150,000	\$ 48,150,000
San Benito	\$ 660,000	\$ 1,690,000	\$ 2,400,000	\$ 2,680,000	\$ 2,840,000	\$ 2,950,000	\$ 3,070,000	\$ 3,210,000	\$ 3,340,000	\$ 3,480,000
San Bernardino	\$ 11,470,000	\$ 29,620,000	\$ 41,890,000	\$ 47,560,000	\$ 50,420,000	\$ 52,730,000	\$ 55,110,000	\$ 57,690,000	\$ 60,210,000	\$ 62,830,000
San Diego	\$ 16,510,000	\$ 42,730,000	\$ 60,360,000	\$ 68,710,000	\$ 72,900,000	\$ 76,270,000	\$ 79,750,000	\$ 83,530,000	\$ 87,230,000	\$ 91,040,000
San Francisco**	\$ 3,360,000	\$ 8,620,000	\$ 12,230,000	\$ 13,780,000	\$ 14,580,000	\$ 15,240,000	\$ 15,890,000	\$ 16,620,000	\$ 17,330,000	\$ 18,050,000
San Joaquin	\$ 4,770,000	\$ 12,240,000	\$ 17,350,000	\$ 19,570,000	\$ 20,700,000	\$ 21,620,000	\$ 22,560,000	\$ 23,590,000	\$ 24,600,000	\$ 25,630,000

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,750,000	\$ 7,020,000	\$ 9,970,000	\$ 11,180,000	\$ 11,820,000	\$ 12,330,000	\$ 12,860,000	\$ 13,430,000	\$ 13,980,000	\$ 14,560,000
San Mateo	\$ 4,010,000	\$ 10,390,000	\$ 14,670,000	\$ 16,720,000	\$ 17,750,000	\$ 18,560,000	\$ 19,430,000	\$ 20,350,000	\$ 21,250,000	\$ 22,190,000
Santa Barbara	\$ 2,800,000	\$ 7,220,000	\$ 10,210,000	\$ 11,580,000	\$ 12,270,000	\$ 12,820,000	\$ 13,400,000	\$ 14,010,000	\$ 14,620,000	\$ 15,260,000
Santa Clara	\$ 8,970,000	\$ 23,230,000	\$ 32,820,000	\$ 37,360,000	\$ 39,660,000	\$ 41,490,000	\$ 43,390,000	\$ 45,460,000	\$ 47,470,000	\$ 49,550,000
Santa Cruz	\$ 1,850,000	\$ 4,770,000	\$ 6,760,000	\$ 7,660,000	\$ 8,120,000	\$ 8,490,000	\$ 8,870,000	\$ 9,290,000	\$ 9,690,000	\$ 10,110,000
Shasta	\$ 2,160,000	\$ 5,510,000	\$ 7,850,000	\$ 8,780,000	\$ 9,280,000	\$ 9,690,000	\$ 10,090,000	\$ 10,540,000	\$ 10,970,000	\$ 11,430,000
Sierra	\$ 370,000	\$ 960,000	\$ 1,360,000	\$ 1,520,000	\$ 1,610,000	\$ 1,670,000	\$ 1,750,000	\$ 1,820,000	\$ 1,880,000	\$ 1,970,000
Siskiyou	\$ 1,550,000	\$ 3,930,000	\$ 5,620,000	\$ 6,270,000	\$ 6,610,000	\$ 6,890,000	\$ 7,160,000	\$ 7,480,000	\$ 7,790,000	\$ 8,110,000
Solano	\$ 2,590,000	\$ 6,680,000	\$ 9,460,000	\$ 10,710,000	\$ 11,350,000	\$ 11,860,000	\$ 12,390,000	\$ 12,950,000	\$ 13,520,000	\$ 14,090,000
Sonoma	\$ 3,890,000	\$ 10,010,000	\$ 14,190,000	\$ 16,030,000	\$ 16,960,000	\$ 17,720,000	\$ 18,500,000	\$ 19,350,000	\$ 20,180,000	\$ 21,040,000
Stanislaus	\$ 3,820,000	\$ 9,800,000	\$ 13,940,000	\$ 15,670,000	\$ 16,580,000	\$ 17,300,000	\$ 18,040,000	\$ 18,860,000	\$ 19,650,000	\$ 20,480,000
Sutter	\$ 1,180,000	\$ 2,990,000	\$ 4,270,000	\$ 4,750,000	\$ 5,010,000	\$ 5,220,000	\$ 5,420,000	\$ 5,660,000	\$ 5,880,000	\$ 6,110,000
Tehama	\$ 1,340,000	\$ 3,400,000	\$ 4,860,000	\$ 5,370,000	\$ 5,660,000	\$ 5,890,000	\$ 6,120,000	\$ 6,380,000	\$ 6,630,000	\$ 6,890,000
Trinity	\$ 720,000	\$ 1,830,000	\$ 2,610,000	\$ 2,910,000	\$ 3,070,000	\$ 3,200,000	\$ 3,330,000	\$ 3,480,000	\$ 3,630,000	\$ 3,760,000
Tulare	\$ 4,650,000	\$ 11,790,000	\$ 16,820,000	\$ 18,690,000	\$ 19,680,000	\$ 20,500,000	\$ 21,320,000	\$ 22,230,000	\$ 23,110,000	\$ 24,020,000
Tuolumne	\$ 940,000	\$ 2,400,000	\$ 3,410,000	\$ 3,830,000	\$ 4,060,000	\$ 4,230,000	\$ 4,420,000	\$ 4,600,000	\$ 4,800,000	\$ 5,000,000
Ventura	\$ 4,530,000	\$ 11,730,000	\$ 16,550,000	\$ 18,850,000	\$ 20,010,000	\$ 20,930,000	\$ 21,890,000	\$ 22,940,000	\$ 23,950,000	\$ 25,010,000
Yolo	\$ 1,650,000	\$ 4,210,000	\$ 6,000,000	\$ 6,720,000	\$ 7,090,000	\$ 7,410,000	\$ 7,720,000	\$ 8,060,000	\$ 8,400,000	\$ 8,740,000
Yuba	\$ 940,000	\$ 2,390,000	\$ 3,400,000	\$ 3,790,000	\$ 4,000,000	\$ 4,170,000	\$ 4,340,000	\$ 4,520,000	\$ 4,700,000	\$ 4,890,000
TOTAL	\$ 230,240,000	\$ 592,930,000	\$ 839,890,000	\$ 950,200,000	\$ 1,006,590,000	\$ 1,051,930,000	\$ 1,098,540,000	\$ 1,149,340,000	\$ 1,198,990,000	\$ 1,250,310,000

** County revenues only

* **Note: Estimates include all four separate components of new SB 1 revenues:**

1. Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates;
2. Revenue from future inflationary adjustments to existing 18-cent gasoline excise tax rate, reset to 16-cents of existing diesel excise tax, and future inflationary adjustments to existing diesel excise tax rate;
3. Revenue from reset of price-based gasoline excise tax to 17.3 cents and future inflationary adjustments to this rate; and
4. Revenue from transportation loan funds redirected to local streets and roads purposes (three annual installments of \$37.5 million to counties in 2017-18, 2018-19 and 2019-20 fiscal years)

Transportation Funding Deal Explained

Chris Lee

CSAC Legislative Analyst

May 18, 2017

SB 1 (Beall)

- Approximately \$5.2 billion/year in new revenue – no sunset
- Approved by Legislature on April 6
- Governor Brown signed April 28
- Accompanied by ACA 5 (Frazier), which provides constitutional protections for revenues
- ACA 5 will go to voters for approval June 2018

What taxes were part of the deal?

- 12-cent gas excise tax increase
- Reset price-based excise tax at 17.3 cents
- 20-cent diesel excise tax increase
- 4% diesel sales tax increase
- \$25-\$175 annual “transportation improvement fee” based on vehicle value
- \$100 annual zero emissions vehicle fee
- CPI adjustments on excise taxes/fees

How will revenues be phased-in?

- New fuel taxes begin in November 2017
- The value-based transportation improvement fee begins in Spring 2018
- The price-based excise tax will be reset July 1, 2019
- New Zero Emissions Vehicles will begin to pay an additional registration fee for road maintenance in 2020

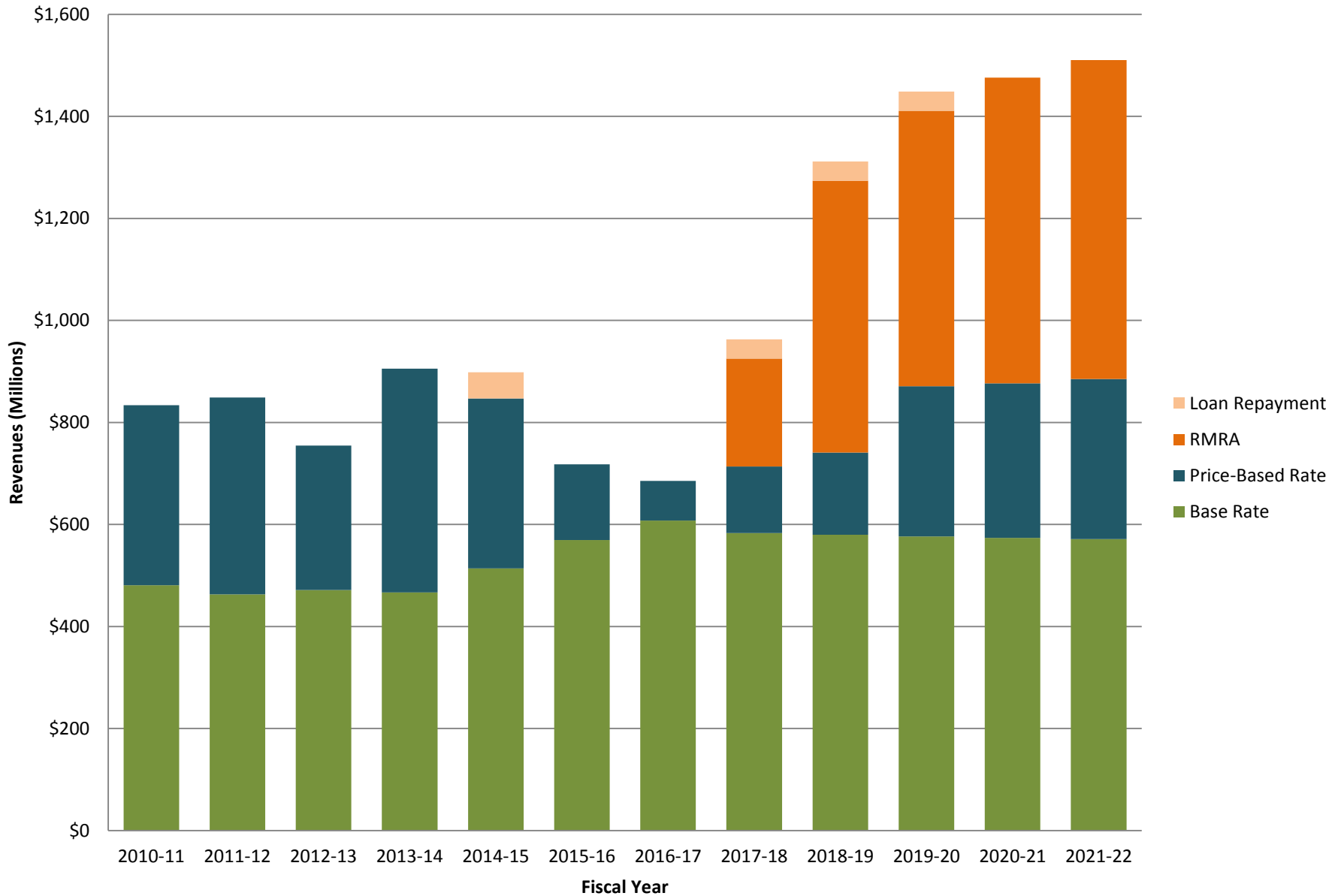
Where does the funding go?

- \$1.5 billion for state highways
- \$1.5 billion for local roads
- \$750 million for transit operations and capital
- \$685 million in loan repayments
- \$400 million for state bridges
- \$300 million for goods movement/freight projects
- \$250 million for the new “Solutions for Congested Corridors” program
- \$200 million for state-local partnership
- \$100 million for the Active Transportation grants
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants
- \$7 million for UC and CSU Transportation Research

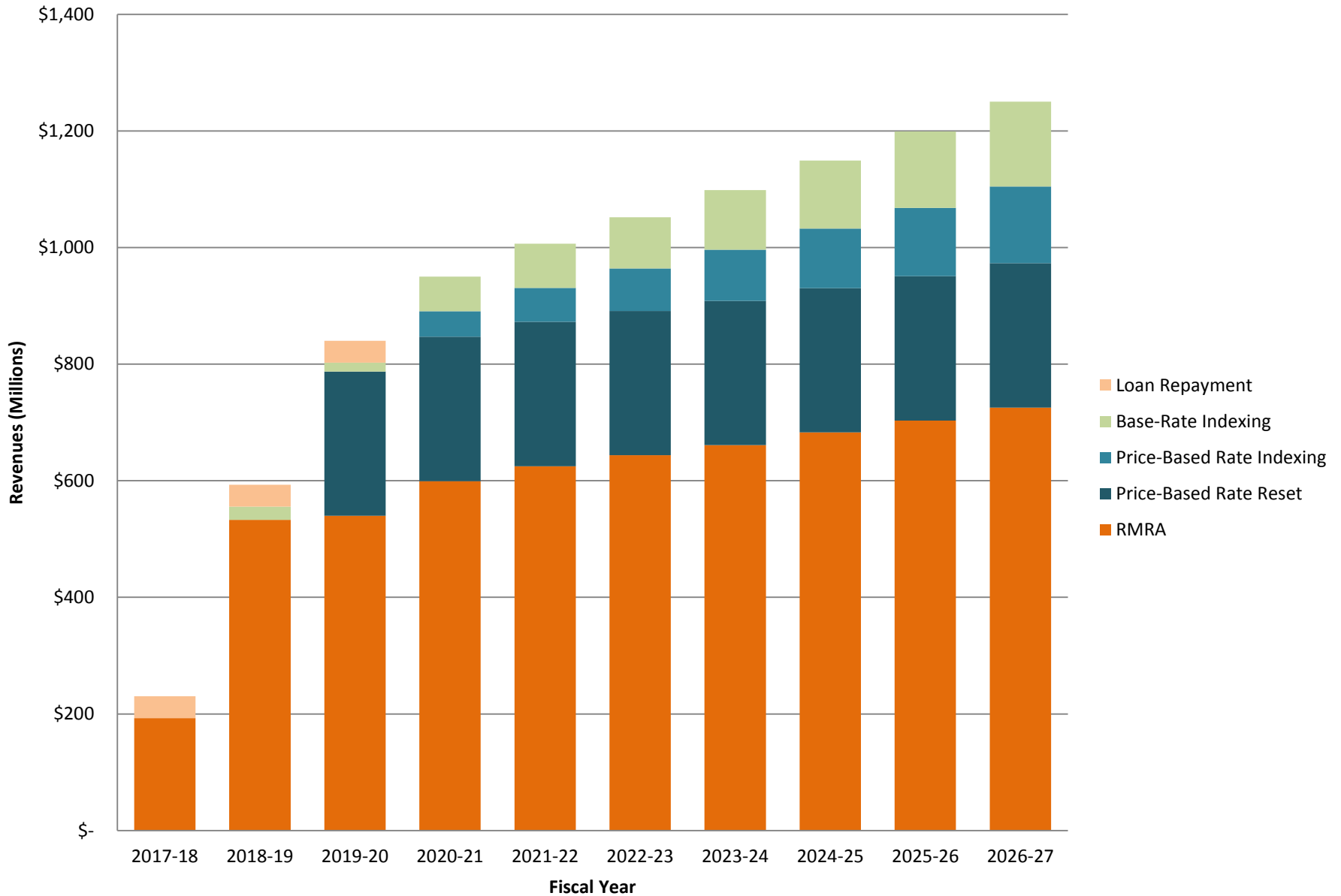
Which revenues flow to counties?

- Road Maintenance and Rehabilitation Account
 - New gas tax, transportation improvement fee, and part of diesel excise tax
- 50% state, 50% local
- Local share split evenly between cities and counties
- County revenues by SHC Section 2103 formula
 - 75% by registered vehicles; 25% by road mileage

Formula Funding for County Roads - Before and After SB 1



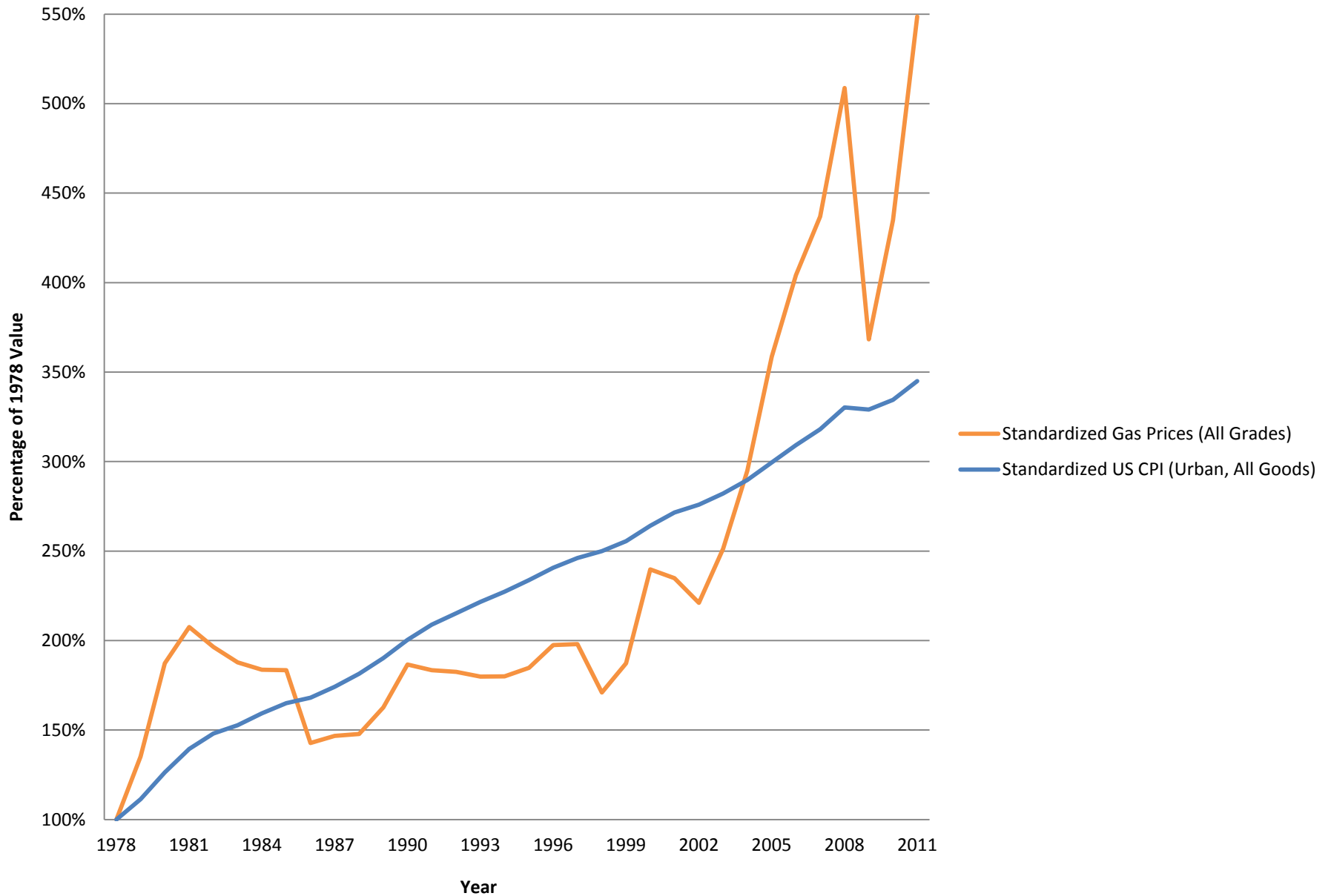
Components of New County Revenues from SB 1



Sources of Revenue Uncertainty

- Inflation – fuel tax and reg. fee now indexed
 - Affects 100% of SB 1 revenues
- Fuel consumption
 - Affects 70% of SB 1 revenues
- Number of registered vehicles and car values
 - Affects 30% of SB 1 revenues
- Gasoline prices no longer directly tied to fuel tax rates for county road revenues under SB 1

Growth in CPI and Gasoline Prices 1978-2011



Competitive Funding Opportunities

- Active Transportation Program – existing program
- State-Local Partnership – new guidelines
- Congested Corridors Program – new program
- Goods Movement Program – new guidelines
- Local Planning – guidelines to be developed
- May CA Transportation Commission meeting will include guideline discussions

What county projects are eligible?

- Road Maintenance and Rehabilitation Funding
“shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.”
Streets and Highways Code Section 2030(a)

Eligible projects cont.

- Eligible projects include, *but are not limited to*:
 - road maintenance and rehabilitation;
 - safety projects;
 - railroad grade separations;
 - complete street components, including active transportation, bike/ped, transit facilities, drainage, and stormwater capture projects;
 - traffic control devices;
 - match for state/federal funds for eligible projects.
- *Streets and Highways Code Section 2030(b)*

What if my roads are in good shape?

- May spend RMRA funds on other transportation priorities if average PCI meets or exceeds 80 (*Streets and Highways Code Section 2037*)
- Constitutional limitations apply: “Research, planning, construction, improvement, maintenance, and operation of public streets and highways” and related nonmotorized facilities for nonmotorized traffic (*Art. XIX, Sec. 2(a)*)

What are the reporting requirements?

- List of projects proposed to be funded each year to California Transportation Commission
- List must be pursuant to an adopted budget approved at a public meeting
- List shall not limit flexible use of funds, provided that projects are eligible
- Must include description and the location of each proposed project, schedule for completion, and estimated useful life of improvement
- *Streets and Highways Code Section 2034(a)(1)*

Reporting requirements cont.

- Upon expending RMRA funds, must submit documentation to the CTC
 - Description and location of each completed project,
 - Amount of funds expended on the project
 - Completion date and the estimated useful life of the improvement
- *Streets and Highways Code Section 2034(a)(2)*

Questions?

Chris Lee

CSAC Legislative Analyst

clee@counties.org

916-650-8180

Status actions entered today are listed in bold.

File name: TWIC-TransLeg

California

1. CA AB 13

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Susan Eggman (D-013)

Title: 580 Marine Highway

Introduced: 12/05/2016

Disposition: Pending

Location: Assembly Transportation Committee

Summary: Requires the Department of Transportation to implement and oversee the 580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. Requires that the project be funded by an appropriation in the Budget Act of 2017.

Status: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION.

2. CA AB 17

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Chris R. Holden (D-041)


Title: Transit Pass Program: Free or Reduced-Fare Passes

Introduced: 12/05/2016

Last Amend: 05/30/2017

Disposition: Pending

Committee: Senate Transportation and Housing Committee

Hearing: 07/11/2017 1:30 pm, John L. Burton Hearing Room (4203) 

Summary: Creates the Transit Pass Pilot Program to provide free or reduced-fare transit passes to specified pupils and students by supporting new, or expanding existing, transit pass programs. Requires the Department of Transportation to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program. Requires certain reports.

Status: 06/14/2017 To SENATE Committee on TRANSPORTATION AND HOUSING.

CSAC: Watch

LCC: Watch

3. CA AB 28

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Jim Frazier (D-011)
 Title: Department of Transportation: Review: Federal Program
 Introduced: 12/05/2016
 Enacted: 03/29/2017
 Disposition: Enacted
 Effective Date: 03/29/2017 [code impact]
 Location: Chaptered
 Chapter: 2017-4
 Summary: Reinstates the operation of existing law which provided that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of responsibilities it assumed as a participant in an interstate surface transportation project delivery pilot program for environmental review. Makes a repeal of that provision on a specified date.
 Status: 03/29/2017 Enrolled.
 03/29/2017 Signed by GOVERNOR.
 03/29/2017 Chaptered by Secretary of State. Chapter No. 2017-4
 CCTA: Support
 CSAC: Support
 LCC: Support
 MTC: Support

4. CA AB 65

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted

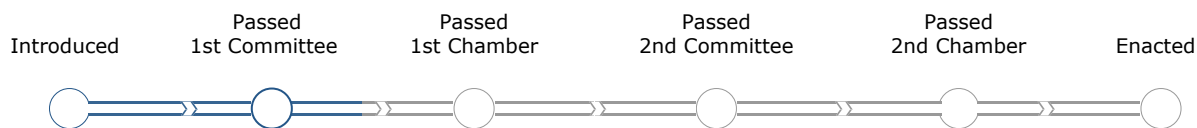


Author: Jim Patterson (R-023)
 Title: Transportation Bond Debt Service
 Introduced: 12/13/2016
 Disposition: Pending
 Location: Assembly Transportation Committee
 Summary: Amends an existing law which provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on certain general obligation bonds. Excludes from payment the debt service for Proposition 1A bonds.
 Status: 01/19/2017 To ASSEMBLY Committee on TRANSPORTATION.
 CSAC: Watch
 LCC: Watch

SESSION ADJOURNMENT

5. CA AB 151

September 15, 2017
77 Days Remaining



Author: Autumn R. Burke (D-062)

Title: California Global Warming Solutions Act

Introduced: 01/11/2017

Last Amend: 05/02/2017

Disposition: Pending

File: 27

Location: Assembly Third Reading File (••)

Summary: Amends the Global Warming Solutions Act. Requires the Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan. Requires the state board to report to the Legislature on the need for increased education, career technical education, job training, and workforce development in ensuring that statewide greenhouse gas emissions are reduced by a specified level.

Status: 05/30/2017 In ASSEMBLY. Read second time. To third reading.

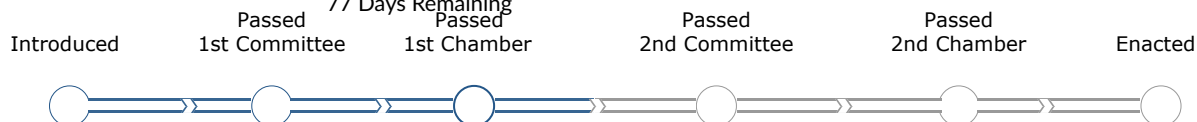
CSAC: Watch

LCC: Watch

6. CA AB 174

SESSION ADJOURNMENT

September 15, 2017
77 Days Remaining



Author: Frank E. Bigelow (R-005)

Title: California Transportation Commission: Membership

Introduced: 01/17/2017

Disposition: Pending

Committee: Senate Transportation and Housing Committee

Hearing: 07/11/2017 1:30 pm, John L. Burton Hearing Room (4203) (••)

Summary: Requires that at least one voting member of the California Transportation Commission reside in a rural county with a population of less than a certain number of individuals.

Status: 05/24/2017 To SENATE Committee on TRANSPORTATION AND HOUSING.

CSAC: Watch

LCC: Watch

7. CA AB 179

SESSION ADJOURNMENT

September 15, 2017
77 Days Remaining





Author: Sabrina Cervantes (D-060)

Title: California Transportation Commission

Introduced: 01/18/2017

Last Amend: 06/08/2017

Disposition: Pending

Committee: Senate Transportation and Housing Committee

Hearing: 07/11/2017 1:30 pm, John L. Burton Hearing Room (4203) (••)

Summary: Requires a voting member of the California Transportation Commission to have worked directly with those communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, those communities with racially and ethnically diverse populations or with low-income populations. Requires the commission and the Air Resources Board to hold a specified number of meetings per year to coordinate implementation of transportation policies.

Status: 06/08/2017 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
06/08/2017 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

CSAC: Watch

LCC: Watch

8. CA AB 278

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Marc Steinorth (R-040)

Title: California Environmental Quality Act: Transportation

Introduced: 02/02/2017

Disposition: Pending

Location: Assembly Natural Resources Committee

Summary: Exempts from the CEQA provisions a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements.

Status: 03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.
03/20/2017 In ASSEMBLY Committee on NATURAL RESOURCES: Reconsideration granted.

CSAC: Pending

LCC: Watch

9. CA AB 342

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: David Chiu (D-017)
Title: Vehicles: Automated Speed Enforcement: Five-Year Pilot
Introduced: 02/07/2017
Last Amend: 04/06/2017
Disposition: Pending
Location: Assembly Transportation Committee
Summary: Authorizes the City of San Jose and the City and County of San Francisco to implement a pilot program utilizing an automated speed enforcement system for speed limit enforcement on certain streets. Provides that a speed violation that is recorded by an ASE system is subject to a specified civil penalty.
Status: 04/24/2017 In ASSEMBLY Committee on TRANSPORTATION: Heard, remains in Committee.
CSAC: Watch
LCC: Watch
MTC: Support

10. CA AB 378

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Cristina Garcia (D-058)
Title: Greenhouse Gases and Criteria Air Pollutants
Introduced: 02/09/2017
Last Amend: 05/30/2017
Disposition: Pending
File: 23
Location: Assembly Unfinished Business - Reconsideration (R)
Summary: Requires the State Air Resources Board when adopting rules and regulations to achieve certain greenhouse gas emissions reductions to follow specified requirements and prioritize specified emission reduction rules and regulations. Requires the Board to adopt air pollutant emissions standards for emissions of criteria air pollutants and toxic air contaminants at industrial facilities.
Status: 06/01/2017 In ASSEMBLY. Read third time. Failed to pass ASSEMBLY. (35-39)
06/01/2017 In ASSEMBLY. Motion to reconsider.
BAAQMD: OpposeUnlessAmended
CSAC: Pending
LCC: Watch

11. CA AB 399

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Timothy S. Grayson (D-014)

Title: Autonomous Vehicles: Contra Costa: Pilot Project

Introduced: 02/09/2017

Last Amend: 03/23/2017

Disposition: Pending

Location: Assembly Communications and Conveyance Committee

Summary: Relates to an autonomous vehicles pilot project in Contra Costa County. Extends the authorization for the pilot project to after the operative date of regulations promulgated by the department.

Status: 03/23/2017 To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.
03/23/2017 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
03/23/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

CSAC: Watch

LCC: Watch

12. CA AB 467

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



Author: Kevin Mullin (D-022)

Title: Local Transportation Authorities: Transactions and Tax

Introduced: 02/13/2017

Last Amend: 05/16/2017

Disposition: Pending

Committee: Senate Elections and Constitutional Amendments Committee

Hearing: 07/12/2017 1:30 pm, Room 3191 (••)

Summary: Exempts, upon the request of an authority, a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan and obtaining a printed copy at no cost.

Status: 06/20/2017 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS. (10-2)

CSAC: Sponsor, Watch

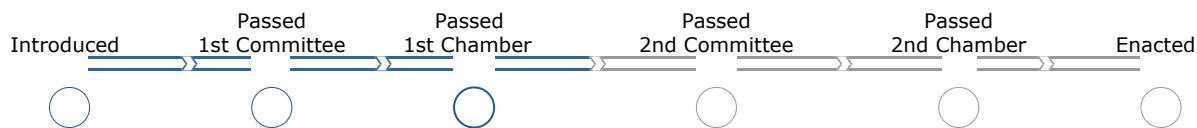
LCC: Watch


13. CA AB 1069

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining



Author: Evan Low (D-028)
 Title: Local Government: Taxicab Transportation Services
 Introduced: 02/16/2017
 Last Amend: 06/28/2017
 Disposition: Pending
 Committee: Senate Governance and Finance Committee
 Hearing: 07/05/2017 9:30 am, Room 112 
 Summary: authorizes specified counties to regulate taxi service within the respective county by means of a countywide transportation agency. Prohibits an authorized county that does not regulate taxi service by means of a countywide transportation agency, and the cities within that county, from regulating taxi service. Requires the sheriff in a county that does not regulate taxi service pursuant to these provisions to administer criminal background checks and drug testing for taxicab drivers within that county.
 Status: 06/28/2017 From SENATE Committee on GOVERNANCE AND FINANCE with author's amendments.
 06/28/2017 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNANCE AND FINANCE.
 CCTA: Oppose
 CSAC: Concerns
 LCC: Watch

14. CA AB 1436

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

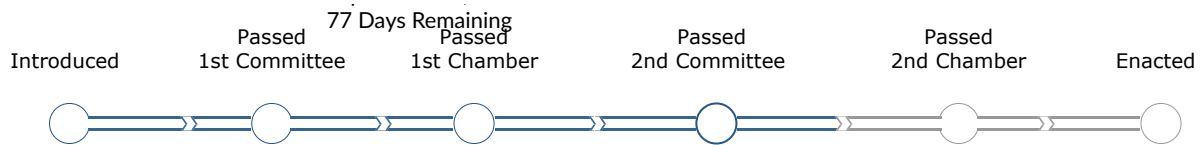


Author: Marc Levine (D-010)
 Title: County Highways
 Introduced: 02/17/2017
 Last Amend: 03/28/2017
 Disposition: Pending
 Location: Senate Second Reading File
 Summary: Authorizes the board of supervisors of a county to adopt a resolution relating to specified activities relating to streets by a certain number of votes. Makes nonsubstantive changes to existing law.
 Status: 06/28/2017 In SENATE Committee on GOVERNANCE AND FINANCE: Not heard.
 CSAC: Watch

15. CA AB 1444

SESSION ADJOURNMENT

September 15, 2017

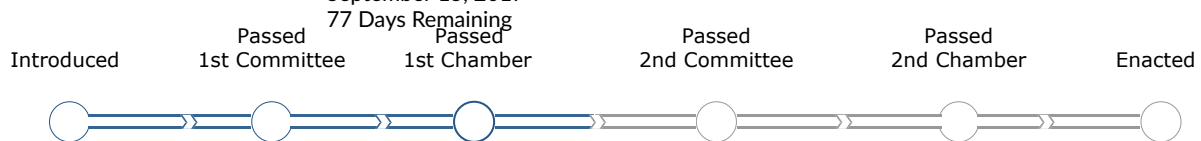


Author: Catharine B. Baker (R-016)
 Title: Livermore Amador Valley Transit Authority
 Introduced: 02/17/2017
 Last Amend: 06/20/2017
 Disposition: Pending
 Committee: Senate Appropriations Committee
 Hearing: 07/10/2017 10:00 am, John L. Burton Hearing Room (4203)
 Summary: Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.
 Status: 06/27/2017 From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS. (12-0)
 LCC: Support
 MTC: Support

16. CA AB 1479

SESSION ADJOURNMENT

September 15, 2017

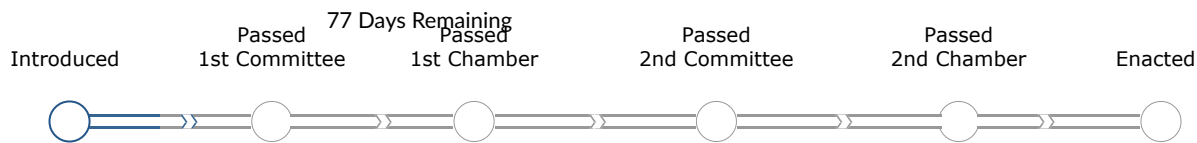


Author: Rob Bonta (D-018)
 Title: Public Records: Supervisor of Records: Fines
 Introduced: 02/17/2017
 Last Amend: 06/19/2017
 Disposition: Pending
 Committee: Senate Judiciary Committee
 Hearing: 07/11/2017 1:30 pm, Room 112
 Summary: Amends the Public Records Act. Requires public agencies to designate a person or office to act as the agency's custodian of records who is responsible for responding to any request made under the Act and any inquiry from the public about a decision by the agency to deny a request for records. Authorizes a court that finds that an agency failed to respond to a request for records or improperly withheld public records from a member of the public to assess a civil penalty.
 Status: 06/19/2017 From SENATE Committee on JUDICIARY with author's amendments.
 06/19/2017 In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.
 CCTA: Oppose

17. CA AB 1640

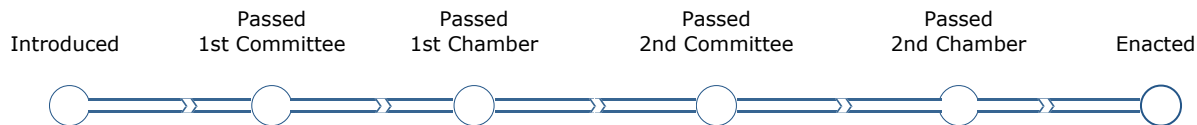
SESSION ADJOURNMENT

September 15, 2017



Author: Eduardo Garcia (D-056)
 Title: Transportation Funding: Low Income Communities
 Introduced: 02/17/2017
 Disposition: Pending
 Location: Assembly Transportation Committee
 Summary: Requires each regional transportation improvement program to allocate a certain percentage of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services.
 Status: 03/16/2017 To ASSEMBLY Committee on TRANSPORTATION.
 CSAC: Watch
 LCC: Watch

18. CA SB 1



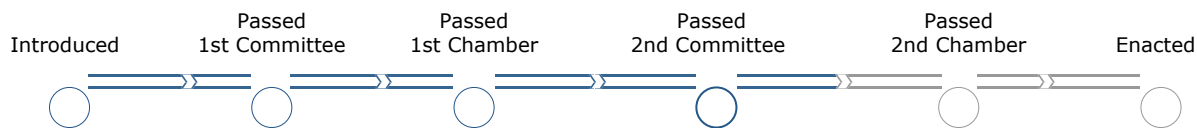
Author: Jim Beall (D-015)
 Title: Transportation Funding
 Introduced: 12/05/2016
 Enacted: 04/28/2017
 Disposition: Enacted
 Effective Date: 04/28/2017 [code impact]
 Location: Chaptered
 Chapter: 5
 Summary: Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.
 Status: 04/28/2017 Signed by GOVERNOR.
 04/28/2017 Chaptered by Secretary of State. Chapter No. 5
 CSAC: Support
 LCC: Support
 MTC: Support

19. CA SB 80

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining



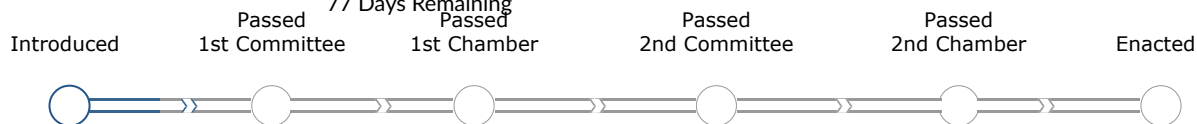
Author: Bob Wieckowski (D-010)
 Title: California Environmental Quality Act: Notices
 Introduced: 01/11/2017
 Last Amend: 06/21/2017
 Disposition: Pending
 Location: Assembly Appropriations Committee
 Summary: Amends the California Environmental Quality Act. Requires a lead agency to post certain notices on the agency's Internet Web site and to offer to provide those notices by e-mail. Requires a county clerk to post notices regarding an environmental impact report or a negative declaration on the county's Internet Web site. Requires the filing of a notice in certain cases.
 Status: 06/21/2017 In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
 CSAC: Concerns
 LCC: Watch

20. CA SB 578

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining



Author: Steve Glazer (D-007)
 Title: Highways: Safety Enhancement-Double Fine Zone
 Introduced: 02/17/2017
 Last Amend: 04/17/2017
 Disposition: Pending
 Location: Senate Transportation and Housing Committee
 Summary: Designates the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Marsh Creek Road intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County.
 Status: 04/17/2017 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.
 04/17/2017 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.
 CSAC: Watch
 LCC: Watch

21. CA SB 595


SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining





Author: Jim Beall (D-015)
 Title: Metropolitan Transportation Commission: Toll Bridge
 Introduced: 02/17/2017
 Last Amend: 05/26/2017
 Disposition: Pending
 Committee: Assembly Transportation Committee
 Hearing: 07/10/2017 2:30 pm, State Capitol, Room 4202 
 Summary: Requires the City of County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. Makes the Bay Area Toll Authority responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area.
 Status: 06/12/2017 To ASSEMBLY Committee on TRANSPORTATION.
 CSAC: Watch
 LCC: Watch
 MTC: Support

22. CA SB 775

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining

Introduced Passed 1st Committee Passed 1st Chamber Passed 2nd Committee Passed 2nd Chamber Enacted



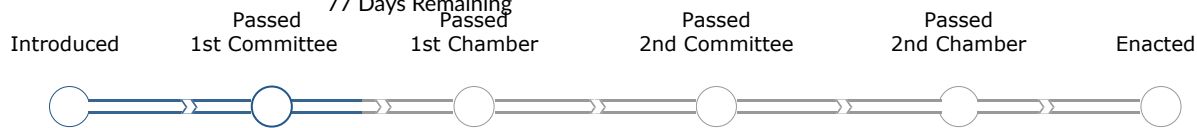
Author: Bob Wieckowski (D-010)
 Title: Global Warming: Market-Based Compliance Mechanisms
 Introduced: 02/17/2017
 Last Amend: 05/01/2017
 Disposition: Pending
 Location: Senate Environmental Quality Committee
 Summary: Amends the California Global Warming Solution Act of 2006 which designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emission of greenhouse gases. Requires the Board to adopt a regulation establishing as a market-based compliance mechanism a market-based program of emission limits for covered entities. Relates to funds.
 Status: 05/01/2017 From SENATE Committee on ENVIRONMENTAL QUALITY with author's amendments.
 05/01/2017 In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.
 CSAC: Pending
 LCC: Watch

23. CA SCA 2

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining



Author: Josh Newman (D-029)

Title: Motor Vehicle Fees and Tax: Restriction on Expenditures

Introduced: 01/18/2017

Last Amend: 03/30/2017

Disposition: Pending

File: A-7

Location: Senate Inactive File

Summary: Requires revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes. Requires those revenues to be deposited in the Public Transportation Account.

Status: 04/17/2017 In SENATE. From third reading. To Inactive File.

CSAC: Support, Watch

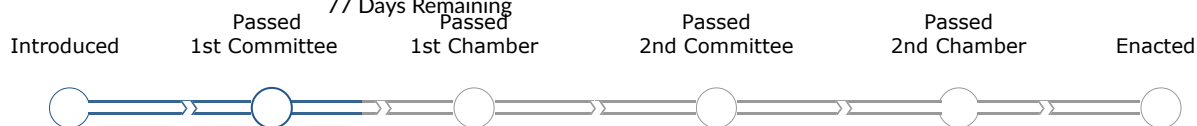
LCC: Watch

24. CA SCA 6

SESSION ADJOURNMENT

September 15, 2017

77 Days Remaining



Author: Scott Wiener (D-011)

Title: Local Transportation Measure: Special Taxes: Voter

Introduced: 02/13/2017

Last Amend: 05/01/2017

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by a certain percentage of the voters voting on the proposition.

Status: 05/25/2017 In SENATE Committee on APPROPRIATIONS: Held in committee.

CSAC: Support

LCC: Watch

MTC: Support

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA
and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 05/24/2016 by the following vote:

AYE: ☐
NO: ☐
ABSENT: ☐
ABSTAIN: ☐
RECUSE: ☐



Resolution No. 2016/382

A RESOLUTION OF THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY AUTHORIZING THE COUNTY ADMINISTRATOR TO PURSUE EITHER THE POTENTIAL FORMATION OF A JOINT POWERS AUTHORITY (JPA) OR THE NEGOTIATION OF A MEMORANDUM OF UNDERSTANDING (MOU) FOR THE REGIONAL REGULATION OF TAXICAB SERVICES WITHIN CONTRA COSTA COUNTY

WHEREAS, California Government Code Section 53075.5 states that every city or county shall protect the public health, safety, and welfare by adopting an ordinance or resolution regarding the provision of taxicab services within its jurisdiction;

WHEREAS, each individual jurisdiction within the County of Contra Costa is currently responsible for the regulation of taxicab services within its own boundaries, including but not limited to the licensing/permitting of vehicles and drivers, the conduct of driver background checks and testing for controlled substances, vehicle inspections, approval of taxicab rates, and the establishment and enforcement of other operating rules and procedures;

WHEREAS, the County of Contra Costa anticipates that the formation of a single regional taxicab authority, or the negotiation of a regional MOU, would provide a benefit to the residents, visitors, and businesses of the unincorporated area, and those of other participating jurisdictions, through the promotion and establishment of consistent rules and standards for the regulation of taxicab services across the County;

WHEREAS, it is also anticipated that the formation of a single regional taxicab authority, or the negotiation of a regional MOU, would allow taxicab drivers to obtain a single license/permit covering all participating jurisdictions, instead of having to obtain multiple licenses/permits throughout the County; and

WHEREAS, it is also anticipated that the regulation of taxicab services through a single regional authority, or the negotiation of a regional MOU, would create efficiencies that could reduce overall staff time currently dedicated to the administration and regulation of taxicab services, both within the County, and in other participating jurisdictions.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Contra Costa County as follows:

1. The County Administrator, in partnership with other participating jurisdictions, is hereby authorized to investigate the feasibility of either forming a joint powers authority ("JPA") or negotiating a memorandum of understanding ("MOU") for the regional regulation of taxicab services within Contra Costa County.
2. The County Administrator shall designate a staff representative to work with the representatives of other participating jurisdictions in an effort to determine the feasibility of either creating a regional JPA or negotiating a regional MOU and, if feasible, to draft agreements and documents necessary to implement such regional JPA or MOU, including but not limited to:
 - (i) a proposed JPA among participating jurisdictions,
 - (ii) proposed bylaws and uniform taxicab regulations to be adopted by a JPA,
 - (iii) an MOU among participating agencies, or
 - (iv) any other local resolutions or ordinances necessary to implement the JPA or MOU, all subject to final review and approval by the Board of Supervisors.
3. The County Administrator, or designee, is further authorized and encouraged to participate in regional outreach efforts, along with other jurisdictions, with community stakeholders.
4. The County Administrator, or designee, will continue to provide periodic updates to the Board of Supervisors' Transportation, Water and Infrastructure Committee (TWIC) regarding the work authorized by this Resolution.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

ATTESTED: May 24, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

Contact: Timothy Ewell, (925) 335-1036

By: , Deputy

cc:

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

DATE: July 5, 2017

SUBJECT: TWIC Report

State Budget Approved by Legislature and Governor - Transportation

With the Legislature having met the June 15 deadline to approve the annual budget act, on June 27, the Governor approved the budget bill and several key trailer bills making policy changes that make the budget work for the Governor.

For transportation programs the budget act contains new spending of the SB 1 revenues that will materialize from the bill's new taxes that will become effective later in the fiscal year. The amount of \$1,497,370,000, from a variety of new funds, is provided for local and capital funding for projects in multiple transportation programs set forth in SB 1. This includes \$592.8 million for capital projects and \$904.6 million for local assistance (largely local streets and roads maintenance).

Affected programs include:

- ✓ Local Partnership Program,
- ✓ Trade Corridor Enhancement Program,
- ✓ Transit and Intercity Rail Capital Program,
- ✓ Active Transportation Program,
- ✓ Congested Corridor Program, and
- ✓ State Highway Operations Protection Program (SHOPP).

The new budget also includes \$477.8 million in support costs for Caltrans, from a variety of funds, with a net zero change in staff, to pave highways, fill potholes, rehabilitate bridges, and disseminate local assistance funds from new revenue created by SB 1 as well as approval of provisional budget language to provide funding flexibility.

To enhance accountability for SB 1 programs, the budget also includes \$9.5 million in State Highway Account funds for 58 positions, including ten new positions and the redirection of 48 existing positions, for the new Office of Inspector General created by SB 1.

Finally, the transportation programs in the budget are subject to the policy clarifications and language contained in two Budget Trailer bills in line with SB 1.

The two trailer bills are as follows:

AB 115: Cleanup for SB 1, combined with Project Acceleration language.

Among the provisions of this bill are the following:

(1) CM/GC (Construction Management/General Contractor) authority for CalTrans projects will be doubled from 12 projects to 24 projects, and two of the projects can be delegated to the Riverside County Transportation Commission (RCTC);

(2) Current CM/GC authority, which can be used by regional transportation agencies for expressway and new bridge projects not on the state highway system, will be expanded to include bridge repair and rehabilitation projects and railroad grade separations in Riverside County;

(3) Design-build will be permitted for up to 6 local projects approved by CalTrans for bridge replacements or railroad grade separations, with three of the projects in Riverside County.

(4) Clarification that ensures the SB 1 Local Partnership funding will be available to regional transportation agencies, as well as cities and counties.

SB 103: Freight Trade Corridor and Advance Mitigation Authority.

This measure contains detailed programmatic direction for both the freight and advance mitigation elements funded by SB 1. This bill is pending final action by the Senate.

SB 1 Guidelines

CalSTA is accelerating production of updated guidelines for TIRCP that will also follow current law that authorizes the state to program 5 years of projects. Additionally, CalSTA will also speed the development of the Commuter and Passenger Rail guidelines in order to move those funds to recipient agencies.

As for the CTC, they have begun their guideline development for Trade Corridors, Local Partnership, Active Transportation and the Congested Corridors programs, beginning at their regular meeting in May. Their target is to prepare guidelines and conduct complete assessment processes in timely manner to allow award of project funding within the 2017-18 budget year.

Regional Measure 3 - SB 595 (Beall)

Legislation to establish Regional Measure 3 (RM 3) was approved by the Senate on May 31; it has been assigned to the Assembly Transportation committee for hearing on July 10.

The bill requires the nine Bay Area counties to conduct a special election to increase the toll rate charged on state-owned bridges within the region to be used to meet the funding obligations associated with an unspecified number of projects and transportation programs.

Working with MTC, local transportation agencies have adopted RM 3 priority project lists.

The bill was amended on July 3 to specify that the regional toll can be raised up to \$3 and to provide election law specifications to how the regional vote would be conducted.

Autonomous Vehicles

The Livermore-Amador Valley Transit Authority (LAVTA) has worked with Assemblymember Baker to introduce AB 1444, which authorizes LAVTA to undertake a pilot within the City of Dublin for shared Autonomous Vehicles (SAV). The intent is to better connect parking facilities with BART.

The bill is pending approval on the Senate Floor.

Cap and Trade

With the approval of the transportation-funding package, the focus of attention now turns to the possible extension of the Cap and trade program. The governor still intends to seek authorization the extension of the cap and trade program through the legislature. In the meantime, the legislature has introduced their own versions for consideration.

Cap and Trade Auction Mechanism Reauthorization

AB 378 (Garcia) – Reauthorization vehicle for auction mechanism.

Status: Failed to pass the Assembly

AB 151 (Burke) – Reauthorization vehicle for auction mechanism

Status: Not taken up in the Assembly

SB 775 (Wieckowski) – Introduced with great fanfare last week, this measure may well be interpreted as a carbon tax.

Status: Never heard

There are substantial negotiations underway between the leadership and the Governor's Administration and the ultimate vehicle is uncertain at present. There is an emerging "deal" concept that would restrict the use "free credits" and to let the present continuous appropriations authority expire in 2020 that dedicates 60% of auction revenues to sustainable communities, transit and High speed Rail.

The concept would lead to three (3) types of expenditures after 2020: (1) Rebates to offset the impact of cap and trade on the public, (2) Infrastructure, and (3) research.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

11.

Meeting Date: 07/10/2017

Subject: COMMUNICATION/News Clippings

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, Department of
Conservation and Development

Contact: John Cunningham
(925)674-7833

Referral History:

Communication items are added to the TWIC agenda on an as-needed basis.

Referral Update:

Communication Received:

Recommendation(s)/Next Step(s):

RECEIVE communication and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

A Generational Failure As the U.S Fantasizes

Update on Express (HOT) Lanes

Roseville, Rocklin eye split from rural Placer voters in plan to raise taxes for roads The Sacramento Bee.pdf

A generational failure: As the U.S. fantasizes, the rest of the world builds a new transport system

Yonah Freemark

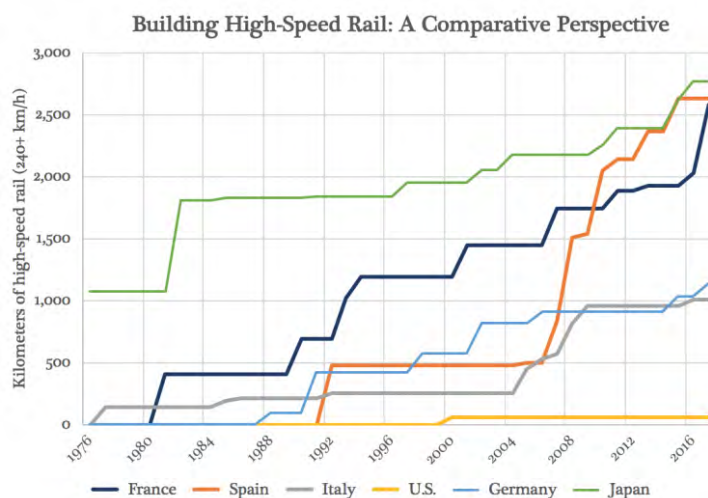
July 1st, 2017 | [60 Comments](#)



Tomorrow, two high-speed rail lines open in France, providing new corridors for trains to slice through the countryside at 200 mph (320 km/h). One is a **302-kilometer link** that will connect Paris to Bordeaux in the southwest part of the country. The other is a **182-kilometer line** connecting Paris to western France. They'll provide riders the equivalent of linking Washington, D.C. to Charlotte in just over two hours (versus an eight-hour Amtrak trip today), or Dallas to San Marcos in less than an hour and a half (versus a seven-and-a-half-hour Amtrak trip).

What's remarkable about the completion of these projects is not so much their scale (though at €7.8 billion and €3.4 billion, respectively, they're hardly a drop in the bucket), nor the improvements in connectivity they'll provide (though they'll slash travel times in western France for millions of riders every year). What's remarkable about them is, frankly, just how unremarkable they are; for people in most of the world's wealthy countries, high-speed rail services of this sort have become commonplace.

The U.S., of course, is the world's notable exception. Over the past thirty years, almost two dozen countries have built up networks of collectively thousands of miles for trains traveling at least 150 mph. Since 1976, for example, France, Germany, Italy, and Spain slowly but steadily built up large networks, under varying political and economic environments (Japan had started opening such lines in 1964; see the bottom of the post for a similar graph including China). Americans upgraded a route between Boston and New York and created 34 miles of track capable of such speeds.



In face of the difficulties inherent in investing in large infrastructure projects that have the potential to transform the travel experience, the U.S. has been unable to advance. Over the course of an entire generation, American society has proven itself incapable of pooling either the sustained motivation or the resources to complete a single major high-speed intercity rail project. Not that the country has committed itself to other forms of transportation, either; an

automobile-centric place we may be, but our road network **has hardly grown** since 1980 in the face of massive population growth, congestion has worsened, and our airports are notoriously awful.

In this failure, high-speed rail encapsulates the American experience in general: A nation now fundamentally unprepared to change, whether in terms of transport, climate change, or healthcare.

My indictment of the U.S. is not founded on a claim that Americans are bereft of “ideas,” or that other countries’ populations are smarter, or wealthier, or more risk-taking than them. It’s just that our society suffers from a *malaise* resulting from its dysfunctional, irascible political system that is woefully unprepared to commit to anything particularly significant.

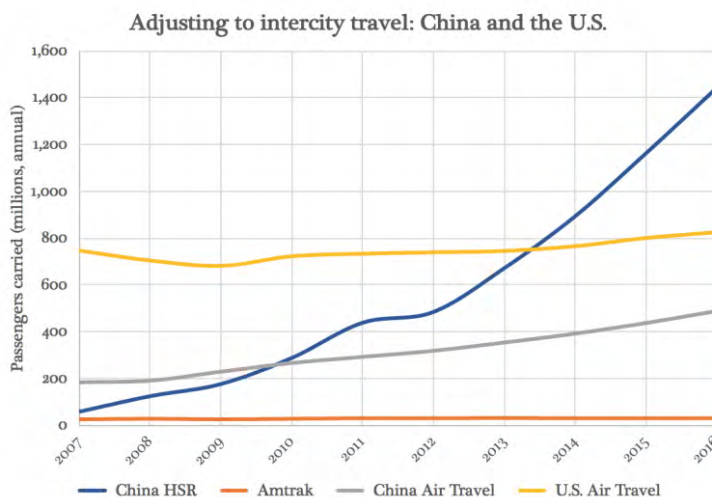
In early 2009, the U.S. and China were, in an odd sort of way, in a similar place when it came to transport investment. Propelled into office by a wave of voters who suggested they wanted change, President Obama’s administration released a **visionary proposal for high-speed rail** that suggested the potential for major new fast train corridors criss-crossing the country. He convinced Congress to pass **a stimulus bill with very significant new funds to pay for such lines**. He seemed to be promoting a way forward. At the same time, China had **just begun developing its rail network**; in terms of truly fast trains, it had little more than a short link between Beijing and Tianjin open. But the Chinese government also **had big proposals to expand its network** into a nationwide system.

What happened in the intervening years suggests the difference between the two countries. In the U.S., President Obama’s initiative was met by Republican governors elected in 2010 who, for reasons that had little to do with sanity, resisted free federal money to fund the completion of intercity rail projects their (Democratic) predecessors had developed. Lines in **Florida, Ohio, and Wisconsin** were scuttled. Republican members of the House of Representatives fought new appropriations for rail and instead **pointed to** what have been so far unfulfilled hopes for the private sector’s magic touch to bring fast trains to America.

The federal government, hand-in-hand with willing state governments, invested in **dead-end studies of maglev projects**. Commentators **suggested that** high-speed rail was “pointless” in the **face of** slower self-driving cars, a technology that, by the way, remains to be genuinely proven. Now, we’re being told **by the president** and the **mayor of Chicago** that the Hyperloop, another underdeveloped technology, is the transport of the future.

When it comes to intercity transportation, the attention span of the American mind, it seems, is little different than that of a child suffering from ADHD. Perhaps it is no surprise we have elected a president more interested in Twitter than policy.

Meanwhile, the Chinese government, committed to a long-term project, built the world’s largest high-speed rail network. It now carries more than a billion and a half passengers each year. It has reconfigured the nation’s geography such that high-speed rail is the most cost- and time-effective way to get around between most cities.



In the face of significant economic growth and mass migration to its urban centers, the Chinese government constructed a new transportation system. Yes, its roadway network and air travel systems have grown dramatically over the past ten years. But the largest growth in intercity travel has occurred on the high-speed rail network, which accounted for just a third of the passenger numbers of China’s airlines in 2007 but now is carrying almost two times as many riders, and many more than the U.S. air system as a whole.

Amtrak, whose government support has hardly changed over the past decade, still carries about 1/26th of the daily passengers of the nation’s airlines. Its negligible role in the nation’s intercity transport system—outside of the Boston-to-Washington corridor—remains entrenched, even as other countries have dramatically expanded the railroad’s role in their societies. The problem isn’t that trains aren’t popular to Americans. The problem is that American rail service is terrible, and we’ve done nothing to improve it.

It is true, of course, that the Chinese government is autocratic and that its ability to invest in rail does not face the same bureaucratic or democratic resistance as the U.S. does.

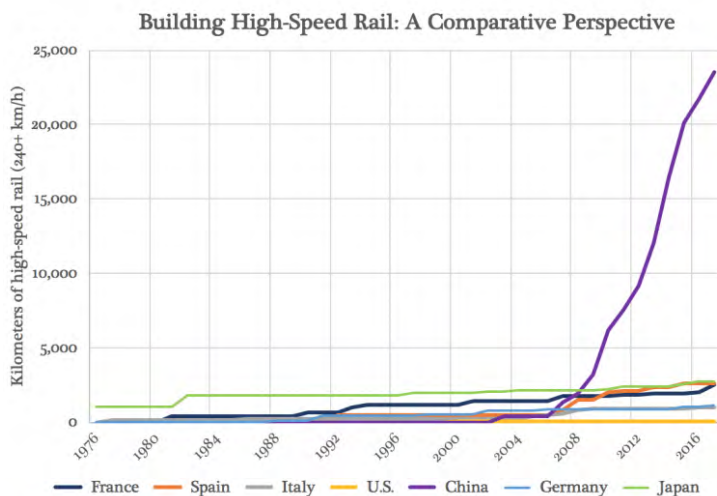
But such concerns didn't prevent the French, Italian, and Spanish government from completing more than 2,000 kilometers of high-speed rail lines since 2009. Moreover, American claims from early in the Chinese development period that "the Railway Ministry still can't get anyone to ride its trains" now seem irrelevant given that millions of people ride the system each day. And though it is certainly true that the rail system was, in part, built on corner-cutting, over the six years since 40 people died in the terrible 2011 Wenzhou train crash, more than 160,000 Americans died on their precious roadways.

It turns out that it's actually not that complicated to conduct transport policy in a manner that adapts to change. You don't need competitions to gather the input of "geniuses." You don't need magical new technologies when we have systems that work today. You don't need to encourage speculation from the private sector, whose primary interest is in making high returns on their investment, not the public interest. You need a (reasonably) long-term commitment to individual projects, across political lines and among multiple political jurisdictions. You need to amass the public resources to pay for them. And then you need a competent workforce to design, construct, and operate the lines. American society has not shown itself capable of any of those things.

President Trump's claims over the past year have suggested significant interest in supporting improved infrastructure for the U.S. Democrats were willing to compromise, for better or worse, to make such projects happen. But then the administration revealed its budget, which cut a gaping hole in existing infrastructure programs. And the president has failed to even propose an appointment for the head of the Federal Railroad Administration, among many other positions.

The U.S. lost an entire generation of potential investment in high-speed rail to half-hearted proposals and political back-and-forths over whether to fund better services. There's no evidence we're any better off because of it; while other countries have developed new transportation systems that truly improve the ability to get between their cities, we've just become further mired in traffic, whether at the airport or on the highway. The current president gives us little reason to believe the coming years offer anything different.

There are, thankfully, still reasons for hope. Florida's Brightline project, a private initiative that would be difficult to replicate elsewhere because it is being completed by a private company that already owns the right-of-way, nonetheless suggests that it is possible to develop what appears to be a competent, well-run new railroad in the U.S., though it is not truly high-speed rail. And California's high-speed rail line, though years from completion and under continuous barrage from congressional Republicans, is actually under construction and it retains significant political support. Change could yet be on its way.



Sources for graphs: Wikipedia, U.S. Bureau of Transportation Statistics, World Bank, Amtrak. Photo at top: TGV near Bordeaux, from Flickr user Adrien Sifre (cc).

By Yonah Freemark on July 1st, 2017 | Listed: [Amtrak](#), [High-Speed Rail](#), [Intercity Rail](#), [President](#) | 60 Comments

[Trump's budget hits transit hard](#) »

60 Comments | [Leave a Reply](#) »

Marc Brenman
1 July 2017 at 11:17 · [Reply](#)

11 Billion Euro in capital costs alone is not “a drop in a bucket.” Spain is a bad example of successful HSR projects, since the costs helped bankrupt the country, and the adverse effects are still being felt. It is incorrect to say that ARRA contained significant funds for HSR in the US. ARRA actually contained a lot of money for bogus “shovel ready” pothole filling road projects. HSR in the US competes with regional jet, which is a relatively efficient system. There are only two HSR segments in the world that pay for themselves at the farebox; all others require huge tax subsidies and very high fares, as well as openness to terrorism. When airport type security is added to HSR, as it inevitably will, then the speed of through-put will decrease to be about the same as regional jet, portal to portal. Political support for California HSR is dropping, in part because, like all other megaprojects, it is hundreds of percent over budget and schedule, and takes away money from what is really needed in California.



Alvaro Castro
[1 July 2017 at 18:32 · Reply](#)

Saying that Spain is a bad example “because it helped bankrupt the country” seems to me an unfounded claim. Considering the low population density of the country (by Europe’s standards), infrastructure like this is key to connecting the less industrialized areas and providing better connectivity with a radial structure. In my opinion, is a good investment for the country, and many Spaniards benefit from it. It’s also one of the best experiences I’ve had when using it, compared to many European countries too.



flierfy
[1 July 2017 at 19:01 · Reply](#)

High-speed lines are more to Spain than just the roadway to fast passenger services. These lines are Spains access to the standard gauge network of Europe. The development of this network allows the country to reduce its dependence on the prevailing road transport. Neither did its construction cripple Spains economy. For all those reason did the country continue to expand this network in the last decade despite the economic difficulties.

Rob

[1 July 2017 at 23:15 · Reply](#)

“When airport type security is added to HSR, as it inevitably will”. My answer to that is: why is that so inevitable? And if it is, where does it stop? Will we have “airport-type security” on regional trains next? Subways? At the end we’ll just agree it’s better not to leave the house at all anymore, which, if we look at the positive side, is at least good for the environment...

Mike

[2 July 2017 at 03:59 · Reply](#)

Complete bullshit. ALL infrastructure is heavily subsidized. While you are whining about money being used to fund rails, \$165 billion per year is being poured into our aging highway system. Roads are far more expensive, and unsustainable.

Thomas Dorsey

[1 July 2017 at 12:39 · Reply](#)

Well stated, but new/infrequent visitors to TheTransportPolitic should be reminded of two caveats.

1. Brightline private ownership is to be commended for making a positive impact on intercity passenger rail. But, Brightline is not true HSR because over 80% of the line will be 79 mph and service can not run as frequent as grade-separated 125+ mph HSR.

There was opportunity for up to 15% private investor participation in the 185 mph Florida HSR-only project whose frequent service would have tripled/quadrupled Brightline’s projected ridership. Politics prevented Florida from having 185 mph HSR-only tracks in Orlando-Tampa corridor by 2015. Connecting with the first HSR line at Orlando International Airport, the 185 mph HSR-only Orlando-Fort Lauderdale-Miami corridor would have been under construction today.

2. Ohio Republican Governor Kasich rejected the Cleveland-Columbus-Cincinnati passenger rail project because average speed would have been under 60 mph. Some time after rejecting funds for that project, he requested that the same funds upgrade existing the Amtrak Youngstown-Cleveland-Toledo corridor to 79 mph and more frequent service.

Though Kasich botched the politics and timing, many, like myself, argue that he was right. Kasich believes that existing Amtrak service must first improve to win more patronage. The ridership boost is needed to build voter support in a “Purple” state. With backing from more voters, he/next Ohio governor could approve a follow-up project to further upgrade speed and frequency. Pennsylvania governors took that approach upgrading to 110 mph in the Amtrak Philadelphia-Harrisburg corridor, now planning a 125 mph upgrade. More recently, that measured-but-firm approach helped the Michigan Republican governor get support for the 110 mph Amtrak Chicago-Detroit upgrade.

Kasich’s approach could have accelerated the day when frequent 125 mph service runs in the Amtrak Philadelphia-Harrisburg-Pittsburgh-Youngstown-Cleveland-Toledo corridor. Combined with growing patronage in the 110 mph Amtrak Chicago-Detroit corridor, the project would trigger demand for a 110-125 mph Amtrak Toledo-Detroit HSR route — its only a 58 mile gap.

barry

1 July 2017 at 13:16 · Reply

America is disfunctional on this issue for several reasons. One is that a lot of the upper class that once agreed to tax themselves for US investment (e.g. in no-cost or low cost public higher education, road building and other infrastructure) has apparently lost interest in helping the US, now they only want to help themselves, and don't care where they invest, make products, or escape taxation. Highest marginal tax rates have dropped from about 91% for the very rich to 39% or so and even that is too much for the poor dears who want to lower it further and even eliminate estate taxes so their wealth will never be taxed. To help them, they have an army of rightwing radio and TV hosts, bloggers, and commenters to serve as their lackeys and have convinced most Americans that they shouldn't pay taxes. So all our infrastructure suffers, but as roadway and aviation costs are hidden in many externalities, rail travel has a hard time competing. In addition, much of the right-wing hates rail travel as they know it is relatively energy efficient, its workforce is highly unionized. Now that they are in control of everything, there is little hope for more civilized travel in the US.

John Brave

2 July 2017 at 14:20 · Reply

Somebody needs help understanding the repercussions of heavy taxation:

The Tax System Explained in Beer

Suppose that once a week, ten men go out for beer and the bill for all ten comes to £100. If they paid their bill the way we pay our taxes, it would go something like this...

The First Four Men (The Poorest) Would Pay Nothing.

The Fifth Would Pay £1.

The Sixth Would Pay £3.

The Seventh Would Pay £7.

The Eighth Would Pay £12.

The Ninth Would Pay £18

And The Tenth Man (The Richest) Would Pay £59.

So, That's What They Decided To Do.

The ten men drank in the bar every week and seemed quite happy with the arrangement until, one day, the owner caused them a little problem.

"Since you are all such good customers," he said, "I'm going to reduce the cost of your weekly beer by £20." Drinks for the ten men would now cost just £80.

The group still wanted to pay their bill the way we pay our taxes. So the first four men were unaffected. They would still drink for free but what about the other six men? The paying customers? How could they divide the £20 windfall so that everyone would get his fair share?

They realized that £20 divided by six is £3.33 but if they subtracted that from everybody's share then not only would the first four men still be drinking for free but the fifth and sixth man would each end up being paid to drink his beer.

So, the bar owner suggested that it would be fairer to reduce each man's bill by a higher percentage. They decided to follow the principle of the tax system they had been using and he proceeded to work out the amounts he suggested that each should now pay. And so,

The fifth man, like the first four, now paid nothing (a 100% saving).

The sixth man now paid £2 instead of £3 (a 33% saving).

The seventh man now paid £5 instead of £7 (a 28% saving).

The eighth man now paid £9 instead of £12 (a 25% saving).

The ninth man now paid £14 instead of £18 (a 22% saving).

And the tenth man now paid £49 instead of £59 (a 16% saving).

Each of the last six was better off than before with the first four continuing to drink for free.

But, once outside the bar, the men began to compare their savings.

"I only got £1 out of the £20 saving," declared the sixth man. He pointed to the tenth man, "but he got £10."

"Yes, that's right," exclaimed the fifth man. "I only saved £1 too. It's unfair that he got ten times more benefit than me."

"That's true" shouted the seventh man. "Why should he get £10 back, when I only got £2? The wealthy get all the breaks."

"Wait a minute," yelled the first four men in unison, "we didn't get anything at all. This new tax system exploits the poor."

The nine men surrounded the tenth and beat him up.

The next week the tenth man didn't show up for drinks, so the nine sat down and had their beers without him. But when it came time to pay the bill, they discovered something important – they didn't have enough money between all of them to pay for even half of the bill.

And that, boys and girls, journalists and government ministers, is how our tax system works. The people who already pay the highest taxes will naturally get the most benefit from a tax reduction. Tax them too much, attack them for being wealthy and they just might not show up anymore.

In fact, they might start drinking overseas, where the atmosphere is somewhat friendlier.

For those who understand, no explanation is needed. For those who do not understand, no explanation is possible

David R. Kamerschen, Ph.D. – Professor of Economics.

Larry Roth
2 July 2017 at 23:13 · Reply

This comment is too cute by half, For one thing, you're repeating an internet meme of dubious provenance. You might want to see what Snopes has to say about it.

<http://www.snopes.com/business/taxes/howtaxes.asp>

More to the point, this is hardly 'proof' of anything – it's a story, nothing more. There's little to no hard evidence the rich flee high taxation. Why flee when they can afford to find so many loopholes or get new ones enacted into law?

My understanding is that the top rate in the U.S. is currently 39%. In the 1950's it used to be 91%. That just happens to be around the time we really got rolling on building the interstate highway system, a massive infrastructure investment. By all accounts the 1950's saw serious growth across the whole economy for everyone. For that matter, we built some pretty amazing stuff at the height of the depression.

At the present time we have inequality at record levels in the U.S. and the rest of the world as well. The rich are hardly suffering – not so the rest of us. Hard evidence is that tax cuts do NOT pay for themselves, do NOT create jobs, OR grow the economy – but they do make the rich even richer.

Now if you're a billionaire, I can see why you'd want that story to be spread around. It's in your interest after all. If you're not a billionaire and you think that story applies to you, you've been played. You need to spend less time thinking about beer and more time studying economics and history.

John Brave
3 July 2017 at 00:42 · Reply

The US federal tax law reached its highest during WWII at 94%. 50s-70s about 70%.

That's not even relevant. So what if it was very high in the past. That doesn't make it any fairer. How would you feel if you worked hard and only kept 6% of what you've made?

Each person have their own view on what's fair depending on where in the income bracket they fall. The poor want everybody else to pay as much as possible, even 110% of their income as taxes in order to allow the government to relieve them of their own burden. Everybody wants everybody who's in the income bracket above them to pay more and for themselves to pay less. Everybody. When you're in the top bracket, then there is nobody above.

How do you really define what's fair? Really. I'm asking you. How do YOU define fair?

I posted the story as it very clearly illustrates what the tax system actually means. Was it fair that the story's richest dude paid \$59 for his beer? How would you feel if you went to a store and grabbed a gum stick and the clerk charged you for it according to your income? so you paid something like \$20 per stick of gum instead of the normal price \$0.25, would that be fair?

Yes, you're right, I am in the high income brackets and where I am, after all the taxes are added up I end up paying over 70% of my income as taxes. I don't think it's fair. What do I get for this giant contribution? I only get people asking that I pay even more; it's never enough.

I get the same government-provided services as the person who pays no taxes. On my house I pay more than a middle class man's yearly salary as property tax. What do I get for it? the exact same garbage collection service as the poor neighborhoods. Nothing more. I pay thousands of dollars weekly to get a couple of garbage bags taken away by a garbage man that leaves me a condescending note when my bins are too heavy for him to carry (anything over the limit of 30 lbs per bin). I get a persistent police escort that protects me with a ticket from when my foot slips off the brakes and my car goes 4 KM over the speed limit while overlooking somebody in a cheap car going over 15 KM over the speed limit. And when I point it out I'm clearly told it's ok, I can afford the damn ticket.

What is fair? Personally, I'm fine with splitting my income 50/50 with the people. I make a dollar, I'm fine with equal share with the government. When you take from my effort more than what I get to keep, then in my view it's not fair anymore. And yes, I am seriously contemplating moving my business elsewhere.

Krzystoff
3 July 2017 at 08:52 · Reply

John, you ought to know, Property Taxes are not merely collected to pay for garbage removal service (in fact, you can pay a private contractor to do that if you so wish); Property Tax payments (also referred to as Rates), go to a number of important programs. Education is the biggest one in most jurisdictions, road construction & maintenance, and local government staff salaries within the community. Any municipal employees, such as police, fire fighters, and the local public works department is also paid through your property taxes.

Your property taxes help to pay for much of the organized recreation in your area, including parks & recreation areas that are constructed and maintained within your community. Any of the public lands in your community that aren't owned or funded by the state are generally paid for by the property taxes in your area as well. Traffic and street lights, sidewalks, recreational trails and local public transportation are all paid for through local property tax percentages that your local government collects each year.

John Brave
3 July 2017 at 11:58 · Reply

Thank you for the civics lesson.

Of course me being a clueless rich man I don't know what the wonderful people at city hall pretend to do with the money they take from me.

My point is about the unfairness of the system that those who don't pay huge amount don't appreciate.

Being a hard working business man, I don't have the time to be in the local government to have a say in things despite having over five hundred people relying on my business skills and hard work for their livelihoods.

So those who get jobs in city hall, that are paid by myself and the likes of me, get to decide when they want more money and they make the decision to simply raise my taxes and if I complain I only face hostility and get generally lectured how everybody contributes in their own capacity and since I'm rich I can afford just a little bit more (it's only 1% or only 2% more, come on, I can't complain about such a minor and fair increase).

It's just a little bit more out of my pocket every time one of the government changes and now it's up to 70% of my income that goes into the various governments pockets despite all those retched 'loopholes' that allow my to funnel my money away from the needy and the poor.

Larry Roth
3 July 2017 at 20:51 · Reply

You know what? I'd be happy to pay 94 dollars, pounds, what have you out of every hundred if my country was in the middle of a world-wide war with everything on the line – and I wouldn't begrudge it knowing that some people were giving 100%, up to and including their lives.

After that, 70% would look like a bargain – especially if my country was rebuilding itself and the rest of the world to try and ensure that kind of global conflict wouldn't happen again. Between the G.I. Bill and the Marshall plan, we did damned well – including the rich.

“The poor want everybody else to pay as much as possible, even 110% of their income as taxes in order to allow the government to relieve them of their own burden. Everybody wants everybody who's in the income bracket above them to pay more and for themselves to pay less. Everybody. When you're in the top bracket, then there is nobody above.”

Actually the poor don't want everyone to pay for them – they want decent jobs at decent wages so they don't have to be looked down on by anyone. They want access to a decent education and a chance for their kids to do better than they did. They want to work, they want to be rewarded for that work with a living wage, they want respect. And maybe, if they work really hard AND get lucky, they could be in a position to whine about how much of their money goes for taxes.

Stuff happens to good people as well as bad. In the U.S. the leading cause of bankruptcy before Obamacare was for medical reasons. Others include losing a job for whatever reason, divorce, etc. One bad car accident, one bad diagnosis, and the choices become pretty stark. You complain about having to pay for the safety net, never thinking it could be you it might have to catch someday. (And meanwhile, we now have a government bought by the rich who are planning to leave millions of their fellow citizens without healthcare so they can give tax cuts to the rich. They're okay with them starving too.)

You think you're getting ripped off because you are being deprived of some of your money. You see it going to others, and you get nothing in return. Nothing?

That garbage collector you help pay for is one reason you don't have plagues sweeping through your community. Those police who give you tickets? They're also there if you get robbed, get in an accident, need help in an emergency – and they're there for anyone else who might need them. Those property taxes? Don't you like being able to drive down roads anywhere – not just in front of your house – without having your car destroyed by potholes? You like streetlights? Water and sewer? Parks? Clean air and water? The rule of law?

It's called civilization. Don't think of it as an expense – think of it as an investment and an insurance policy against the worst that can happen. Don't like it? I hear there are plenty of opportunities in Somalia without burdensome government.

If you got to keep 50% of your money, or even 60% or 90% – would it make you 50, 60, or 90% happier and more satisfied with your life? Would it do a damn bit of good for anyone else? How hard have you worked to make your high taxes unnecessary, by doing things to give others a

leg up? Have you fought for a living wage, secure retirements for everyone, healthcare? How good are the schools in your community, the housing, the job opportunities? Are there any decent public libraries near you?

Okay, maybe you don't have time for any of that. Did it ever occur to you that is one reason why we have government – “to promote the general welfare” among other things, as well as see to “the common defense”. You don't say what your business is – who exactly are your customers, and how hard would it be for the rest of us to get along without you?

I'm afraid you've come to the wrong place if you want sympathy for how terrible it is to be cursed with too much money. You're certainly working the “rich victim of the unfairness of it all” card pretty hard. Well, we've tried letting rich people keep more and more of their money. All it ends up with is them becoming even richer, and the rest of us poorer as they leave us to pick up the bill for keeping things running.

You know a little bit about economics. May I suggest you broaden your mental horizons a bit? Try these for a start:

The Spirit Level: Why Greater Equality Makes Societies Stronger

<https://www.amazon.com/Spirit-Level-Equality-Societies-Stronger/dp/1608193411>

Prosperity without Growth: Foundations for the Economy of Tomorrow

https://www.amazon.com/Prosperity-without-Growth-Foundations-Tomorrow/dp/1138935417/ref=sr_1_1?s=books&ie=UTF8&qid=1499129313&sr=1-1&keywords=prosperity+without+growth

John Brave

3 July 2017 at 21:55 · Reply

Great job on the expected lecture and the awesome virtue signaling. That's exactly what I said I would receive. Good job on proving my point.

Few points in answer as this is getting boringly predictable and repetitive.

1 – I have served in the military and I was ready to lay my life just like all the heroes before me.

2 – I didn't start my life rich. I worked hard. Nobody gave me a leg up and nobody helped me. I did it myself and I'm very damn proud of that.

3 – I didn't say I didn't want to pay my fair share. I said exactly that I wanted to pay my FAIR share, re-read my post. I defined my fair share as 50% of what I make. I make 2 dollars I give one and keep one. To me that's what's fair. You didn't answer my question to you: what is my fair share? Will you ever consider anything less than what only leaves me with the kind of money you get to keep fair? Can you give a straight firm answer or can you only do vacuous moral grandstanding? Think hard: if you were the tax man, what would you set my fair share at?

4 – My house did get burgled while I slept with my kids in it. The police told me that I'm lucky I didn't get hurt during the incident and good thing that I had good insurance. The very well fed officer shrugged and told that it's unlikely they'll ever get my things back or catch who did it. Yay to the police for effectively using my money. Now I pay thousands per year for private security and it's not even claimable.

5 – I'm very satisfied with my life providing work for over five hundred people with good working conditions and good wages. What have you done other than moral grandstanding and berating the likes of me for having more?

6 – I know about life and economics way more than you ever will. People like me build countries and make them work. My knowledge, skill and hard work create a lot of economic benefit to a lot of people, including you. What do self-righteous, virtue signaling whiners like yourself create? You seem to think that you're better than me, why haven't you done as much as I have?

Larry Roth

4 July 2017 at 10:57

You don't like the lecture? Too bad, since you started with one.

Thank you for your service. I can appreciate that because both my father and my father in law served – members of the greatest generation. I never served – but I didn't burn my draft card either. I currently have two of my children in the service; one has been deployed several times to both the middle east and Afghanistan.

You made it all the way up from nothing, and nobody helped you? I suspect the teachers you had in school would have something to say about that. Did you grow up in a church? Ever see a doctor? Ever make use of roads or sidewalks? Unless you grew up on a desert island, you had a lot of help – even in the military.

Yes, you put your life on the line. But in exchange for that you got food, housing, clothing, transportation, medical care, education, and you got paid for it. All of that

was supported by taxes – you were living the socialist dream. ;-) It wasn't cheap, but you were apparently okay with it.

You make a big deal about your “fair share” the way YOU have defined fair. You don't say where you live or what the tax structure is. See, the way it works is you don't get to decide what your fair share is all by yourself – no more than you get to join a club and tell them what dues you're willing to pay. You want to be in the club, you have to abide by their rules. Don't like the rules? Persuade the rest of the club to change them – or get out and find another club. Go shrug somewhere else, Atlas. No one is stopping you.

You're angry because all your money didn't buy you police protection that would have kept you and your family safe from being burgled? I'm sorry to hear that – nobody should have to deal with that kind of thing. At least the police came when you called. Try living in the wrong kind of neighborhood and see how that works. The odds are even worse there. (That crack about a well-fed cop is a tell. You want someone who puts his life on the line every day to be working for starvation wages? Maybe he couldn't do anything for you – but he could have gone on to his next call and ended up lying gut-shot in a pool of blood.)

You're very proud that you employ over 500 people at good wages, and you should be. More businesses fail than succeed, so you must be doing something right. That makes you a good business man. (Although I also bet you're the kind of boss who reminds his workers every day how grateful they should be to be for working for him.)

Being successful in business doesn't make you an expert on everything though – and don't try to tell me you know more about life and economics than I ever will. Instead you should be asking what I know that you don't – unless you believe you have nothing left to learn from anyone, and nothing matters except how much money someone makes.

I've held a variety of jobs over the years, everything from factory to retail, full and part-time, as well as trying running my own business. I've helped raise three kids, all of whom have made it out of the house and into lives of their own. I've done my share of community service – and still do.

As it happens, I've spent almost 40 years of my life working in public health. Yeah, a civil service job working for the government. Depending on when and where your kids were born, I might have been one of the people who did the tests to see if they were born with a serious medical condition that needed immediate treatment. Last summer I was one of the people who helped with testing the thousands of Zika specimens that came in, because we were one of the few labs in the country that could do the tests when the outbreak hit. I work every day with some pretty nasty blood borne diseases; there's an element of personal risk and potentially bad consequences for the patients if we don't get the tests right.

So while you've been busy building up your business and racking up the dough all by yourself with no help from anyone, I've been doing my part to make it just a little bit better world for you to do that in. You have 500+ lives in your hands? I've touched thousands of lives in my time. Does that make me better than you – or just different?

I will say for someone who has been as successful as you claim to be, why are you the one doing all the whining?

p.s. You really should check out those two books I suggested above. There are some big problems out there that can't be solved with just business skills. You may know more than I do about certain things – I'm not arguing that – the question is, what do you not know that you really need to know?



Yonah Freemark
4 July 2017 at 11:06

Folks: Let's tone it down a bit. Comments on this website aren't meant for interpersonal insults or questioning of individual service/knowledge. Keep to the subject at hand, or I'll cut off commenting on this article. Thanks.

Jimm Roberts
4 July 2017 at 14:52

The nation desperately needs more wealth makers like John Brave so dedicated civil servants like Larry Roth have funds to provide their various services to the public.

If I had to add a criticism, it's Mr. Brave is generous to a fault. The governments that tax him (local, state, Federal) shouldn't take more than 1/3 his earnings.

The more he keeps, the higher the probability he'll use the surplus to create more wealth. The Federal government, unable to live within its means and deep in the hole because of this failing, needs more wealth-makers.

Among other revenues they provide for government use, they are responsible for the great majority of tax-paying jobs. Since governments don't create wealth; they

consume it, we urgently need more John Brave's.

David P Lubic
4 July 2017 at 16:02

"The more he keeps, the higher the probability he'll use the surplus to create more wealth. The Federal government, unable to live within its means and deep in the hole because of this failing, needs more wealth-makers."—Jimmy Roberts

Maybe, maybe not. The big problem from a business owner's standpoint is he also needs customers. If pay has stagnated since the 1970s (and it has), then eventually there are no customers to buy his products or services. If he wants more profits, he has to get them somewhere else.

Today that means cost cutting. It's gotten to the point where I think everyone has what I call Wal Mart disease. That's when you go to the Wal Mart, and it has 30 cash registers, but only two are open, and there are 50 people in line at each one. It's trying to do too much with too little for too long.

It's a silly story, but it helps illustrate what I'm speaking of.

Back in the 1920s, a farmer somehow became acquainted with what were then called "efficiency experts." The two were friends, trusted each other, and one day the farmer admitted to the expert he was hurting financially, partially due to a downturn in the price of his commodity.

The efficiency expert said, "Well, in your position, you essentially have two choices. One would be to be able to charge more for what you raise, but sometimes a market won't allow that. The other option is to cut your expenses somehow."

The efficiency expert said he had an appointment to make that would take him out of town for a couple of weeks, but he wanted to get back to his farmer friend to help him out.

After the trip, the efficiency man came back and asked the farmer how he was doing.

Farmer: "I tried what you said, but it didn't turn out well."

Efficiency Man: "What happened?"

Farmer: "Well, I tried to cut expenses. I quit feeding my horse. It helped out for about a week, but about the time he got used to not eating, he up and died."

Well, I did say it was silly!

I think we may have to find if there is an ideal ratio between executive pay, employee pay, and other things that so far haven't been addressed.

Jimm Roberts
4 July 2017 at 17:49

David,

You missed the point. Here's some background: the Federal government went into debt by a trillion dollars in the last ten years! It did so to jump-start the economy.

As interest rates rise, so does the cost to service that debt. This means, all else equal, there will be less money for services of the kind Larry Roth provided.

To acquire additional tax revenue without having to increase marginal tax rates above 50%, the point where John Brave will be discouraged to take further risks to grow his business, more wealth creation by private sector risk takers and job makers is required.

More wealth and more jobs means more revenue for the government to tax. Stagnant wealth creation means more status quo, an unsustainable state of the government making ever deeper spending cuts; slapping on ever increasing taxes, and taking on evermore debt, or a combination of all three.

If the status quo endures, you can forget massive public works projects like HSR

David P Lubic
5 July 2017 at 00:56 · [Reply](#)

But are these tax rates the big problem?

I honestly think we argue too much about the wrong things.

Let's consider some examples.

We can recall Mitt Romney's unfortunate remarks in when he was running for the presidency in 2012, in which he said 47% of the population didn't pay income tax, and he wasn't worried about them.

The implication was that the 47% was a bunch of welfare cheats and lazy bums. Well, I guess those guys are in there, but the 47% includes:

People on retirement.

People on disability.

Kids who are too young to work yet.

People who work but whose pay is too low to pay income taxes.

(I was a state payroll auditor for 36 years; I saw a lot of W-2s like that.)

Businesses with profits too low to pay income tax.

(I saw the business income tax statements as part of what I did, too.)

Part of the rich 1% who have really good accountants and lawyers.

(This includes the current president.)

That statement got me interested in the corollary. If 47% of the people don't pay income taxes, that means 53% do.

That got me curious about the ratio of taxpayers to the population back when "America was great," like the 1950s. What I found was information from 1960 (which would be end of the 1950s data).

In 1960, only 49% of the population paid income tax, vs. 53% today.

I think that makes sense. In 1960, most women didn't work. In 1960, the Baby Boomers were still babies (and a bunch of them hadn't been born yet; the Census Bureau classes the Baby Boom as running to 1964).

So much for that.

At about the same time, there was a proposal to raise the marginal tax rate from 35% to 37% on income over \$450,000 per year. That of course got certain people pretty mad, such as Rush Limbaugh.

The top marginal rate in 1960 was over 90% on income over \$300,000 per year.

Now a couple of things need to be kept in perspective. I think that \$300,000 might have been comparable to \$1.5 million today. That top rate was also the last of something like two dozen rates then, vs. the six or so we now have. And you could deduct the interest on your car and credit cards then as well.

The point I'm getting at is that based on these talking points from 2012, and their implied remedies or criticisms of the time, we should have had an economy in the tank in 1960 and we didn't, and the economy should be good for everybody today and it isn't.

This tells me we spend a lot of time arguing about the wrong things--and a lot of our troubles are from things we don't talk about at all.

I'll have something to say on that later.

David P Lubic
5 July 2017 at 01:01

One of the things some people say that hurts the business climate might be excessive regulation. That might be true--and it might also not be.

A friend of mine used to work for the National Park Service in Harpers Ferry, W.Va. He was one of the rangers there who dressed in Civil War era clothes and told stories about Harpers Ferry for the tourists.

One of them was about the business climate in Harpers Ferry.

Harpers Ferry was the home of the Harpers Ferry Armory (officially the United States Armory and Arsenal at Harpers Ferry), a large Federal armaments plant that rivalled the famous Springfield Rifle Works. This armory was the objective of John Brown in his famous raid that was to be the precursor of a slave rebellion in 1859.

That armory provided a lot of money to Harpers Ferry in 1859. The average pay for an armory employee was \$30 per month, or \$360 per year, which was pretty good at a time when the average American farmer had a cash income of only \$125 per year (this also says much about inflation since 1859).

This meant Harpers Ferry was much like a town outside a large military installation today. . .all that government money coming in, and the people earning it need to spend it. . .everybody wants a part of it.

The result was that Harpers Ferry was a boom town. . .dry goods stores, haberdasheries, boot shops, pharmacies, and lots and lots of saloons. The business climate was quite competitive. . .my friend said the average life expectancy of a new business was only about six months.

Jump ahead 150 years or so. At least until relatively recently, the Small Business Administration would tell you that, on average, the failure rate for new small businesses would be about 50% in the first year. That sounds an awful lot like a six month life expectancy.

And it's interesting that the business life expectancy wasn't any better when there was no minimum wage, no unemployment insurance, no workers compensation insurance, no income tax, no sales tax, no Social Security, no Medicare, no Obamacare, in short, "no nothin'."

What this tells me is that, at least in this case, regulations don't make much difference when it comes to success or failure in business.

That actually depends on two things.

One is you—your drive, your vision, your discipline, your work—everything that makes you a business owner, an entrepreneur.

The other is a bit of luck at being in the right place at the right time.

I retired last November after being an auditor for 36 years. I can say, as can any accountant or bookkeeper, that you can have good people, smart business people, who do everything right, have a good plan, work hard. . .and the business blows up anyway and they lose everything, while some other guys, as dumb as rocks, can wind up millionaires.

Nothing else but luck can explain that.

David P Lubic
5 July 2017 at 01:36

If my comments about regulation and taxation aren't the real sources of our problems are legitimate, then what might our problems really be?

I would argue that opportunity is running out.

This might best be illustrated by some examples.

Back a century ago, there were dozens, even hundreds of automobile companies. As late as 1920 there were over a hundred, some names that were well known, such as Graham, Franklin, A-C-D (Auburn-Cord-Duesenberg), and Studebaker, and others forgotten, such as Marmon, Erskine, and Cartercar.

Almost all but the biggest—GM (Chevrolet, Buick, Pontiac [former Overland], Oldsmobile, LaSalle, Cadillac), Ford (at the time, Ford and Lincoln only), and a then new Chrysler (Chrysler, Plymouth, and the former Dodge Brothers), along with a number of independents—Studebaker, Hudson, Nash, Packard, and Willys—would survive the Depression. They would be joined by a number of attempted startups in the postwar era, among them Tucker and Kaiser-Frazer. Weak market positions over time would result in only GM, Ford, Chrysler, and American Motors (the product of a merger between Nash and Hudson, and later the Jeep line purchased from Willys) surviving after about 1963.

What this means, is between the collapse of a lot of companies and mergers, is that there is less opportunity in building cars. We've gone from over a hundred presidents, a hundred president's secretaries, a hundred chief designers, a hundred chief engineers, and the staffing that went with them, to three.

There is also the matter of technical maturity. In 1908, Henry Ford's Model T had 22 hp and a top speed of maybe 35 mph, if you could find a road that good then. Today you can buy a Corvette with over 600 hp, top speed probably well over 150 mph.

Yet, sadly, that marvel of engineering (its aluminum frame looks like a work of modern art) won't get you to work faster than a 1955 Volkswagen "Bug."

How would you improve on that today? Could you design a car better enough, or at least different enough, to go into the automobile business, and take on GM, Ford, Mercedes-Benz, Toyota, Honda, and the rest?

And what about just plain market saturation? Does anybody in this country who needs a car not own one?

What about porcelain fixtures. . .bathtubs, toilets, sinks, and so on? The founders of American Standard and Kohler, to name two, made huge fortunes when people were able to get indoor plumbing. But almost all houses now have that feature. How would you improve on what is available, and could you take on American Standard, Kohler, Delta (faucets), and others?

I remember computers and calculators getting crazy small some years back. Sure, they had more power and more functions. . .but the real limit of how you could use them was how fast you could type. That's not going to change very much!

And I remember some that had buttons so blooming small, you had to use a stylus or pen or something to press them, because fingers were too large! How is that an improvement?

This and other things are telling me are are hitting, if not limits, at least diminishing returns in technology.

In some cases we have hit limits. Jet airliners fly essentially in the same narrow high subsonic range as the first commercial jets of the 1950s. To go faster means going supersonic, and if you're going supersonic, it can't be just marginally faster, it must be a good deal faster. That brings up problems of hugely increased power demands (meaning increased fuel consumption), problems with heat, complexities in engines (such as variable inlet configurations to keep shock waves out of the compressor), more stresses with cabin pressurization due to higher altitudes needed in supersonic flight, not to mention the nuisance of booming shock waves at ground level. . .there are reasons the Concord was retired, and indeed never really entered series production.

All of these things and more—electricity, telephones (both landline and wireless), the distribution networks for oil and other products, for merchandise, for things that go with a lot of this, such as tires and batteries for cars, batteries for small devices, kitchen appliances, other appliances, parts for all of these things—weren't just once in a lifetime opportunities.

They were once in forever.

If this is the situation we face—if we live in an America that is, as one now forgotten person said on the internet, “built out,” then that could well explain a lot of the things we see.

Put yourself in charge of a large retailing operation, perhaps the biggest in the country, maybe the biggest in the world. This large retailer actually started out working in places that were abandoned by other such firms as being in markets—towns—that were “too small” to justify a storefront presence. Your firm has built from that small, marginal, difficult beginning to become the powerhouse it now is.

But it has also gone to public ownership, and now the investors, the institutions, are looking for more growth, more growth, always more growth, always more profits.

But you are already in a huge number of markets. You are now facing the problems your predecessors faced, as growth per store slackens, revealing you may be hitting a saturation point. You also still have competition, even though it isn't anywhere near as dominant as you are. In short, it's hard to grow profits by growing the business. What might you do?

Well, Ben Franklin was quoted as saying “A penny saved is a penny earned.” Profits are profits, after all. Well, how can you save on expenses?

There are several options. You can find lower cost suppliers in other countries, where wages aren't as high. You can invest in efficiency of your infrastructure, though that's mostly going to be in any new stores you open; it's not always easy to retrofit an existing structure. You can work to keep your labor costs down; that means keeping the pay rates as low as you can get away with, and it also means not using any more labor than you really need.

The latter can be a real problem eventually. You don't have enough people to give adequate customer service or maintain the store. It eventually drives customers away.

It's called doing too much with too little for too long. Readers undoubtedly recognize the retailer, and the condition I call Wal Mart disease—a store with 30 cash registers but only two open, and 50 people in line at each one.

I personally think this also explains a lot of the shenanigans on Wall Street and with banks in recent years.

Put yourself in the shoes of an investment banker. Any new product is risky. . .more so if the improvement over something else is perhaps marginal. In such a world, something like currency or even stock manipulation will be both more profitable and less risky. Be part of a bank that's “too big to fail,” or possibly be desperate enough to show some sort of growth, and outright fraud may well be, in perception and in reality, less risky.

Not all of this is necessarily evil or conspiratorial. In many ways it's natural and logical.

But think of the squeeze all this can put on smaller business owners.

How many mom and pop grocery stores do you see today? How many have been replaced by chain convenience stores, or by the grocery section of Wal Mart or Target?

How many mom and pop restaurants do you see today, vs. the McDonald's, the Burger Kings, the KFCs?

I understand there is a street intersection in New York City with four coffee shops, one on each corner. All of them are Starbucks.

Where is the room for the independent business owner in these fields?

What if the only way to get ahead in the future is to wait for the manager of the local Dairy Queen to retire—and hope you are his successor?

None of this is necessarily bad, as I noted, at least not in intention. . .but it still leaves a lot of us out in the cold.

Krzysztof
5 July 2017 at 08:23

David, that was an excellent commentary, I have a few responses to your (rhetorical) questions:

"Could you design a car better enough, or at least different enough, to go into the automobile business, and take on GM, Ford, Mercedes-Benz, Toyota, Honda, and the rest?" Elon Musk can answer this one, perhaps taking on Tesla is the biggest challenge for new automotive companies.

"...Does anybody in this country who needs a car not own one?"

Probably not, but Tesla has carved out a new niche — electric, self-driving vehicles, which have indisputably upset the car-ownership model of the past, and inevitably means that there are now 100's of millions of potential new customers in this market now that GM/Ford/etc are desperately scrabbling to get a piece of.

"...How would you improve on what is available, and could you take on American Standard, Kohler, Delta (faucets), and others?" Kohler now offers a range of Japanese-style 'intelligent' automated cleaning toilets with a range of functions most Americans would not have imagined a few decades ago, at \$7-10,000 they are unlikely to be a big seller just yet, but it's certainly a new market for the USA.

"computers ... buttons so blooming small, you had to use a stylus or pen or something to press them, because fingers were too large! How is that an improvement?"

Convergence means that the performance and capacity of a 1960s mainframe server room now fits in the palm of your hand and costs relatively little. The applications of that growing power are still being realised, but the next leap (10-20yrs away) of mobile computing will do away with much of the tactile input and screen space, instead using gestures for control and optical implants/lenses for the image, at that point the size will be reduced much further, perhaps to a Star Trek sized lapel pin.

The opportunities for new business are not vanishing just yet, until robots are available to replace all human labor, generations from now — at which point humans will merely manage the automatons that work for us — in the interim, robotics and related fields will become a massive yet untapped industry in America and around the world.

John Brave
5 July 2017 at 08:31 · Reply

Can't reply to the other message. So I'm replying here.

So, no number for fair share. That means it's never enough. Thanks for proving my point. Goodbye.

LG
2 July 2017 at 23:19 · Reply

Ah, yes. The magical napkin-doodle of the Laffer Curve strikes again, this time as a nonsensical story that makes no sense even in context. It has no bearing on the situation. But that doesn't stop folk from bringing it up. So let's look at some facts instead of fantasy:

1. We're nowhere near the point where taxes decrease economic activity. The consensus among economists is that the optimum revenue-maximizing effective income tax rate is somewhere around 70%. NOT the marginal rate, but the average rate. The mean effective income tax rate for the top 1% in the US is about 20%; raised to 30% if we include various other mostly-regressive taxes that disproportionately affect lower-income taxpayers. We would have to almost triple the income tax rate before we have to worry about decreasing economic activity.

2. The US had much higher marginal tax rates in the past, and its economy was both more stable AND distributed the benefits to workers rather than siphoning them off to hedge fund managers and overpaid CEOs. The top marginal tax rate was:

81% in 1940
88% in 1942
91% in 1951
77% in 1954
70% in 1971
50% in 1982
and is 39% today

Amusingly, 1971 is also when median household income detached from economic growth. Since 1971, median household income has been stagnant when adjusted for inflation, despite a doubling of worker productivity. So cutting taxes for the super-rich doesn't apparently lead to more growth as the Captains of Industry strive to Improve the Economy for everyone. Turns out cutting taxes for the super-rich just allows them to pocket more of other peoples' labor.

Eric

1 July 2017 at 15:35 · Reply

You should add a “kilometers of HSR per capita” graph.



John Rockefeller

1 July 2017 at 16:26 · Reply

Would you mind including Taiwan and Japan in your graphs? Both have high speed rail and it would be interesting to see how they stack up.

Tom

1 July 2017 at 17:50 · Reply

I've heard that in the US public transport (a sign of a progressive nation IMHO) is almost non-existent and everyone needs to have their own vehicle, which I find quite surprising in this day and age. I feel like the US is still very much a developing country (especially when compared to Europe) and this is becoming increasingly apparent to other nations around the globe with the unfolding of recent events. Based on all of that I find this news rather unsurprising.



Ryan

2 July 2017 at 03:33 · Reply

Tom I completely agree on the comment about the US being a developing country in many ways. For a long time the economic and world political power kind of masked this, but now that Europe has completely dug out of the second world war, it's more and more obvious that the US is not the wonderland of development that it appeared to be for so many decades. Socially and culturally the US is way behind Europe, and honestly even a lot of Asia. There is no sense of society in people's minds, and no feeling that there is some larger fabric that individuals are a part of that is worthy of investment and development.

Eric

2 July 2017 at 06:21 · Reply

The thing is, the US is extremely unequal. The US is the best place in the world to be very rich or talented (Silicon Valley, top universities, etc). However it's a pretty bad place for the masses to live in.

Eric

2 July 2017 at 06:42 · Reply

Dense parts of the US, like NYC, have plenty of public transportation. (Though it tends to be badly run)

However, most Americans live in low-density suburbs. The public transportation there is very slow and infrequent, this is inevitable for geometric reasons, even though often the community is supportive of public transportation. Pretty much the only riders are poor people who can't afford cars there.

Rob Anderson

1 July 2017 at 18:07 · Reply

Right! The California HSR project was poorly conceived and funding was a fantasy, including the notion that there would be enough money from the federal government and private sources.

“In the U.S., President Obama's initiative was met by Republican governors elected in 2010 who, for reasons that had little to do with sanity, resisted free federal money to fund the completion of intercity rail projects their (Democratic) predecessors had developed. Lines in Florida, Ohio, and Wisconsin were scuttled.”

Wrong! Those governors understood that, in spite of seed money for those projects from the feds, their states would be solely responsible for construction cost overruns and for operation expenses if/when the projects were built.

The best analysis of the dumb California project has been done by these folks:

<http://www.cc-hsr.org/financialReports.html>

Larry Roth

4 July 2017 at 11:03 · Reply

“Those governors understood that, in spite of seed money for those projects from the feds, their states would be solely responsible for construction cost overruns and for operation expenses if/when the projects were built.”

Um, isn't that what normally happens when you build something? Somebody has to pay – but they didn't want to be the ones. This is why we can't have nice things.



Garl Boyd Latham

1 July 2017 at 22:12 · Reply

Thank you, Yonah, for your thoughtful and timely remarks.

I respectfully disagree that Obama's rail-based proposals were "visionary"; in fact, when it came to passenger train services, his own administration proved time and again that it hadn't a clue! Moreover, of the three specific lines you mentioned, only one – Florida – would have met your own 150 m.p.h. standard for excellence.

Not that those other two proposals (Wisconsin and Ohio) weren't needful. They simply wouldn't have met the criteria necessary for definition as a true high-speed operation – even considering improved services along existing infrastructure (125 m.p.h.).

The most poignant reminder of reality was your view of what these United States have become. Despite our veneration of technology and general self-satisfaction regarding our presumed greatness, we've become a people "fundamentally unprepared to change."

Of course, preparation requires planning and planning requires direction. Twitter notwithstanding, it's difficult to deal with change on a large scale when basic policies have never been established. As of now, we're but three days short of our 241st anniversary; yet, in that time, we've never ONCE developed – much less set into motion – a uniform, comprehensive transportation policy! That in itself is a failure beyond comprehension, unconscionable in scope.

Without a national transport/energy/environmental policy in place, we cannot realistically hope to see the change we – and our progeny – so desperately need. Instead, we'll continue blindly waving the flag and regurgitating platitudes, while becoming "further mired in traffic" and choking on our own waste.

The single most depressing thought is also the one which keeps me going, even in the worst of times:

IT DOESN'T HAVE TO BE THIS WAY!

My sincere best wishes.

Lamont Cranston
[2 July 2017 at 04:01 · Reply](#)

Before you can build high speed rail to connect cities and regions you first need to build rail inside those cities and regions. Otherwise how do people get to the HSR and how do they get around when they arrive?

Whole cities, their suburbs, and surrounding region in America totally lack, metro and commuter trains, streetcars/trams/lightrail, regional and interurban trains. Think of LA, Houston, Dallas, Phoenix, Atlanta, and plenty more.

Often a city and its burbs is disenguously broken up into several isolated municipalities, each with their own little transit fiefdom. Maybe a single token lightrail 3 miles long in the gentrified downtown here, a brt there, some greyhound coaches over there, and perhaps an Amtrak locomotive twice a day.

Fixing this and building the infrastructure and manufacturing the rolling stock would go a big way towards recovering Americas economy and putting people back to work. All those rust belt auto plants being closed could be retooled to manufacture the rolling stock and their towns that depend on them revived.

Thomas Dorsey
[2 July 2017 at 05:24 · Reply](#)

By the time California HSR opens between downtown SF and LA in 2029, both metro areas will have comprehensive Memorial systems similar to Washington Metro.

"
[2 July 2017 at 05:25 · Reply](#)

Memorial should have been Metrorail

Ken Duble
[2 July 2017 at 19:04 · Reply](#)

"Whole cities, their suburbs, and surrounding region in America totally lack, metro and commuter trains, streetcars/trams/lightrail, regional and interurban trains. Think of LA, Houston, Dallas, Phoenix, Atlanta, and plenty more."

This isn't true. Houston and Phoenix have light rail, Atlanta has heavy rail and streetcars, and Dallas and LA have all three – heavy rail, light rail and streetcars.

David P Lubic
[5 July 2017 at 01:55 · Reply](#)

"Fixing this and building the infrastructure and manufacturing the rolling stock would go a big way towards recovering Americas economy and putting people back to work. All those rust belt auto plants being closed could be retooled to manufacture the rolling stock and their towns that depend on them revived."–Lamont Cranston

Indeed. This may well be one of the few new opportunities left in America today, after having built as much or more road system as we can use, with the saturation in many products we have, with the diminishing returns

we are getting in technology today, at least on the consumer level, without also having to reengineer the consumer (such as wiring brains for direct internet access—an idea I don't like at all!)

Of course, though, that means taking on the oil interests, the car business, the road building and paving lobby, the airline industry, etc. . .not an easy job when you have some very wealthy and powerful interests that like things just as they are.

P.S—I see someone else here likes classic radio! Who knows what is in the minds of men? You know, Mr. Cranston, heh, heh, heh, heh!!

Seb

2 July 2017 at 04:46 · Reply

You've missed Germany. There was also a new rail connection opened between Berlin and Munich. I think it'll start to be used by the public before the end of the year.

Krzystoff

2 July 2017 at 08:58 · Reply

When it boils down to it, it's hard for progressive transport policy to compete with the idea of a US automotive manufacturing recovery, so subsidies and funding are flowing to that sector and the roads they utilize. Of course, what the wealthy don't consider is that by getting the poor/middle class off their highways and onto rail, the roads will be faster, safer and vastly less congested, and they won't have to share their aircraft with them either; improved rail transport all enables people to live on or beyond the suburban fringes in more affordable housing, thus reducing urbanization and the growth of homelessness, a tragic feature of most American cities today. Better rail = improved lifestyle, vibrant livable cities, more efficient road networks and cleaner air = better for all!

Larry Roth

2 July 2017 at 09:52 · Reply

Follow the money. What the countries have in common that have expanded their rail networks is an acceptance of the role of government in making things happen. That is not the case in America.

What happened in the U.S. in the 1980s was the rise of Ronald Reagan who declared war on the very idea of government. Republicans have been doing their best ever since to cripple the ability of government to do anything. They are obsessed with cutting taxes and cutting spending, while they have blind faith in the power of "free markets and competition" to solve any problem. Funded by the super rich, they've pursued this vision right into the ground – as per example, what happened to Kansas. <https://www.usatoday.com/story/opinion/2017/06/25/kansas-failed-tax-experiment-editorials-debates/102889398/>

Railroads are just one symptom of what is wrong with America these days. It is in the hands of a cult of fanatics who control all three branches of government. It will not end well.



James Matthews

3 July 2017 at 18:01 · Reply

Back in the '70s, Arthur Laffer came up with the Laffer curve, which imagined tax revenue at each tax level. If you charge 0%, you'll of course get zero revenue, but if you charge 100% you'll still get zero revenue because all the production will go underground. He then assumed that somewhere between 0% and 100%, there'd be a tax level that produced a maximum revenue level. So far, so sensible.

Laffer's leap was to assume that the US tax right was to the right of the peak and that reductions would bring revenue closer to the maximum possible. The problem is that all the hard evidence (e.g. comparison with other developed economies) strongly suggests that the US rate is well to the LEFT of the peak! But most Americans want to believe that they're overtaxed, and are willing to ignore inconvenient evidence...

The William Safire types have pointed to the increase in revenue after Reagan's tax cut (or after JFK's tax cut in the early '60s) as proof that Laffer's theory worked, but that's an example of the "post hoc ergo propter hoc fallacy." The mistake is to assume that the economy wouldn't have grown at all without the tax cuts. In reality the economic growth of the '80s was due mostly to lower oil prices, and without the tax cuts revenue would have increased even more!

MARVIN KENNEBECK

2 July 2017 at 14:03 · Reply

I can only paraphrase Mr. Charlton Heston who famously said (not an exact quote) "I'll give up my gun when they pry it out of my cold, dead hands." Americans would sooner sacrifice one of their children than give up their cars.

Mr. Freemark, keep up the good work reporting on what other countries are doing. Maybe my great-grandchildren will see a real transportation system.

David P Lubic

4 July 2017 at 16:09 · Reply

This is stupid. Who has ever said anything about taking away anybody's car?

I know that attitude is out there, but it's silly nonetheless.

Max Wyss

2 July 2017 at 14:13 · Reply

Quatsch mit Sauce! (forgive my French...). I could not find one single statement in this comment which is even close to reality.

Several HSL have already paid off all construction cost, and run at good profits. Others, mainly pushed by regio-political reasons do a bit less well, agreed. In many cases, it is not really possible to determine the profitability of a HSL, because services either use it only partially, or use it only as part of the service. So, such "profitability" calculations are never exact, and can be made up and/or interpreted in any way the "upmaker"/"interpreter" wants it.

Regional jet operation is about the least profit-making part of an airline, and there are airlines who would be happy to get rid of those services, also in order to free up slots at the major airports. There are certain destination pairs in Germany, where all Lufthansa flights are actually operated by Deutsche Bahn, in form of reserved seats in ICE trains (Stuttgart – Frankfurt and Köln – Frankfurt).

"Airport type security" is something which seems to have to do with English language, because it is essentially the USAns and the Brits talking about and/or requiring that theater. OK, with the Brits (aka Channel Tunnel), it also has to do with the lack of ability and willingness of the border police to do immigration checks on a moving train (something which has been common for at least half a decade in Europe, but no longer done because of the Schengen area).

Ah, yeah, and if someone wanted to do something funny with the Channel tunnel, he would not use a passenger train, but simply put some load in a truck going through the tunnel...

And one more thing... they say that back in its era, the construction of the Golden Gate Bridge was a similar "failure" as California HSR...

"

3 July 2017 at 03:51 · Reply

Larry Roth, Milton Friedman economists don't sooner call the Kansas experiment Fake News than except empirical evidence.



Thomas Dorsey

3 July 2017 at 03:52 · Reply

Larry Roth, Milton Friedman economists would sooner call the Kansas tax experiment Fake News than except empirical evidence of failure.

Eric

3 July 2017 at 04:48 · Reply

"Fake News"

It's funny how many "intellectual" conservatives get all of their rhetorical devices from the retard in the White House...



Eclipse

3 July 2017 at 06:07 · Reply

But how much spending? This video claims it is a matter of urban densities not being high enough to justify the expense. It also goes on and on about how much real estate would cost on the surface, but does not analyse any of Elon Musk's plans to make TBM's cheaper and dig tunnels for fast rail under cities to save real estate on the surface.

Why Trains Suck in America



C.

3 July 2017 at 12:43 · Reply

The U.S. is run from the top down by psychopaths. These diseased individuals, by definition, are unable to care genuinely about anyone except for themselves.

Within the psychopathic mindset, Life is simply a winner-takes-all, zero-sum game. According to this delusion, any material gains enjoyed by one party are only possible through the taking from a separate party.

For our self-appointed psychopathic 'leaders', any genuine attempt at improving life broadly for the general public (i.e., high quality public transportation) is the greatest form of evil, and must be fought continuously. The American 'elite' believe falsely that by hoarding and misallocating resources that they are only clawing their way to the top of the pyramid, when in fact America is racing to a bottom of disfunction and failure.

Allan

3 July 2017 at 15:04 · Reply

I am sorry but trains are past technology watch any Star Wars episode and its all about the flying car. Why waste even one more dollar on a public transportation system unless you are some liberal trying to control the general public. However you add it up a train never takes you where you want to go rather it takes you where its going. The cost alone prohibits the construction let alone the maintenance such a structure requires year after year, its just a big waste like everything that is government.

Further more the government lies about the real cost, just as in Portland, Oregon nothing is ever said about the complete lack of police protection on the trains, never factored in it adds another 1/3rd to the cost of operation. The local police jurisdictions say that 85% of the crime through out the area is within 1/4mile of the train.

How efficient is a train? I would have to drive over 40 miles just to get to it at the cost of 1+ hour of time, then the dollars to park, make my way to the train, ride the hour plus to Orlando from Tampa. Then the cost of transport at the other end, so go rent a car and drive the other 40+ miles to my destination for an investment of 3-1/2 to 4 hours, I could have drove to Orlando in less than half that time. So in essence the train serves no one except maybe 3% of the population, what a waste, then when they become available flying cars one could be to Orlando in less than an hour.

krzystof

4 July 2017 at 23:47 · Reply

@Allan, actually if you are going to wax about the science fiction universe of Star Wars, you should know that there was a train in Episode I and Episode II, an elevated maglev train was a maglev train used on the planet Coruscant, (Imperial Center during the reign of Emperor Sheev Palpatine) — so perhaps HSR should be considered future technology?



James Matthews

3 July 2017 at 18:06 · Reply

One simple way to boost passenger rail in the US would be to change the protocol and give passenger trains the right of way over freight trains. (As things stand now, passenger trains have to move aside to let freight trains pass, causing long delays.) But the railroad companies have lots of clout in Washington (like the airlines), while Amtrak is an orphan like PBS.

David P Lubic

3 July 2017 at 23:38 · Reply

"One simple way to boost passenger rail in the US would be to change the protocol and give passenger trains the right of way over freight trains. (As things stand now, passenger trains have to move aside to let freight trains pass, causing long delays.) But the railroad companies have lots of clout in Washington (like the airlines), while Amtrak is an orphan like PBS."-James Matthews

Better still, make sure the motorist pays his way. This is something the driver has never done.

Today, the driver pays maybe 60% of the cost of the road system. The remaining 40%, which works out to about 60 cents per gallon, comes out of property, income, and sales taxes.

In contrast, a railroad is supposed to pay all its bills, generate a profit, pay income tax on the profit, and pay property tax on its right of way. None of that is required of the highway system, and indeed, the publicly owned highway property is actually removed from the tax rolls.

By the way, the numbers I'm describing are essentially cash flow accounting. If you used full cost accounting, which would include depreciation and the deferred maintenance we have, the picture would look even worse. . .maybe we would have to tax gasoline an additional dollar or more per gallon.

And we haven't even begun to talk about external costs, like oil wars.

But never mind that. Let's just make the road system truly self supporting, no subsidy.

How much would that change things?

Highway Revenue and Expenditure, Cost Flow Accounting

<https://www.fhwa.dot.gov/policyinformation/statistics/2014/hf10.cfm>

Ron Stuart
[4 July 2017 at 09:07 · Reply](#)

I am not an economist or a transportation specialist. However, our transportation maladies are just a small example of challenges we face as a country. It's a good thing our federal government does not have the mandate of running itself as a business or a household – i.e. you cannot continue to spend more than you take in. In my humble opinion, the single biggest answer to our multiple challenges is education, and we aren't doing the job that needs to be done. Our dear president thinks the way to have more jobs is to bully companies into having them here. The reality is that people buy the products and services that have the best value. If you want your citizenry to have the best jobs and be able to compete globally, then educate them. Admittedly, it's a long term project, but critical if we are to have a country that helps ALL its citizens take care of themselves, if they are able, and to take care of those that are not able. However you decide to split up who pays for it.....well,

Ron Stuart
[4 July 2017 at 09:19 · Reply](#)

Sorry...submitted before finished. Who pays? Important but not as important as stiffing the business who supplied the beer. The whole story about the cost of the beer going down is fantasyland. You cannot continue to have tax cuts and spend more. Getting out of this multi trillion dollar debt is not going to happen without a lot of pain, which the vast majority of our citizens won't stand for. Most politicians want to run on a "reduce taxes" campaign, because that's what gets them elected – and re-elected. Reality is they don't care about the deficit because they don't have a deficit. They are too busy taking lobby and campaign money from anyone who will give it (thanks, SCOTUS). Personally, I don't care what form of transportation there is as long as it works – be that rail, bus, plane, whatever. It's all a balance between time, cost and aggravation. Living in Dallas has taught me that the people here want their cars – period. The number of people using the light rail system is so small it's minimal impact. Now they want high speed rail between here and Houston. We'll see how that works. In closing, we need a mix of opinions from the people that are going to make the decisions on transportation, and run some test things in different markets. In the meantime, we better wake up to the fact that education is the key to our children's and grandchildren's success.

Larry Roth
[4 July 2017 at 11:10 · Reply](#)

There's a great piece by Tom Sullivan that gets into the whole problem of why America can't do big infrastructure any more. It's from 4 years ago, but it's truer than ever.

<http://digbysblog.blogspot.com/2017/07/we-rugged-individuals-by-bloggersrus.html>

"...Or the U.S. Constitution, one supposes. Anyway, it reminded me of this post I wrote at Crooks and Liars four years ago after my last visit to the Golden State. (I had to fix one dead link.)

An America In Retreat?

Has America – and the American Dream itself – gone into retreat? Once the largest, most prosperous in the world, the American middle class is faltering, crumbling like our nation's schools and bridges.

Flag-pin-wearing American exceptionalists tell crowds this is the greatest nation on Earth, and then repeat "we're broke." They hope to dismantle safety net programs, telling Americans working harder than ever – at jobs and looking for jobs – that they don't have enough "skin in the game." Wake up and smell the austerity. America can no longer afford Americans.

Some of us remember a time when America's dreams were boundless."

Read the whole thing, then ask WTF happened?!?!?

Larry Roth
[4 July 2017 at 11:29 · Reply](#)

Here's another reason why America can't build anything: population versus representation in Congress, the Senate in Particular:

<http://digbysblog.blogspot.com/2017/07/what-kind-of-democracy-is-this-anyway.html>

"According to the 2010 census, it is now the case that half of the United States' population lives in just nine states, with the other half of America living in the other 41 states. While the voters in these top nine states have equal representation in the House with 223 Representatives (the other half has 212), in the Senate it is a different story. Because of this population distribution, the half of the U.S. living in the largest nine states is represented by 18 Senators. The other half of the country living in the other 41 states has 82 Senators, more than four times as many. You don't have to be good at math to see how much less representation in Congress those living in the big states have today.

Let's take a closer look at this dynamic by examining California. With a population of about 37 million, California has more than 66 times the population of the smallest state, Wyoming, which has 563,626 people. California has 53 Representatives, and two Senators; Wyoming, one Representative and two Senators. So despite having 66 times the population of Wyoming, California has only 53 times the number of Representatives and an equal number in the Senate.

Furthermore, the four smallest states combined have eight Senators, giving California only a quarter as many Senators as Alaska, North Dakota, Vermont and Wyoming, even though California has 14 times the population of these states combined."

China is investigating that weird, traffic-straddling bus, which in retrospect was totally a scam « Diarra Eg
Diarra
4 July 2017 at 17:21 - Reply

[...] its notorious traffic congestion and pollution. Here in the US we're too addicted to our cars to put any real thought into ways to expand and innovate on public [...]

From: MTC Express Lanes <info@bayareaexpresslanes.org>
Sent: Friday, June 16, 2017 4:02 PM
To: John Cunningham
Subject: I-680 Express Lanes Customer Update-June 2017



**BAY AREA
EXPRESS LANES**

Customer Update: I-680 Contra Costa Express Lanes June 16, 2017

The I-680 Contra Costa Express Lane opening is getting closer with an expected opening in September 2017!

The lanes will operate Monday through Friday from 5 a.m. to 8 p.m. During times when traffic is light, tolls will automatically adjust lower so that traffic in the corridor flows across all the lanes and additional congestion is not created. The Metropolitan

Transportation Commission (MTC), which operates and manages the I-680 Contra Costa Express Lane, will continuously monitor lane operations to ensure that traffic flows the best it can.

All-day operating hours encourage and reward carpooling whenever there is congestion, which often happens outside the peak commute hours. The goal of express lanes is to get more people, not just cars, where they need to go. The hours are also consistent with neighboring lanes on I-680 and I-580 in Alameda County to limit driver confusion.

All drivers must have FasTrak® to use the lanes between 5 a.m. and 8 p.m. Carpools must have a FasTrak Flex® toll tag to use the lanes toll-free. With all-day hours of operation, be sure to consider all of your travel when selecting your FasTrak toll tag. Solo drivers need a standard FasTrak or FasTrak Flex toll tag to pay to use the lanes between 5 a.m. and 8 p.m.



Visit expresslanes.511.org for more information about express lanes or bayareafasttrak.org to order a toll tag.

Construction Highlights

Testing of the electronic toll signs and the toll system continues through opening. Motorists can expect to see dots, test toll amounts, and notification that testing is underway on the electronic signs. All toll system signs are affixed with static "Under Construction" stickers. While motorists will see prices on the signs, cars will not be tolled during the tests. Nighttime lane closures on I-680 continue throughout the next month.



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TRANSPORTATION

JUNE 20, 2017 5:28 PM

Placer voters rejected a tax hike for roads last fall. Can we try again, officials ask

BY TONY BIZJAK
tbizjak@sacbee.com

When Placer County tried to raise sales taxes last fall for freeway expansions in the booming suburbs of Roseville and Rocklin, voters in the more rural parts of the county defeated the measure.

Now, some Placer officials say they want to try a transportation tax again, this time with a more focused battle plan.

Placer County Transportation Planning Agency officials propose dividing the county into three taxing districts, then moving forward with a vote in a south county district that likely would cover Roseville, Rocklin, Lincoln and unincorporated west Placer County. The spending focus would be on reducing congestion on Highway 65 and building a new Interstate 80 interchange.

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Planning agency executive director Celia McAdam said the idea stems from the fact that Measure M last November won heavy support in urban areas of south Placer, where drivers are confronted with daily bottlenecks. The half-cent sales tax measure got 72 percent support in Lincoln and 69 percent in both Roseville

Voters in Auburn, Foresthill, Colfax, Tahoe City and other mountain areas also generally supported the measure, which would have given each community some funding for projects. But support in the foothills and mountains was typically under 60 percent, pulling the “yes” vote below the necessary two-thirds threshold for passage. Overall, the countywide vote was 64 percent yes.

“If you’re in Foresthill, what do you care about widening Highway 65?” McAdam said. “But if you are in south Placer, Highway 65 is your lifeblood.”

That corridor has become so crowded that some drivers are diverting to surface streets to avoid it. Meanwhile, several major housing developments are in the planning stages in the vast area west of Roseville and south of Highway 65, adding to the future vehicle load in the area. Developers of those projects will have to pay substantial transportation impact fees, but Placer officials say that isn’t nearly enough for the upgrades they feel their system needs.

The effort is in its early stages. Placer officials would need state legislation to create new taxing districts. No state lawmaker has yet signed on to sponsor a bill, however, leaving PCTPA officials shopping statewide for legislative help this summer.

A second district would cover the foothills and western mountain slope. The third district already exists, having been formed in the 1990s on the eastern side of the Sierra crest. Nine areas around California have made a similar move, mostly in the 1990s, according to a consultant’s analysis.

The idea has divided the PCTPA board. Roseville Mayor Susan Rohan supports it. But at least one member has come out in opposition, county Supervisor Kirk Uhler, who represents parts of Roseville, including a selection of the Highway 65 corridor at the Galleria shopping mall.

Uhler, who supported Measure M last fall, pointed out that the state recently voted to increase vehicle fees and raise the gas tax to create more transportation funding statewide.

“I don’t believe we can justify to the voters that they need to yet again increase the tax after having the state do it for them,” Uhler said. He said the time may come in a half-dozen or so years to go back to voters, when, as he suspects, the state does not provide adequate funding.

But McAdam said the state funds will be nowhere near adequate for the work she says is already overdue. And Rohan said she wants to give south county residents another shot at a thumbs up or down on a funding stream they voted for last fall.

“We have a very desirable part of the region that doesn’t have the transportation that it needs,” Rohan said. “We need to keep looking for viable options ... to give people options to decide how they want to live in their communities.”

The county hopes to do a \$450 million remake of the 80/65 interchange, and to expand Highway 65 from the Galleria Boulevard/Stanford Ranch Road area to Lincoln Boulevard, McAdam said. Funds also could go toward increasing Capitol Corridor train service to and from Sacramento.

Tony Bizjak: 916-321-1059, @TonyBizjak



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7 Comments

[Subscribe](#) [RSS](#)**Jon Bromenschenkel**

18 minutes ago

Isn't 80 a federal hwy and 65 a state hwy? Why is placer on the hook?

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**Brian Fletcher**

43 minutes ago

Sorry Placer County, Moonbeam robbed us first. Go ask him and De leon for some money to build new roads for suburbia. We can't even get a single pothole fixed on the Foresthill road!

[Reply](#) [Share](#)

1 0

**Rick Pappas**

2 hours ago

I'm just thinking out loud here... Perhaps so much reliance on the one main artery, Hwy 65 in this case is more of a problem than a solution. Perhaps looking at what could be done with all of the asphalt resources surrounding Hwy. 65 could provide a less costly and longer lasting solution. Think "system".

Looking ahead one of two things is likely to happen. The first would be that we make improvements to our existing arteries which are then outgrown as our metro area expands. The second may be that pilot-less vehicles become something that is a service rather than something that sits in your garage. If that service picks up you and a couple of others for the morning and afternoon commutes...well, problem solved. If you call your service and ask it to pick up your groceries and laundry just before it picks your kids up from school, trips and traffic congestion during rush hour are avoided.

What I'm suggesting is that we be careful about taxing ourselves into a major redo of what could prove to be a temporary solution when a technological solution which will allow us to make personal choices that will provide a remedy is on the near horizon.

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**Shubear Gund**

3 hours ago

how about extending light rail and adding more public transportation?

[Reply](#) [Share](#)

1 0

**Richard Hartley**

10 hours ago

Potentially controversial suggestion here, snowflakes turn away....why not use the tax money already in the system for it's intended purpose? Like, instead of diverting it to help ill eagles and stuff. There's enough money in the bank for core govt responsibilities, fact.

[Reply](#) [Share](#)

1 1

**Gregory Jones**

12 hours ago

Give people options about how they want to live? I would think that people chose their options when establishing their homes.

Somehow, Growth became the mantra --- and those who complained about losing their chosen options were ridiculed, mocked, belittled, and ignored under the vile label of nimby's.

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0 0

**Tony Lafferty**

14 hours ago

I have always looked at HWY65 as poor planning and modeling of traffic congestion by Caltrans and then allowing developer fees to build too much to meet the initial design. Shame on the state, charge those that live there and move there and the developers not the rest of the county. Don't make everyone else pay for your mistake.

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2 1

