



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

August 14, 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 and APPROVE record of meeting for July 10, 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 recommending the Board of Supervisors authorize a letter communicating concerns and proposed amendments relative to 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)
6. **CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues, RECOMMEND the Board of Supervisors receive the accessible transit report, and take other ACTION as appropriate.** (John Cunningham, Department of Conservation and Development)
7. **CONSIDER the Fiscal Year 2017/18 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County.** (Steve Kowalewski, Department of Public Works)
8. **RECEIVE Communication, News Clippings, etc., and DIRECT staff as appropriate.** (John Cunningham, Department of Conservation and Development)

9. The next meeting is currently scheduled for Monday, September 11, 2017.

10. 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: 08/14/2017

Subject: Administrative Items, if applicable.

Department: Conservation & Development

Referral No.: N/A

Referral Name: N/A

Presenter: John Cunningham, DCD

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: 08/14/2017
Subject: REVIEW record of meeting for July 10, 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, DCD
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 July 10, 2017, Committee Meeting with any necessary revisions.

Fiscal Impact (if any):

N/A

Attachments

07-10-17 TWIC Mtg Minutes
07-10-17 TWIC Mtg Sign-In Sheet
07-10-17 TWIC Handout
07-10-17 TWIC Mtg Speaker Sheet

DRAFT



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

Present: Diane Burgis, Chair
Karen Mitchoff, Vice Chair

Attendees: Doug Sibley, Citizen
Steve Kowalewski, PWD
Cece Sellgren, PWD
Mike Carlson, PWD
John Kopchik, DCD
Jody London, DCD
John Cunningham, DCD
Mark Watts, Consultant
Anne O, BOS District IV
Kyle Fang, Intern District IV

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 May 8, 2017, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

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

The Committee RECEIVED the Summary Report on the status of compliance with Municipal Regional Permit 2.0 and further DIRECTED staff to: 1) bring the report to the full Board of Supervisors as a short discussion item and, 2) include in the report: a) the status of compliance, b) a description of the County's focus on trash, and c) establish that the general fund is not being used in the County's efforts.

6. REVIEW grant development policies and DIRECT staff as appropriate.

The Committee REVIEWED grant policies and practices and DIRECTED TWIC staff to coordinate with County functions that report to TWIC to create a grant report that documents: type of grant (regular/annual, new, etc), amount of grant, match obligations, granting agency, relevant dates (announcement, deadline, etc), internal policy/document guiding project selection, etc.

7. Receive report and provide direction regarding implementation of this program.

The Committee received the Direct Discharge Plan report and DIRECTED staff to bring the report to the BOS in conjunction with the Municipal Regional Permit issue (Agenda Item 5).

8. 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.

The Committee unanimously approved the staff recommendation.

Doug Sibley, County resident, provided comment regarding potential improvements to passenger rail service in Contra Costa County. TWIC staff subsequently provided Mr. Sibley information regarding the West County High Capacity Transit Study, other BART extension plans, and the website to review and provide comment the Contra Costa Transportation Authority's Countywide Transportation Plan Update.

Staff note: The subject letter was subsequently approved by the BOS and is included in the Communication, New, etc. agenda item of the August TWIC packet (BOS to CCTA re CTP-Aug1-2017.pdf).

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

The Committee unanimously declined to provide a recommendation on the bill.

10. 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.

The Committee received the report and DIRECTED staff to report back on proposed Senate Bill 1 (Road Repair and Accountability Act of 2017) expenditures.

Staff Note: SBI reports will be provided via Road Maintenance and Rehabilitation Account compulsory reporting requirements (included in the August 2017 TWIC Agenda) and/or regular grant reports to TWIC.

11. RECEIVE communication and DIRECT staff as appropriate.

The Committee RECEIVED the communication.

12. The next meeting is currently scheduled for Monday, August 14, 2017.

13. Adjourn

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John Cunningham, Committee Staff

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GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	

SIGN-IN SHEET

[illegible]



Doug Sibley <dpsibley@gmail.com>

Rail Transit in Northern Contra Costa

1 message

Doug Sibley <dpsibley@gmail.com>

Mon, Jun 12, 2017 at 11:45 AM

To: East Bay Times <letters@bayareanewsgroup.com>

Cc: "Federal D. Glover" <district5@bos.cccounty.us>, Diane Burgis <dist3@bos.cccounty.us>

Dear Editor,

I read with interest Mr. Zakhary Mallett's editorial letter in the Sunday Times. I also attended the Board of Supervisor's ad hoc Northern Waterfront Committee meeting last Thursday. An idea popped into my mind as an interim solution to rail passenger service north from Richmond: How about an eBART line on current regular rail tracks from the joint BART/Amtrak Station in Richmond, north through Hercules, Crockett, Port Costa, Martinez, Naval Weapons Station development area, Bay Point, Pittsburg and Antioch. With the inter rail connections already in East County and perhaps another short connection. I wouldn't envision service quite as frequent as current BART service but with coordination with existing railroads, an improved passenger eBART-equipment could become a reality.

Doug Sibley
2175 Blackrock Place
Martinez, CA 94553-4957

925.788.8990

"Do all the good you can, in all the ways you can, to all the souls you can, in every place you can, at all the times you can, with all the zeal you can, as long as ever you can."

John Wesley, founder of Methodism



Rail Transit in Northern Contra Costa

1 message

Doug Sibley

To: East Bay Times <letters@bayareanewsgroup.com>

Cc: "Federal D. Glover" Diane Burgis

Mon, Jun 12, 2017 at 11:45 AM

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Doug Sibley

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John Wesley, founder of Methodism

Contra Costa County
Transportation, Water & Infrastructure Committee

If you are interested in speaking, please sign your name, address and list the agenda item number to which you are going to speak. (Address & Telephone number information is optional.)

Item Number on Agenda: 8 Date: 10 July 2017

Name: Doug Sibley

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ (Optional)



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 08/14/2017
Subject: Senate Bill 595 (Beall) Regional Measure 3 - Bridge Toll Increase
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, 674-7833 **Contact:** John Cunningham (925)
674-7833

Referral History:

Senate Bill 595/Regional Measure 3 was discussed at TWIC during the July meeting. At the time the Committee declined to provide a recommendation to the Board of Supervisors (BOS) given the lack of an associated expenditure plan in addition to the general lack of detail in the still evolving bill.

Staff has brought the bill back for consideration by TWIC given: **1)** new information now included in the bill, and **2)** the substantial work conducted by the Contra Costa Transportation Authority in lobbying for increased expenditures (reflecting a reasonable nexus) in Contra Costa.

Referral Update:

Background

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 early in the process. CCTA has submitted a revised list as discussed in the update section below.

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.

August Update

Up until the summer recess on July 21st, there was rapid movement on the bill. Mark Watts will be present at the August TWIC meeting to walk the Committee through the various issues that have arisen. In summary, 1) the bill has been substantially revised, and 2) both the Alameda County Transportation Commission (ACTC) and the Contra Costa Transportation Authority (CCTA) have raised significant issues with the expenditure plan in the newly revised bill and have called for amendments.

Given that the bridge toll is a fee (as opposed to a tax) there needs to be a reasonable nexus between expenditures, the source of the revenue, and bridge travel. Both the ACTC and CCTA have produced material making recommendations to the Legislature advocating for a stronger nexus which would benefit the East Bay Counties. The CCTA material is attached (CCTA - SB 595_Letter.pdf) and Mr. Watts will discuss the significance of the information and the status of negotiations. The Alameda County material is also attached.

Of Specific Interest to the County: The Vasco-Byron Highway Connector was included in early CCTA RM3 project lists. The CCTA emphasis to the legislature on a stronger nexus to between toll payers and bridge travel relative to project expenditures could result in increased funding for East Bay projects in general. However, this nexus emphasis results in the Vasco-Byron Connector falling off the list due to a limited relationship between the project and the bridge travel generating the revenue.

Status/Location: Assembly Appropriations Committee

Bill Analysis: In contrast to the state legislative analysis provided to TWIC in July (included below for reference) indicating the bill is a "work in progress", the current/attached analysis (7-12-17 SB 595 Analysis Assembly Transportation) indicates SB 595 now includes substantial new detail. In summary, the bill now includes: expenditure plan, requires the Bay Area Toll Authority to report to the Legislature, details processes/procedures/performance measures, etc.

Analysis Provided to TWIC in July

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).

Attached Letter

The attached draft letter communicates concerns with the lack of equity relative to toll payers and benefits of the proposed projects and references the CCTA proposal to be included in the bill.

Other Information

Attached is an editorial from the East Bay Times discussing the bill, "Troubling plan for \$3 Bay Area bridge toll hike" and an SF Gate article, "Bay Area bridges see dramatic increase in early morning congestion" which includes MTC data regarding increases in bridge travel and congestion.

Recommendation(s)/Next Step(s):

CONSIDER recommending the Board of Supervisors AUTHORIZE a letter to the Assembly Appropriations Committee and the County's delegation communicating concerns and proposed amendments relative to 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

7-12-17 SB 595 Analysis Assembly Transportation

Editorial Troubling plan for \$3 Bay Area bridge toll hike.pdf

SB 595 (RM3) Bill Text as amended 7-19-17

CCTA - SB 595 Letter and Analysis

ACTC Proposed sB595 revisions

Bay Area bridges see dramatic increase in early morning congestion - SFGate

Draft Support Letter for SB595

Date of Hearing: July 13, 2017

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

SB 595 (Beall) – As Amended July 3, 2017

SENATE VOTE: 27-12

SUBJECT: Metropolitan Transportation Commission: toll bridge revenues

SUMMARY: Directs a third regional measure (RM3) to be placed on the ballot in the San Francisco Bay Area that, if approved by a majority of the voters, would increase tolls on the seven state-owned toll bridges by up to \$3. Specifically, **this bill:**

- 1) Makes legislative findings and declarations regarding the projected population growth in the San Francisco Bay Area and the impact of that growth on the region's already-congested infrastructure.
- 2) States that 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 revenue generated by RM3.
- 3) Directs the Bay Area Toll Authority (BATA) to fund projects and programs, by transferring funds to the Metropolitan Transportation Commission (MTC) or by bonding, that are to be collectively known as the RM3 expenditure plan.
- 4) Declares that these projects and programs have been determined to reduce congestion or make travel improvements in the toll bridge corridors.
- 5) Sets aside an unspecified percentage of the increased toll revenue for transit operating assistance and directs MTC, prior to allocating the funds, to adopt performance measures.
- 6) Sets forth required processes and procedures for developing the performance measures and related operating agreements and plans; grants MTC authority to redirect transit operating assistance funds for transit projects that fail to achieve established performance criteria.
- 7) Sets forth the process to be used by project sponsors to solicit RM3 funding from MTC.
- 8) Upon voter approval of RM3, directs BATA to include in its long-range plan all projects identified in the RM3 expenditure plan and to submit the updated plan to the transportation committees in the Legislature.
- 9) Also upon voter approval of RM3, authorizes BATA to phase in the toll increase over a period of time and to adjust the toll increase to inflation after the increase is completely phased in.
- 10) Grants BATA authority to issue toll bridge revenue bonds to finance the RM3 expenditure plan, under certain conditions.
- 11) Sets forth the parameters within which RM3 is to be put before the voters for approval, including the following:

- a) BATA is to identify the amount of the proposed toll rate increase, not to exceed \$3.
 - b) BATA cannot raise the toll rate until after voting results are reported from the nine counties in the Bay Area.
 - c) Increased revenue associated with RM3 must be used to meet prescribed funding obligations that will be set forth in the RM3 expenditure plan.
 - d) To the extent revenue is available beyond that needed to fulfill the obligations of the RM3 expenditure plan, authorizes BATA to use revenue for bridge rehabilitation and for projects and programs aimed at reducing congestion and improving travel options in bridge corridors.
 - e) Directs all nine counties in the Bay Area to call a special election on November 6, 2018, and to submit a specific ballot question before the voters asking them to decide if toll rates should be increased relative to RM3.
 - f) Authorizes BATA to increase toll rates if the measure is approved by a majority of all voters voting to affirm the measure.
 - g) If RM3 fails to obtain voter approval, authorizes BATA to resubmit the question to voters in a subsequent election.
 - h) Directs BATA to reimburse counties for the cost of submitting the measure to the voters.
- 12) Upon approval of RM3, directs BATA to establish an independent oversight committee to ensure RM3 toll revenues are expended consistent with the authority being granted; prescribes the membership of the oversight committee to include two representatives from each county within MTC's jurisdiction, appointed by the applicable county board of supervisors, each representative to serve a four-year term on the oversight committee.
- 13) If RM3 is approved, requires BATA to report annually to the Legislature on the status of RM3 projects and programs.
- 14) Prohibits BATA from changing toll rates, except as specifically authorized by the Legislature or as needed to meet bond obligations.
- 15) Makes other conforming changes to existing law to include references to RM3.

EXISTING LAW:

- 1) Identifies the following state-owned toll bridges within MTC's jurisdiction:
- a) Antioch Bridge;
 - b) Benicia-Martinez Bridge;
 - c) Carquinez Bridges;
 - d) Richmond-San Rafael Bridge;

- e) Dumbarton Bridge;
 - f) San Mateo-Hayward Bridge; and,
 - g) San Francisco-Oakland Bay Bridge.
- 2) Establishes MTC as the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area.
- 3) Prescribes the membership of MTC, to include 19 members, as follows:
- a) Two members from the City and County of San Francisco, one member appointed by the mayor and one appointed by the Board of Supervisors.
 - b) Two members each from the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, one each appointed by the city selection committee for each county and one each appointed by the board of supervisors for each county.
 - c) One member each from the Counties of Marin, Napa, Solano, and Sonoma, appointed by the respective boards of supervisors.
 - d) One member each appointed by the Association of Bay Area Governments and the San Francisco Bay Conservation and Development Commission.
 - e) Non-voting members appointed by the Secretary, California State Transportation Agency, the United States Department of Transportation, and Department of Housing and Urban Development.
- 4) Creates BATA, within MTC, to administer toll revenues collected on the seven state-owned Bay Area toll bridges (except for revenues derived from the \$1 seismic toll surcharge). BATA is governed by the same board as MTC.
- 5) Authorizes BATA to increase toll rates to meet bond obligations; to provide funds for the planning, design, construction, operation, maintenance, repair, replacement, rehabilitation, and seismic retrofit of the state-owned toll bridges; and to provide funding to meet requirements of RM1 and RM2.

FISCAL EFFECT: Unknown

COMMENTS: San Francisco Bay Area voters have twice approved toll increases to date: RM1 in 1988 and RM2 in 2004. RM1, authorized by SB 45 (Lockyer), Chapter 406, Statutes of 1988, standardized tolls at \$1 on the seven state-owned toll bridges. (Previously, tolls were set at different rates on each bridge.) Revenue from RM1 was directed to fund a list of bridge and public transit improvements. RM2, authorized by SB 916 (Perata), Chapter 715, Statutes of 2003, imposed a \$1 toll increase to fund a regional traffic relief plan for highway, transit, bicycle, and pedestrian projects in the bridge corridors and to provide operating funds for key transit services. Both RM1 and RM2 toll charges are levied in perpetuity. In addition to RM1 and RM2, existing toll rates include surcharges to pay for costs associated with seismically retrofitting and/or replacing the bridges.

Under the existing tolling structure, motorists traveling over each of the seven state-owned Bay Area bridges typically pay \$5. (The Bay Bridge's tolling structure slightly varies due to congestion pricing where a motorist will pay between \$4 and \$6 depending on peak/non-peak travel times.) Below is a breakdown of how each dollar is used:

- 1) First dollar: bridge operations and maintenance, RM1 projects, transit capital and transit operations.
- 2) Second dollar: original toll bridge seismic retrofit program.
- 3) Third dollar: RM2 investments.
- 4) Fourth dollar: toll bridge seismic retrofit program.
- 5) Fifth dollar: addition of Antioch and Dumbarton bridges to toll bridge seismic retrofit program.

According to MTC, each \$1 toll brings in about \$125 million annually, which equates to a 25-year bonding capacity of about \$1.7 billion, depending on how much of the toll revenue is set aside for operations. Excluding tolls collected on the Golden Gate Bridge, the majority of Bay Area tolls (63%) are paid for by residents in the east bay counties of Alameda (31%), Contra Costa (18%), and Solano (14%). About 24% of the tolls are paid for by residents in the following west bay counties: San Francisco (10%), San Mateo (8%), and Santa Clara (2%). The remainder of the tolls is paid for by residents in Marin (4%), Napa (2%), and Sonoma (2%) and by visitors (9%).

The author introduced this bill to address the Bay Area's infamous traffic congestion problems. 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." Bay Area traffic congestion is some of the worst in the nation. For example, San Francisco and San Jose rank the second and fifth most-congested areas of the nation, apparently fueled largely by explosive population and job growth.

Earlier this year, the Legislature passed, and the Governor Brown signed, SB 1 (Beall), Chapter 5, Statutes of 2017, a \$5.2 billion annual transportation funding package. Although SB 1 includes some funds for transit improvements and trade corridor enhancement projects, the primary thrust of SB 1 is to address the billions of dollars in mounting rehabilitation and repair needs for California's state highway system and local streets and roads. As the author notes, while "SB 1 will address the state's *aging* pains, SB 595 will address the Bay Area's *growing* pains."

This bill would put to Bay Area voters on the November 2018 ballot the question of whether to raise tolls. Although increasing tolls as a means to address worsening congestion is supported by a broad spectrum of stakeholders, including business, labor, transportation, environmental, social

equity, and housing interests, this bill would ultimately leave to Bay Area voters themselves to decide whether tolls should be raised or not.

Committee concerns:

- 1) The lack of important details—for example, the expenditure plan—in this bill is problematic. The author intends to address this concern, in large part, by amending the bill in committee to include the following specific expenditure plan to guide the use of RM3 revenue:

OPERATING PROGRAM – All Corridors	RM Funding
Transbay Terminal	5
Ferries	35
Regional Express Bus	20
CAPITAL PROJECTS	
Regional Programs	
Bridge Rehabilitation [San Francisco-Oakland Bay Bridge (SFOBB) and Richmond-San Rafael deck replacement, San Mateo-Hayward and Dumbarton deck overlays, paint Carquinez, miscellaneous projects on Richmond-San Rafael, SFOBB and San Mateo Hayward]	Top priority of indexing
BART Expansion Cars (all BART-reliant counties)	500
Corridor Express Lanes (Eligible: Alameda/Contra Costa I-80, Alameda I-880, Alameda-Contra Costa I-680, San Francisco 101, San Mateo 101, SR 84, SR 92, Solano I-80 Express Lanes (Red Top Road to I-505) and express lanes in San Francisco and Santa Clara Counties)	300
Goods Movement and Mitigation (I-580 and I-880 in Alameda County, Port of Oakland, Freight Rail Improvements)	200
Bay Trail / Safe Routes to Transit (all bridges corridors eligible)	25
Ferries (New vessels to add frequency to existing routes and service expansions in the counties of Alameda, Contra Costa, San Mateo, San Francisco, and Solano)	275
Clipper 2.0 (upgrade the Bay Area's single transit fare payment technology)	100
BART to Silicon Valley, Phase 2	400
Capital Corridor Connection	100
Sonoma Marin Area Rail Transit Extension	30
Corridor-Specific Capital Projects	
Central (SFOBB)	
Caltrain Downtown Extension (Transbay Terminal, Phase 2)	200
Muni Expansion Vehicles	140
Core Capacity Transit Improvements serving the Bay Bridge corridor	140
AC Transit - Rapid Bus Improvements	50
South (San Mateo-Hayward, Dumbarton)	

Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	150
Dumbarton Rail/ACE/BART/Caltrain/Shinn Station	100
SR 92/101 Interchange	50
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa 680/4 Interchange Improvements and Transit Enhancements	150
Marin-Sonoma Narrows	125
Solano I-80/680/SR 12 Interchange Improvements	200
Solano Westbound I-80 Truck Scales	125
Solano Express Lanes Red Top Road to Fairfield	150
Highway 37 Corridor Access Improvements from Highway 101 to I-80 and Sea Level Rise Adaptation	150
San Rafael Transit Center / SMART	30
Marin 101/580 Interchange	135
North Bay Transit Improvements (Contra Costa, Marin, Napa, Solano Sonoma)	100
State Route 29 Improvements (South Napa County)	20
Antioch Ferry Terminal	25

- 2) Other provisions of the bill still need details. For example, the bill alludes to legislative intent to authorize or create a transportation inspector general to oversee RM3 but does not include any of the related details. It also leaves blank the provision that specifies a limit on the amount of RM3 funds that could be used for transit operating assistance.
- 3) Projects and programs in the proposed expenditure plan may or may not be directly tied to MTC's regional transportation plan (RTP) and sustainable community strategies (SCS).

State policy directs regions to develop RTPs to ensure the region's growth and transportation needs are addressed strategically and will achieve specific outcomes, particularly those related to air pollution and greenhouse gas emission reductions. Furthermore, as part of their RTP, regions (except in rural areas) are required to develop SCSs and to submit them to the Air Resources Board for a determination that the RTP/SCS will likely result in reducing greenhouse gas emissions to a specific target. Together, these comprehensive, strategic planning documents are developed with extensive public involvement and are intended to guide transportation investments and ensure the state's policy goals are met.

This bill sets forth a framework for investing billions of dollars of future toll revenues. Given the state's focus on, and resource commitments to, ensuring its overarching policy goals (for example, those related to climate change) are met, all projects and programs eventually identified in the RM3 expenditure plan should be consistent with MTC's RTP/SCS. This will ensure the bill does not inadvertently negate the region's efforts toward managing growth, ensuring mobility, and reducing emissions.

Previous legislation: SB 1 (Beall), Chapter 5, Statutes of 2017, raises roughly \$5.2 billion annually in transportation funding primarily through increases in gas taxes and vehicle registration fees. Expenditures are directed primarily to fixing degrading infrastructure assets.

AB 144 (Hancock), Chapter 71, Statutes of 2006, among other things, authorized an additional \$1 seismic retrofit surcharge on bridge tolls to address a \$3.6 billion shortfall in funding for the Toll Bridge Seismic Retrofit Program.

SB 916 (Perata), Chapter 715, Statutes of 2003, required seven Bay Area counties to conduct a special election for the approval of RM2, a \$1 toll increase for specific projects along the Bay Area bridge corridors.

SB 45 (Lockyer), Chapter 406, Statutes of 1988, allowed Bay Area voters to approve a \$1 toll on state-owned toll bridges in the MTC region.

REGISTERED SUPPORT / OPPOSITION:

Support

Alameda County Transportation Commission
 Alameda-Contra Costa Transit District
 Bay Area Council
 Capitol Corridor
 City of Alameda
 Contra Costa Transportation Authority
 East Bay Regional Park District
 Honorable Edwin M. Lee, Mayor, City of San Francisco
 Honorable Libby Schaaf, Mayor, City of Oakland
 Honorable Sam T. Liccardo, Mayor, City of San Jose
 Inlandboatmen's Union of the Pacific
 International Longshore and Warehouse Union
 International Organization of Masters, Mates & Pilots
 Internet Association
 Metropolitan Transportation Commission
 Napa Valley Transportation Authority
 Port of Oakland
 San Francisco Bay Area Rapid Transit Board of Directors
 San Francisco Bay Area Water Emergency Transportation Authority
 San Francisco County Transportation Authority
 San Francisco Water Emergency Transportation Authority
 San Mateo County Economic Development Association
 Silicon Valley Leadership Group
 Solano County Transit
 SPUR
 TechNet
 Transform
 Transportation Authority of Marin
 Transportation California

Support in Concept

City/County Association of Governments of San Mateo County
Peninsula Corridor Joint Powers Board
San Mateo County Board of Supervisors
San Mateo County Transit District

Opposition

None on file

Analysis Prepared by: Janet Dawson / TRANS. / (916) 319-2093

Editorial: Troubling plan for \$3 Bay Area bridge toll hike

By EAST BAY TIMES EDITORIAL BOARD |

PUBLISHED: July 25, 2017 at 7:00 am | UPDATED: July 26, 2017 at 9:05 am

A proposed \$3 Bay Area bridge toll increase would disproportionately benefit the Silicon Valley, and would provide a windfall for BART without adequate cost controls for the troubled transit agency.

The increase from \$5 to \$8 would also be permanent, with annual inflation adjustments and no opportunity for voters to weigh in after next year.

Many of the projects to be funded with the toll hike are badly needed. But this plan is a recipe for waste and abuse. It must be fixed before voters from the nine Bay Area counties weigh in next year.

The toll increase, which would affect every Bay Area bridge except the Golden Gate, first requires state legislation. The state Senate in May passed [SB 595](#) even though it contained no specifics.

Amendments with the troubling details were revealed just before an Assembly hearing this month.

Like Mr. Roadshow's [Facebook page](#) for more questions and answers about Bay Area roads, freeways and commuting.

For starters, of \$4.2 billion in planned capital projects, \$1.1 billion would go for BART-related projects, including \$500 million for new train cars.

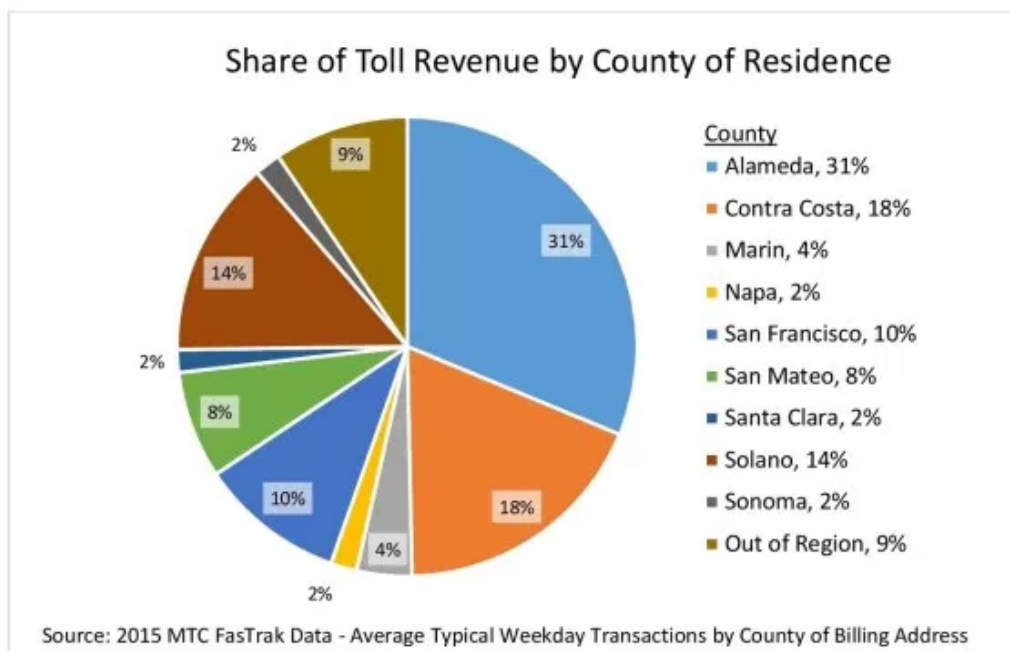
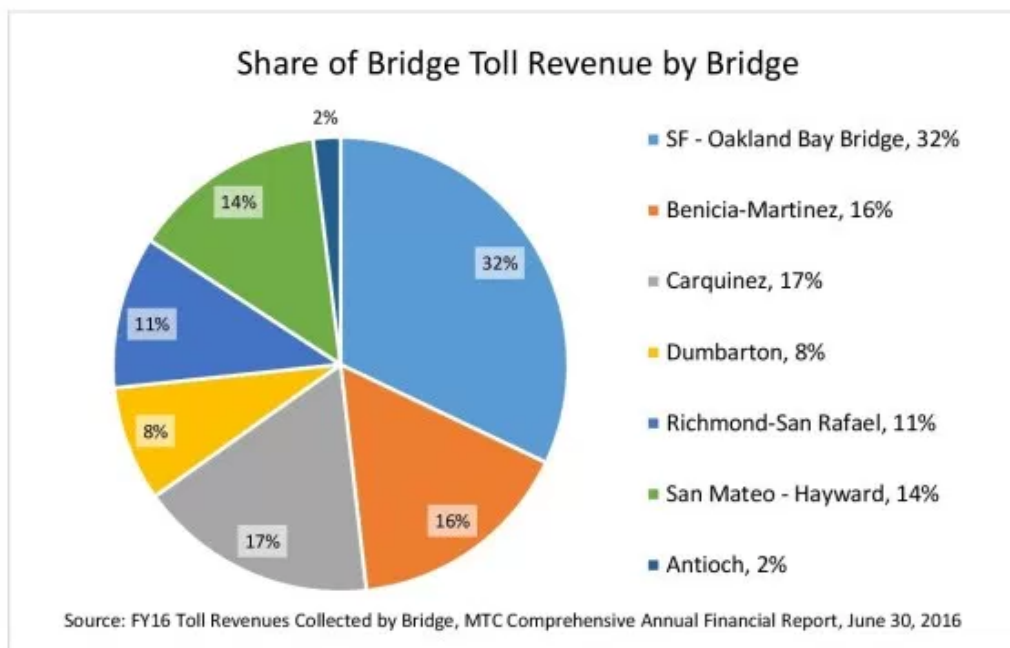
Yet, there are no provisions guarding against BART repeating its [current taxpayer rip-off](#), using new voter-approved property taxes intended for capital projects to indirectly subsidize [out-of-control labor costs](#).

State Sen. Steve Glazer, D-Orinda, has proposed appointment of a state inspector general to oversee BART expenditures. Assemblywoman Catharine Baker, R-Dublin, has called for [binding requirements](#) that would stop BART's accounting shell game.

Voters should reject any bridge toll hike that doesn't include those provisions.

More BART train cars are critical to improving the flow of Bay Area transportation, but the transit system cannot be trusted to spend money as intended. There must be safeguards.

Similarly, the issue with the regional distribution of new toll money is not whether planned projects are merited. It's whether they should be paid with bridge toll money and whether one region should be subsidizing another.



These charts from the Metropolitan Transportation Commission show sources of toll money at state-owned Bay Area bridges.

Most regional bridge toll money comes from the central and north bay. Specifically, [78 percent](#) is collected on the Bay Bridge and the four bridges further north. And 63 percent of tolls are paid by residents of Alameda, Contra Costa and Solano counties.

Conversely, only 2 percent of tolls are paid by Santa Clara County residents. Yet 15 percent of capital money would go to projects primarily benefitting them.

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That includes BART to San Jose, [light rail](#) between the future Milpitas BART station and the Eastridge Transit Center, and improvements to San Jose's Diridon Station.

That's not surprising because state Sen. Jim Beall, D-San Jose, is leading the push for the toll hike. What's disappointing is that it passed the Assembly transportation committee, chaired by Jim Frazier, D-Oakley.

Residents of Frazier's county, Contra Costa, are getting an especially raw deal. They pay 18 percent of the bridge tolls and wouldn't get anywhere near their proportional benefit.

This bill must be fair and it must have safeguards. So far, it fails both tests.

Tags: [BART](#), [East Bay Elections](#), [Editorials](#), [Opinion](#)



East Bay Times editorial board

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Experience, Adaptability and Hard Work. This Chef's Tips For Success

By **CHASE** 

Like many chefs, Darryl Burnette has long dreamed of owning a restaurant. He hadn't anticipated that it would be quite so small as Belle Harlem,...

Added: Green underlined text

Deleted: ~~Dark red text with a strikethrough~~

Vetoed: Red text

2017 CA S 595

Author: Beall
Version: Amended
Version Date: 07/19/2017

AMENDED IN SENATE April 03, 2017

AMENDED IN SENATE April 05, 2017

AMENDED IN SENATE April 18, 2017

AMENDED IN SENATE May 26, 2017

AMENDED IN ASSEMBLY July 03, 2017

AMENDED IN ASSEMBLY July 19, 2017

CALIFORNIA LEGISLATURE--2017-2018 REGULAR SESSION

Senate Bill

No. 595

Introduced by Senator Beall

February 17, 2017

(Coauthors: Senators Hill, McGuire, Skinner, Wieckowski, and Wiener)

(Principal coauthors: Assembly Members Bonta, Chiu, Mullin, and Ting)

(Coauthors: Assembly Members Berman, Chu, Low, Quirk, and Thurmond)

An act to amend Sections 30102.5, 30891, 30911, 30915, 30916, 30918, 30920, 30922, and 30950.3 of, and to add Sections 30914.7 and 30923 to, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. Metropolitan Transportation Commission: toll bridge revenues.

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the 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. Existing law provided for submission of 2 regional measures to the voters of 7 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.

This 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 increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for ~~unspecified~~ specified projects and programs. The bill would require the BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize the BATA, beginning January 1, 2019, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely. The bill would specify that, except for the inflation adjustment and as otherwise specified in statute, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. By requiring this election, the bill would impose a state-mandated local program. The bill would require the 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. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure, it would make an appropriation.

This bill would require the BATA to establish an independent oversight committee no later than January 1, 2020, with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan. The bill would require the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote Required: MAJORITY Appropriation: YES Fiscal Committee: YES Local Program: YES Immediate Effect NO Urgency: NO Tax Levy: NO Election: NO Usual Current Expenses: NO Budget Bill: NO Prop 25 Trailer Bill: NO

The people of the State of California do enact as follows:

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. 2. 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:

(1) BART Expansion Cars. Five hundred million dollars (\$500,000,000).

(2) Corridor Express Lanes: Interstate 80 between Alameda County and Contra Costa County, Alameda County Interstate 880, Alameda-Contra Costa Interstate 680, San Francisco Highway 101, San Mateo Highway 101, State Route 84, State Route 92, Solano Interstate 80 Express Lanes from Red Top Road to Interstate 505. Three hundred million dollars (\$300,000,000).

(3) Goods Movement and Mitigation: Interstate 580 and Interstate 880 in Alameda County, Port of Oakland, Freight Rail Improvements. One hundred twenty-five million dollars (\$125,000,000).

(4) Bay Trail/Safe Routes to Transit. One hundred fifty million dollars (\$150,000,000).

(5) Ferries: new vessels to add frequency to existing routes and service expansion in the Counties of Alameda, Contra Costa, San Mateo, San Francisco, and Solano, and the Antioch terminal. Three hundred twenty-five million dollars (\$325,000,000).

(6) BART to Silicon Valley: Phase Two. Four hundred million dollars (\$400,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Forty million dollars (\$40,000,000).

(8) Capitol Corridor Connection. Ninety million dollars (\$90,000,000).

(9) Caltrain Downtown Extension: Transbay Terminal Phase Two. Three hundred fifty million dollars (\$350,000,000).

(10) MUNI Expansion Vehicles. One hundred forty million dollars (\$140,000,000).

(11) Core Capacity Transit Improvement Serving the Bay Bridge corridor. One hundred forty million dollars (\$140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit): Rapid Bus Improvements. Fifty million dollars (\$50,000,000).

(13) New Transbay BART Tube and Approaches. Fifty million dollars (\$50,000,000).

(14) Tri-Valley Transit Access Improvements. One hundred million dollars (\$100,000,000).

(15) Eastridge to BART Regional Connector. One hundred thirty million dollars (\$130,000,000).

(16) San Jose Diridon Station. One hundred twenty million dollars (\$120,000,000).

(17) Dumbarton Rail/Altamont Corridor Express (ACE)/BART/Shinn Station. One hundred thirty million dollars (\$130,000,000).

(18) Highway 101/State Route 92 Interchange. Fifty million dollars (\$50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements and Transit Enhancements. One hundred fifty million dollars (\$150,000,000).

(20) Marin-Sonoma Narrows. One hundred twenty-five million dollars (\$125,000,000).

(21) Solano Interstate 80/Interstate 680/State Route 12 Interchange Improvements. One hundred seventy-five million dollars (\$175,000,000).

(22) Solano West-Bound Interstate 80 Truck Scales. One hundred twenty-five million dollars (\$125,000,000).

(23) Highway 37 Corridor Access Improvements from Highway 101 to Interstate 80 and Sea Level Rise Adaptation. One hundred fifty million dollars (\$150,000,000).

(24) San Rafael Transit Center/SMART. Thirty million dollars (\$30,000,000).

(25) Marin Highway 101/580 Interchange. One hundred thirty-five million (\$135,000,000).

(26) North Bay Transit Improvements: Contra Costa, Marin, Napa, Solano, and Sonoma. One hundred million dollars (\$100,000,000).

(27) State Route 29, South Napa County. Twenty million dollars (\$20,000,000).

(b) (1) Not more than ~~_____~~ 16 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)~~; (3). 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) The Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Measure 3 expenditure plan:

(A) Transbay Terminal. Five million dollars (\$5,000,000).

(B) Ferries. Thirty-five million dollars (\$35,000,000).

(C) Regional Express Bus. Twenty million dollars (\$20,000,000).

~~(2)~~

(3) Prior to the allocation of revenue for transit operating assistance under ~~paragraph (1)~~; paragraphs (1) and (2), 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. 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.

(b) The toll rate for vehicles crossing the bridges described in Section 30910 shall not be increased to the 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.

(c) The revenue derived from the toll increase shall be used to meet all funding obligations associated with projects and 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.

(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 (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).

(e) The ballot pamphlet for the special election shall include a summary of the Regional Measure 3 expenditure plan regarding the eligible projects 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.

(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 may phase in the increased toll schedule 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.

(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.



CONTRA COSTA
transportation
authority

COMMISSIONERS

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Robert Taylor

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Randell H. Iwasaki,
Executive Director

July 21, 2017

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

Re: SB 595 (Beall) Bay Area Toll Bridge Regional Measure 3

Dear Chairman Frazier,

On behalf of Contra Costa Transportation Authority (CCTA) I am writing regarding SB 595, which will increase tolls on the seven Bay Area bridges. If passed, this increase will be on the ballot for Bay Area voters in 2018. While the Contra Costa Transportation Authority (CCTA) supports the provisions to create a new Office of Inspector General and apply a "maintenance of effort" requirement to the San Francisco Bay Area Rapid Transit (BART); CCTA Commissioners have grave concerns with the first round of projects proposed.

There are four bridges in Bay Area Toll Authority's (BATA) jurisdiction connecting Contra Costa County to Bay Area destinations. If voters approve the new toll fees, our constituents will be paying \$3.00 more in tolls to drive over these bridges. The current allocations in the initial expenditure plan are not equitable to what Contra Costa toll payers will be contributing to BATA.

We urge the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects that follow these principles:

- a nexus to bridges;
- equity in terms of toll contributions;
- access to bridge approaches; and
- allow CCTA to choose priority projects

Using these principles is the fairest way to allocate the funding needed to complete the highest priority capital projects in Contra Costa County. CCTA staff has prepared an alternate expenditure plan using the aforementioned principles, which CCTA Commissioners support.

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

*Honorable Jim Frazier
Chairman, Assembly Transportation Commission*

July 21, 2017

Page 2

Attached is CCTA's proposal, which we ask to be adopted into SB 595. Contra Costa toll payers deserve a fair mechanism to realize the mobility projects needed to reduce congestion, improve quality of life and achieve healthy air. Should the RM3 proposal remain unchanged, the CCTA may take an oppose position to this bill.

Sincerely,



Tom Butt
CCTA Chair

Cc: Assembly Member Catherine Baker
Senator Bill Dodd
Senator Steve Glazer
Assembly Member Tim Grayson
Senator Nancy Skinner
Assembly Member Tony Thurmond

Regional Measure 3 for Contra Costa County

Senate Bill 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require Metropolitan Transportation Commission (MTC) to place a measure, Regional Measure 3 (RM3), on the ballot in all nine counties in November 2018. RM3 is expected to raise bridge tolls by \$1 to \$3 on the seven state owned Bay Area bridges (bridge corridors).

In 1988, voters approved RM1, establishing a \$1 toll on the bridge corridors. 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, which was approximately 20% of the \$1.5 billion RM2 Capital Program.

Contra Costa residents travel on the SF-Oakland Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, and Antioch Bridge. These bridge corridors generate 78% of the revenue for bridge tolls in the Bay Area.

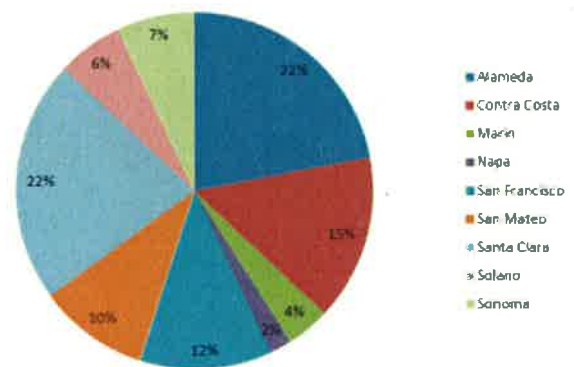
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

Contra Costa contributes 18% of the bridge toll revenue through the bridge corridors. The second highest in the nine county bay area. RM3 would generate approximately \$4.2 Billion which would be approximately \$756 million for regional programs and projects in Contra Costa County.

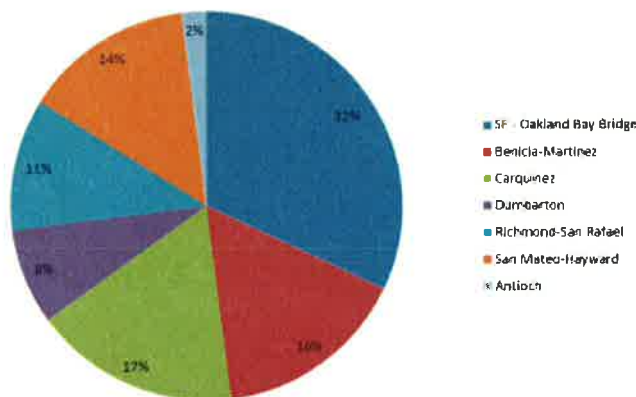
Potential RM3 Bridge Corridor Framework

Program Category	\$3 Toll Funding (in millions)
Operation Program	\$60/year
Regional Capital Program	\$2,000
Corridor-Based Capital Program	\$2,000
Reserve	\$200
Grand Total Capital Program	\$4,200

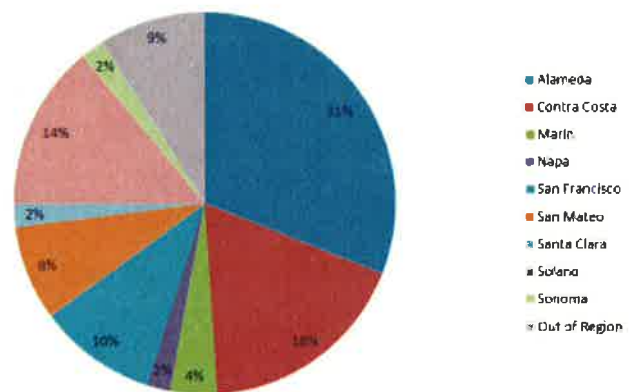
Share of Voters by County



Share of Bridge Toll Revenue by Bridge



Share of Toll Revenue by County

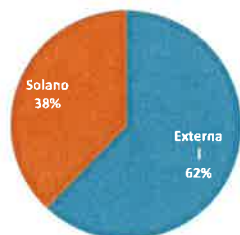


TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKEDAY IN 2015

Typical weekday transactions in 2015	Antioch Bridge	% of Total	Bay Bridge	% of Total	Benicia Bridge	% of Total	Carquinez Bridge	% of Total	Dumbarton Bridge	% of Total	Richmond Bridge	% of Total	San Mateo Bridge	% of Total	ALL	% of Total	Rank
Alameda	171	5%	30840	33%	2618	7%	3737	11%	18011	70%	6005	21%	19785	52%	81167	31.3%	1
Contra Costa	1249	39%	21247	22%	8751	24%	4709	14%	1294	5%	6789	24%	3754	10%	47793	18.4%	2
Marin	12	0%	1118	1%	273	1%	399	1%	65	0%	8077	29%	127	0%	10069	3.9%	7
Napa	10	0%	900	1%	1442	4%	2242	7%	36	0%	91	0%	52	0%	4774	1.8%	8
San Francisco	39	1%	20821	22%	324	1%	1848	5%	504	2%	1065	4%	2030	5%	26632	10.3%	4
San Mateo	28	1%	6793	7%	303	1%	1342	4%	2938	11%	312	1%	7897	21%	19613	7.6%	6
Santa Clara	33	1%	917	1%	721	2%	276	1%	1246	5%	314	1%	654	2%	4160	1.6%	10
Solano	688	22%	4664	5%	15840	44%	13672	40%	164	1%	772	3%	315	1%	36114	13.9%	3
Sonoma	15	0%	604	1%	828	2%	370	1%	62	0%	2751	10%	134	0%	4764	1.8%	9
Outside Bay Area/Unknown	954	30%	6781	7%	4973	14%	5644	16%	1332	5%	1780	6%	3143	8%	24607	9%	5
Unknown or Outside of CA	111	3%	1687	2%	883	2%	1054	3%	358	1%	559	2%	737	2%	5389	2.1%	
Outside of Bay Area	213	7%	2314	2%	2297	6%	2383	7%	341	1%	694	2%	760	2%	9002	3.5%	
Stanislaus	9	0%	352	0%	75	0%	36	0%	102	0%	80	0%	298	1%	952	0.4%	
San Joaquin	254	8%	918	1%	355	1%	194	1%	368	1%	226	1%	1024	3%	3339	1.3%	
Sacramento	366	11%	1510	2%	1363	4%	1978	6%	163	1%	221	1%	325	1%	5925	2.3%	
Sum	3197		94685		36074		34239		25651		27956		37890		259692		
% of total based on 2015 data	1.2%		36.5%		13.9%		13.2%		9.9%		10.8%		14.6%		100.0%		
% of total based on 2016 data	2.0%		32.0%		16.0%		17.0%		8.0%		11.0%		14.0%		100.0%		
Bridge Rank Based on Toll Generation	7		1		3		4		6		5		2				

Antioch Bridge

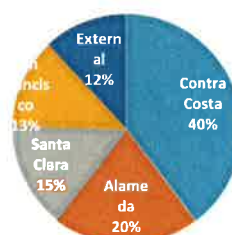
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K		100%
External	4K		62%
Solano	3K		38%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Napa	0K		0%
Sonoma	0K		0%
Marin	0K		0%

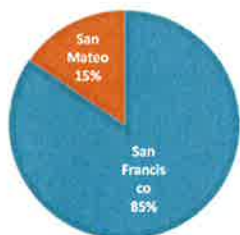
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	7K		100%
Contra Costa	3K		38%
Alameda	1K		20%
Santa Clara	1K		14%
San Francisco	1K		12%
External	1K		11%
San Mateo	0K		4%
Marin	0K		0%
Solano	0K		0%
Sonoma	0K		0%
Napa	0K		0%



Bay Bridge

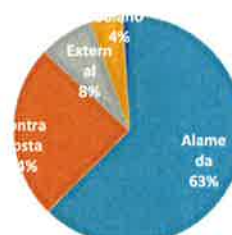
Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	133K		100%
San Francisco	112K		85%
San Mateo	20K		15%
Marin	0K		0%
External	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Solano	0K		0%
Napa	0K		0%
Sonoma	0K		0%

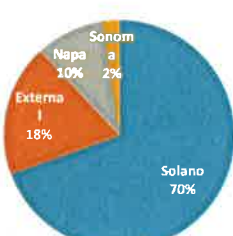
Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	146K		100%
Alameda	91K		62%
Contra Costa	36K		24%
External	11K		8%
Solano	6K		4%
Napa	1K		1%
Santa Clara	0K		0%
Marin	0K		0%
San Mateo	0K		0%
San Francisco	0K		0%
Sonoma	0K		0%



Benicia-Martinez Bridge

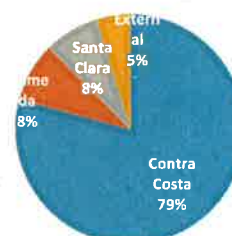
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K		100%
Solano	46K		69%
External	12K		18%
Napa	6K		10%
Sonoma	2K		2%
Marin	0K		1%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%

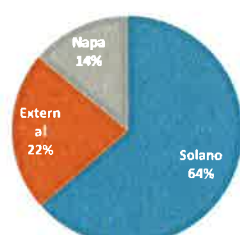
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	70K		100%
Contra Costa	55K		79%
Alameda	6K		8%
Santa Clara	5K		8%
External	3K		5%
San Mateo	0K		1%
Solano	0K		0%
San Francisco	0K		0%
Marin	0K		0%
Sonoma	0K		0%
Napa	0K		0%



Carquinez Bridge

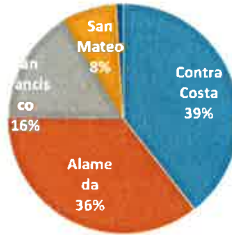
Northbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	65K		100%
Solano	41K		63%
External	14K		22%
Napa	9K		14%
Sonoma	0K		1%
Marin	0K		0%
San Francisco	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%

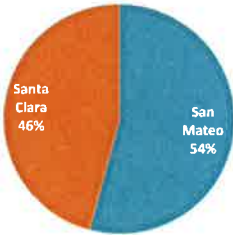
Southbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	67K		100%
Contra Costa	26K		39%
Alameda	24K		36%
San Francisco	11K		16%
San Mateo	5K		8%
Marin	1K		1%
Santa Clara	0K		0%
External	0K		0%
Sonoma	0K		0%
Solano	0K		0%
Napa	0K		0%



Dumbarton Bridge

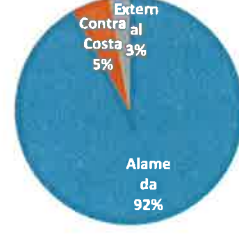
Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	27K		100%
San Mateo	15K		53%
Santa Clara	12K		45%
San Francisco	0K		2%
External	0K		0%
Marin	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Solano	0K		0%
Napa	0K		0%
Sonoma	0K		0%

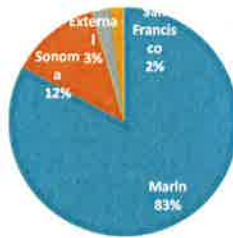
Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	66K		100%
Alameda	60K		91%
Contra Costa	4K		5%
External	2K		3%
Solano	0K		0%
Napa	0K		0%
Santa Clara	0K		0%
Marin	0K		0%
San Francisco	0K		0%
San Mateo	0K		0%
Sonoma	0K		0%



Richmond-San Rafael Bridge

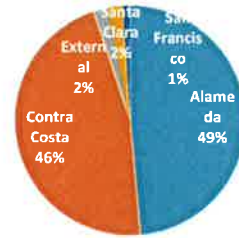
Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	45K		100%
Marin	37K		83%
Sonoma	6K		13%
External	1K		3%
San Francisco	1K		2%
Napa	0K		0%
San Mateo	0K		0%
Santa Clara	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Solano	0K		0%

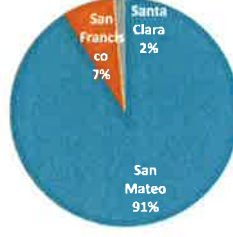
Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	49K		100%
Alameda	23K		48%
Contra Costa	22K		45%
External	1K		2%
Santa Clara	1K		2%
San Francisco	1K		1%
San Mateo	0K		1%
Solano	0K		1%
Napa	0K		0%
Sonoma	0K		0%
Marin	0K		0%



San Mateo-Hayward Bridge

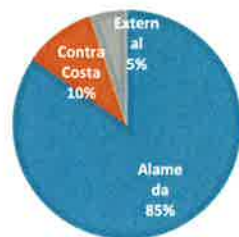
Westbound Destinations



County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	59K		100%
San Mateo	54K		91%
San Francisco	4K		7%
Santa Clara	1K		1%
External	0K		0%
Marin	0K		0%
Alameda	0K		0%
Contra Costa	0K		0%
Solano	0K		0%
Napa	0K		0%
Sonoma	0K		0%

Eastbound Destinations

County	VOL24HR		% of Total
	Total	VOL24HR	
Grand Total	54K		100%
Alameda	46K		85%
Contra Costa	6K		10%
External	3K		5%
Solano	0K		0%
Santa Clara	0K		0%
Napa	0K		0%
Marin	0K		0%
San Francisco	0K		0%
San Mateo	0K		0%
Sonoma	0K		0%



Source: 2015_06_002 model run

Via select link analysis (<https://github.com/MetropolitanTransportationCommission/travel-model-one/tree/master/utilities/bespoke-requests/select-link-roadway>)

CCTA Staff Analysis of RM3 Proposal

\$ in millions

	Column 1	Column 2	
	Proposed RM3 Amount	Contra Costa Estimated Funding	Assumptions
Operating Program (\$60M/Year)			
Transbay Terminal	5	0	
Ferries	35	0	Fare Box recovery likely less than threshold to qualify
Regional Express Bus	20	3.7	assumed 18.4% (share of tolls)
Sum	60	3.7	\$60 million/year for operations (not part of the \$4.2 billion)

Regional Capital			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	80	Assumed \$80M will be used for Innovate 680
Goods Movements	125	0	
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	No Nexus to Bridges
SMART	40	0	No Nexus to Bridges
Capitol Corridor Connections	90	16.2	Assumed 18.4% will go to Hercules Rail Station

Corridor-Specific Capital Projects			
Central (SFOBB)			
Caltrain	350	0	No Nexus to Bridges
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Assumed 12.5% since most of AC Transit serves Alameda Co.
			Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Station
New Transbay BART Tube	50	6.5	

Add: I-80 Transit Improvements

South (San Mateo-Hayward, Dumbarton)			
Tri Valley Transit Access	100	0	Assumed it will go to BART extension to Livermore
Eastridge to BART	130	0	No Nexus to Bridges
San Jose Diridon Station	120	0	No Nexus to Bridges
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	

North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)			
680/4 and transit enhancements (add SR4 Ops Improvements)	150	150	100% in Contra Costa
Marin-Sonoma Narrows	125	0	No Nexus to Bridges
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	

San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	32.4	Assumed 24% based on % of toll payers residing in Contra Costa
North BayTransit Improvements	100	18.4	Assumed 18.4% (share of tolls)
Add: East Contra Costa County Transit Intermodal Station			
SR29	20	0	

Guiding Principles:
1. Nexus to Bridges
2. Equity
3. Access to the Bridges (approaches)
4. Priority Projects

Total	4200	402	Excludes operations funding (\$60M/yr)
CC fair share		773	Assumed 18.4% (shares of tolls)
Difference		-371	

	Column 3	Column 4
CCTA STAFF Proposed Change	Proposed RM3 Amount	Contra Costa Estimated Funding
no change	5	0
no change	35	0
no change	20	3.7
	60	3.7

	0	0
Increase by \$500M	1000	129
Increase by \$80M and specify \$160M for Innovate 680 and express bus/technology	380	160
Increase by \$60M with \$64M for I-80 San Pablo Dam Road	185	64
Increase by \$50M to \$200M	200	36.8
Increase by \$25M with \$20M for Richmond Ferry	350	20
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	90	16.2

No Nexus -Reduce to 0	0	0
no change	140	0
no change	140	0
no change	50	6.3
Added \$55 million	105	13.5
Add \$100 million for I-80 Transit Impro. in Contra Costa	100	100

no change	100	0
No Nexus -Reduce to 0	0	0
No Nexus -Reduce to 0	0	0
no change	130	0
no change	50	0

Increase by \$150M and include SR4 Operational Improvements	300	300
No Nexus -Reduce to 0	0	0
no change	175	0
Increase by \$30M to remove weigh station at Treat Blvd	155	30
	150	0

SMART has no Nexus but kept amount for Transit Center	30	0
Increase by \$65M with \$100M for toll plaza improvements and I-580/Richmond Parkway	200	100
no change	100	18.4
Add \$50 million for East Contra Costa County Intermodal Transit Station	50	50
	20	0

Total (excludes operations)	4200	1044
CC fair share		773
Difference		271

Alameda CTC Proposed Changes to RM3 Expenditure Plan List (SB595)

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:

(1) BART Expansion Cars. Five hundred million dollars (\$500,000,000).

(2) Corridor Express Lanes: Interstate 80 between Alameda County and Contra Costa County, Alameda County Interstate 880, Alameda County 580, Alameda-Contra Costa Interstate 680, San Francisco Highway 101, San Mateo Highway 101, Alameda and San Mateo State Route 84, Alameda and San Mateo State Route 92, Solano Interstate 80 Express Lanes from Red Top Road to Interstate 505. Three hundred million dollars (\$300,000,000).

(3) Goods Movement and Mitigation: Interstate 580 and Interstate 880 in Alameda County, Port of Oakland, Freight and Capitol Corridor Passenger Rail Improvements. One-Two hundred twenty-five fifty million dollars (~~\$250~~425,000,000).

(4) Bay Trail/Safe Routes to Transit, East Bay Greenway and other Multi-Jurisdictional Trails with Bridge Nexus. One hundred fifty million dollars (\$150,000,000).

(5) Ferries: new vessels to add frequency to existing routes and service expansion in the Counties of Alameda, Contra Costa, San Mateo, San Francisco, and Solano, and the Antioch terminal. Three hundred twenty-five million dollars (\$325,000,000).

(6) BART to Silicon Valley: Phase Two. Four hundred million dollars (\$400,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Forty million dollars (\$40,000,000).

(8) ~~Capitol Corridor Connection. Ninety million dollars (\$90,000,000).~~ (Move \$90 Million into the Goods Movement Funding, item 3)

(9) Caltrain Downtown Extension: Transbay Terminal Phase Two. Three hundred fifty million dollars (\$350,000,000).

(10) MUNI Expansion Vehicles. One hundred forty million dollars (\$140,000,000).

(11) AC Transit Tier 1 and Tier 2 Core Capacity Transit Improvement Serving the Bay Bridge corridor. One hundred forty million dollars (\$140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit): Rapid Bus Corridor Improvements. ~~Fifty-One hundred~~ million dollars (~~\$1050~~,000,000).

(13) New Transbay BART Tube and Approaches. Fifty million dollars (\$50,000,000).

(14) Tri-Valley Transit Access Improvements. One hundred million dollars (\$100,000,000).

(15) Eastridge to BART Regional Connector. One hundred thirty million dollars (\$130,000,000).

(16) San Jose Diridon Station. One hundred twenty million dollars (\$120,000,000).

(17) Dumbarton Rail/Altamont Corridor Express (ACE)/BART/Shinn Station and Southern Alameda County Rail Improvements. One hundred thirty million dollars (\$130,000,000).

Proposed New Project: I-680/I-880/Route 262 Freeway Connector. Twenty five million dollars (\$25,000,000)

Proposed New Project: I-680/State Route 84 Interchange Reconstruction Project. Eighty five million dollars (\$85,000,000)

(18) Highway 101/State Route 92 Interchange. Fifty million dollars (\$50,000,000).

(19) *Contra Costa Interstate 680/State Route 4 Interchange Improvements and Transit Enhancements. One hundred fifty million dollars (\$150,000,000).*

(20) *Marin-Sonoma Narrows. One hundred twenty-five million dollars (\$125,000,000).*

(21) *Solano Interstate 80/Interstate 680/State Route 12 Interchange Improvements. One hundred seventy-five million dollars (\$175,000,000).*

(22) *Solano West-Bound Interstate 80 Truck Scales. One hundred twenty-five million dollars (\$125,000,000).*

(23) *Highway 37 Corridor Access Improvements from Highway 101 to Interstate 80 and Sea Level Rise Adaptation. One hundred fifty million dollars (\$150,000,000).*

(24) *San Rafael Transit Center/SMART. Thirty million dollars (\$30,000,000).*

(25) *Marin Highway 101/580 Interchange. One hundred thirty-five million (\$135,000,000).*

(26) *North Bay Transit Improvements: Contra Costa, Marin, Napa, Solano, and Sonoma. One hundred million dollars (\$100,000,000).*

(27) *State Route 29, South Napa County. Twenty million dollars (\$20,000,000).*

(b) (1) Not more than ~~16~~ 16 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)~~ (3). 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) *The Metropolitan Transportation Commission may annually fund the following operating programs as another component of the Regional Measure 3 expenditure plan:*

(A) *Transbay Terminal. Five million dollars (\$5,000,000).*

(B) *Ferries. Thirty-five million dollars (\$35,000,000).*

(C) *Regional Express Bus. Twenty million dollars (\$20,000,000). (Allocation based upon Transbay Bus Ridership)*

Bay Area bridges see dramatic increase in early morning congestion

By **Alix Martichoux**, SFGATE Published 4:09 pm, Thursday, July 27, 2017

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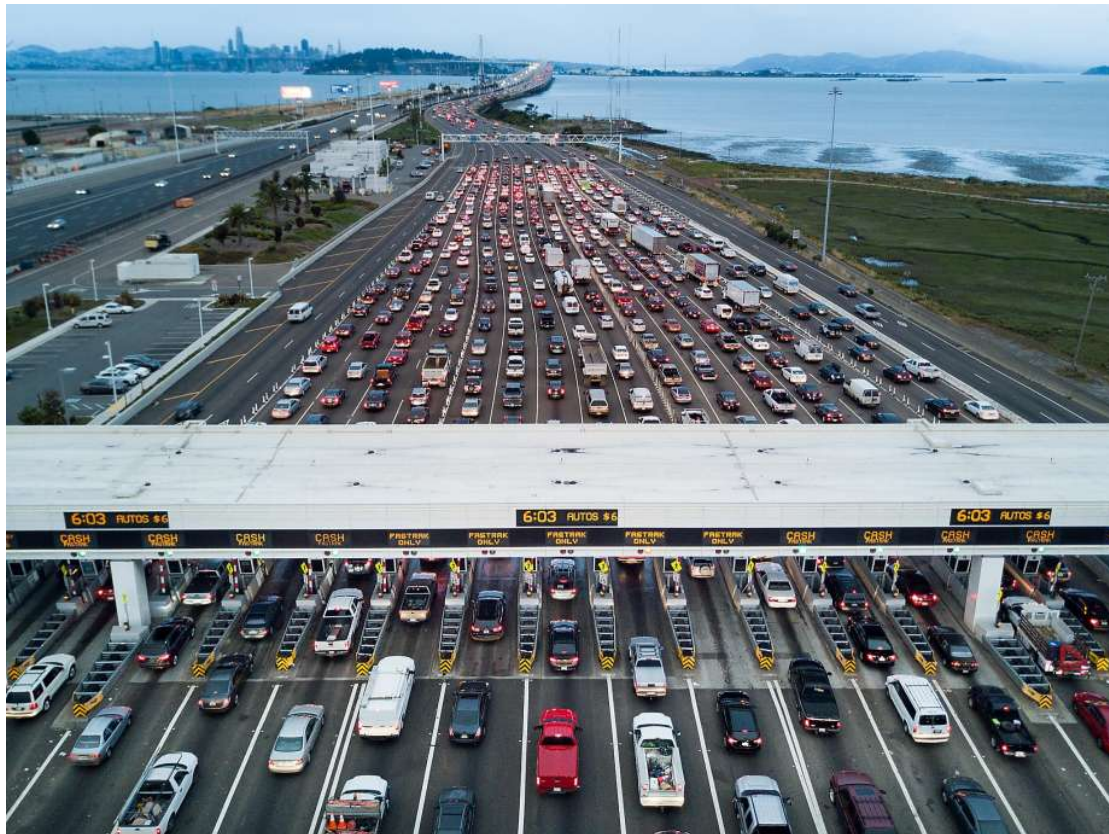



IMAGE 1 OF 23

Traffic flows through the Bay Bridge toll plaza for the morning commute. Data from the Metropolitan Transportation Commission show traffic is starting much earlier than it used to.



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There was a time when hitting the road at 4 a.m. meant a quiet commute, free of traffic and brake lights. On the Bay Area's busiest bridges, not anymore.

Not even close.

Data from the **Metropolitan Transportation Commission** shows early morning traffic on Bay Area bridges has spiked dramatically over the past two years. The number of drivers who cross the Bay Bridge at 4 a.m. has gone up a whopping 36 percent since the 2014-2015 fiscal year.

On the San Mateo Bridge, the Bay Area's second most-popular state-run bridge, that number for the same early hour has gone up 31 percent. Not to be outdone, the Dumbarton Bridge has seen a 39 percent jump in ridership in the last two years.

"It's no surprise as the Bay Area economy has been growing for quite a few years now, the commute has got longer, both in the morning and the afternoon," said **MTC and Bay Area Toll Authority** senior public information officer **John Goodwin**. "We see

this real clearly in the wee small hours of the morning."

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VIDEO: Could higher tolls mean less traffic? (Story continues below)



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Studying the month-by-month numbers shows it's not just that numbers across the board are rising — though, they are — but the number of people on Bay Area roads and bridges at 4 a.m. is rising much faster than any other time period.

Bay Bridge that there was a 35 percent increase in drivers at 4 a.m., there was percent fewer last year than two years prior). The number of drivers on a 0.1 percent decrease), while the 4 a.m. numbers spiked.

RELATED STORIES

Toll cheats without license plates costing Bay Area millions

M&R: BART may ask for an additional \$1.5 billion via bridge toll hikes

"We, as a region, are clearly getting on the move earlier than we used to," Goodwin said. "This is not just a Bay Bridge phenomenon. It's also happening with the Carquinez and the Benicia bridges."

MTC's inspiration for tracking the early morning numbers came from a **KCBS** reporter who noticed his drive to work between 4 a.m. and 5 a.m. was starting to look increasingly crowded. The data collected between July 2014 and June 2017 backed up that reporter's hunch.

But tracking down the reason behind the trend isn't as easy. Goodwin doesn't think there is a single answer.

"One could point to the \$6 toll that begins at the Bay Bridge at 5 a.m. That certainly is an incentive for some number of people who are driving across that bridge to do so before 5 o'clock," when the toll is only \$4.

However, because there has been an increased in ridership across other area bridges that don't use congestion pricing, that can't be the only factor at play.

"Mostly I think it comes down to the dynamic state of the economy," said Goodwin. He believes growth in Bay Area tech has also created the need for those in the construction, janitorial and food service industries to start earlier to support tech workers and tech companies.

As for possible solutions, MTC and the toll authority are considering several options. Increasing the number of drivers using Fasstrak would reduce backup at the toll plazas (right now only 65 percent of drivers crossing the Bay Bridge during commute hours use Fasstrak). The agency could also expand the congestion pricing structure currently in place on the Bay Bridge to other heavily trafficked bridges.

MTC is also **proposing a toll increase** of \$2 to \$3 on all seven Bay Area state-run bridges, but Goodwin said that plan is still in the early stages of development and it's too soon to say what impacts it would have on traffic.

"It's a difficult puzzle in a region as large as ours and one that depends on our toll bridges as much as we do," Goodwin said. "It's a tough nut to crack."

Read Alix Martichoux's **latest stories** and send her news tips at **amartichoux@sfchronicle.com**.

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H E A R S T

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553-1293

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

September 12, 2017

Hon. Lorena S. Gonzalez Fletcher
80th Assembly District
Chair of the Appropriations Committee
Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, California 95814

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

Dear Chair Gonzalez Fletcher,

On behalf of the Contra Costa County Board of Supervisors, I am writing regarding Senate Bill 595 (Beall). The bill would authorize 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.

The County applauds the provisions in the bill relative to the Office of Inspector General and San Francisco Bay Area Rapid Transit (BART) "maintenance of effort". However, the County has serious concerns with the proposed projects which do not reflect a reasonably proportional benefit to the toll payers relative to their contributions to the toll revenue.

The County respectfully requests that the bill be amended to reflect reasonable equity for Contra Costa toll payers by amending the bill to include the attached proposal developed by the Contra Costa Transportation Authority. Without such an amendment the County may take an oppose position. We cannot support the current proposal which has our residents subsidizing other Bay Area jurisdictions.

If you have any questions regarding Contra Costa County's concerns regarding 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
Jessica Peters, Principal Consultant – Assembly Appropriations Committee



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 08/14/2017
Subject: CONSIDER report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.
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, DCD **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.

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 update sections, 1) **LOCAL**, 2) **STATE**, and 3) **FEDERAL**.

1) LOCAL

2017 Countywide Transportation Plan Update (CTP): The comment period for the 2017 CTP update closed on August 1, 2017. The Board of Supervisors approved the comment letter at their August 1st meeting. As indicated in the August 1st staff report, two items were included in the letter after the TWIC review, 1: Expanded Regional Transportation Mitigation Program, and 2: Comments on the project priority list.

CTP: Accessible Transit: A considerable amount of effort was invested by the County in advocating for improvements to the accessible transit system during the CTP/TEP effort. Staff developed the attached report that summarizes the information collected and lessons learned during the effort. Staff will use report in the event subsequent advocacy activities are identified.

RECOMMENDATION: RECEIVE update, RECOMMEND that the Board of Supervisors RECEIVE the report.

2) STATE

Legislative Report

The legislative report from the County's legislative advocate, Mark Watts, is attached (*August TWIC report.pdf*). Mr. Watts will be present at the August meeting to discuss issues of interest to the Committee.

Also attached is the list of bills being tracked by TWIC, Aug 2017 TWIC Leg Tracking.pdf.

RECOMMENDATION: DISCUSS any state issues of note and take ACTION as appropriate.

3) FEDERAL

There has been no developments in the federal transportation context requiring that the County engage. The current administration indicated early during their tenure that infrastructure investment would be a priority. Staff continues to track this possibility, nothing concrete has materialized. As described in the information below, there is some tension or reconciliation that needs to take place between 1) the promised increase in infrastructure funding, and 2: what the source of the revenue would be to pay for the investment.

Infrastructure Spending:

The federal administration has made various announcements about increases in infrastructure spending. The Congressional Budget Office released, "An Analysis of the Presidents 2018 Budget" in July with the following statement suggesting the increases are not reflected in the federal budget:

Provide Mandatory Funding for Infrastructure

The President proposes to spend \$200 billion over the 10-year period for unspecified infrastructure programs. Because the Administration did not specify the policy parameters for the proposed spending, its placeholder estimate has been incorporated into CBO's analysis. When considering the entire set of proposals in the budget, though, overall spending on infrastructure would not increase by \$200 billion. The President's proposals for discretionary spending would reduce appropriations for other accounts that provide funding for infrastructure, such as those for ground transportation and water resources. Those reductions would largely offset the proposed increase in mandatory spending on infrastructure over the 2018–2027 period.

Flagged for reductions or elimination are the Transportation Investment Generating Economic Recovery (TIGER) and New Starts grant programs. Both are highly competitive grant programs for major investments. These cuts would not have an immediate, direct impact on the County at this time.

The County has applied for TIGER grants in the past. The New Starts program funds high capacity mass transit projects, Bus Rapid Transit (BRT), light rail, heavy rail, etc. The Phase II BART to San Jose project is in the New Starts funding queue. New Starts funding is one revenue stream identified in the West Contra Costa High Capacity Transit study as a possible source of funding.

Politico Morning Transportation: 7/18/17

CALLING ALL INFRASTRUCTURE IDEAS: *Senate Environment and Public Works Chairman John Barrasso (R-Wyo.) and the committee's ranking Democrat, Sen. Tom Carper, have put a call out to panel members (and likely beyond) for "infrastructure priorities, policy proposals and recommendations" for a committee-produced title of a "comprehensive infrastructure bill." The committee leaders included a friendly reminder that they can't consider earmark requests because, well, you know. Submissions are due by Friday.*

Related/Attached:

House panel backs bill to slash Transportation funding

"The bill would entirely eliminate the Transportation Investment Generating Economic Recovery (TIGER) grant program... The DOT spending bill also reduces funding for the Capital Investment Grant (CIG) program, known as New Starts, by \$660 million, bringing its total funding to \$1.75 billion. "

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

August TWIC Transportation Leg report.pdf

DRAFT - Accessible Transit In Contra Costa County

08-01-17 Letter: BOS to CCTA regarding the 2017 CTP Update

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

MEMORANDUM

TO: Transportation, Water, and Infrastructure Committee – Contra Costa County

FROM: Mark Watts

DATE: August 8, 2017

SUBJECT: TWIC Report

State Budget Trailer Bill Approved by Governor - Transportation

Following the Governor's approval of the 2017 State Budget on June 27, the Governor addressed several "trailer bills" in July. The key trailer bill related to transportation issues, SB 103, was approved by the Governor on July 27 providing for further policy framework for the Advanced Mitigation Program (AMP - important protections for the East Contra Costa County HCP/NCCP) and the state's new Freight Trade program.

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.

SB 1 Guidelines

SB 1 increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The development of guidelines is a key initial step for making funding allocations and will include workshops open to all interested parties.

In addition, SB 1 similarly increased the role of CalSTA in several policy and program areas, specifically, TIRCP that will also follow current law that authorizes the state to program 5 years of major transit related projects. Additionally, CalSTA will also speed the development of the Commuter and Passenger Rail guidelines in order to move those funds to recipient agencies.

(Note: *The accompanying Appendix provides a guide to the many program guidelines under development by the CTC and CalSTA*)

Regional Measure 3 - SB 595 (Beall)

Legislation to establish Regional Measure 3 (RM 3) was approved by the Assembly Transportation committee on July 18 and is now in the possession of the Assembly Appropriations committee;

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 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.

After a contentious series of discussions, a spending plan was added to the bill as it passed the Transportation committee. East Bay Counties continue to seek a more balanced expenditure plan.

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 turned to the extension of the Cap and Trade program. The governor lead successful negotiations that resulted in still legislation to the extend the cap and trade program.

Cap and Trade Auction Mechanism Reauthorization Bills

AB 398 (E. Garcia) – Reauthorization vehicle for auction mechanism.

Status: Approved by Governor

AB 617 (C. Garcia) – Adds improved air pollution data collection and strengthens pollution control retrofit requirements

Status: Approved by Govenror

DRAFT Accessible Transit in Contra Costa County DRAFT

This paper documents the lessons learned and archives the work of staff and the Board of Supervisors (BOS) on accessible transit issues during the 3-4 year CTP/TEP effort. In addition, this paper can be used as a summary of the state of accessible transit service in Contra Costa County. “Accessible transit” is not a formal or recognized term. The term is used here as a simple way to refer to a broad range of transportation related services typically provided to persons with disabilities and elderly individuals. Although services for these two populations can be separate, they are combined here for simplicity. For the purposes of this paper, accessible transit is defined as a range of transportation/transit and supportive services such as: Americans with Disabilities Act (ADA) mandated public paratransit service¹, transportation provided by private non-profits, mobility management programs, volunteer based transportation programs, city/community programs, etc.

This paper is broken in to three sections: **1) Current Accessible Transit Structure in Contra Costa County, 2) History of Efforts to Improve Accessible Transit in Contra Costa County, 3) Barriers to Progress, and 4) Next Steps.**

Accessible transit can be a complex topic due to the intersection of various aspects of public transit, civil rights, public health, social service, etc., involved in providing the service. This paper only provides a brief summary.

1) Current Accessible Transit Services in Contra Costa County

Service Providers: A number of different providers operate accessible transit in Contra Costa County in a decentralized arrangement. Each provider operates relatively independently with some limited coordination. Providers include (some definitions/organizations overlap):

- **Cities:** Antioch (Senior Bus Program), Concord (Monument Corridor Shuttle), San Pablo (Door-to-Door Shuttle), & others.
- **Non-profit organizations:** Contra Costa ARC (Advocacy, Respect, Commitment), Golden Rain Foundation (Rossmoor bus), & others
- **Volunteer Driver Programs:** Mobility Matters, Caring Hands (John Muir) & others
- **Service Specific Programs:** Contra Costa Health Plan, Choice in Aging (Senior Day Care) & others
- **Public Transit Operators:** AC Transit, BART, County Connection, Tri Delta Transit, WestCAT

Service Types: Organizations and agencies provide various service types for different rider needs:

- **Public ADA Paratransit:** Public transit agencies (listed above) provide required ADA paratransit¹
- **Program Specific Service:** In order to ensure certain service (door-through-door, consistent/ direct origin to destination, specific driver skill set, etc.) some programs opt to provide their own transportation. Examples: Contra Costa ARC, Choice in Aging, & others.
- **Senior Transportation Programs:** These programs typically transport residents of a certain age or older and/or persons with disabilities (in contrast to ADA paratransit, there may not be disability eligibility requirements). Examples: City of San Pablo, City of Richmond, Concord & others.
- **Other Support Services (Mobility Management, Travel Training):** *Mobility management* is a strategic approach to transportation service coordination and customer service, directing passengers to the most appropriate and cost-effective transportation providers through a one-call, one-click portal. A well-managed service area provides a full range of well-synchronized mobility services in a convenient, cost effective manner. Example: Mobility Matters provides some mobility management functions.

Travel training teaches individuals with disabilities, elderly persons, and others how to use public transportation independently to fulfill their travel needs. Travel training is also a strategy to reduce demand on more expensive demand response service (by shifting trips to conventional, less expensive fixed route service). Examples: Center for Independent Living, and WestCAT.

2) History of Efforts to Improve Accessible Transit in Contra Costa County

- **2004 CCTA Paratransit Improvement Study:** The goal of the study was to develop prioritized recommendations and an action plan to improve the efficiency and effectiveness of paratransit services in Contra Costa County. These recommendations include: *use of sedans and supplemental taxi services; standardized trip scheduling parameters; automated scheduling of inter-agency transfers (and the need for the preparation of a Technology Plan); lifeline services beyond ADA service area including the joint use of vehicles; demand management strategies; coordination of community-based agency transportation (mobility manager); and consumer and agency advisory input on accessible transportation.*

Outcome: The majority of the recommendations from the study remain unfulfilled.

- **2013 Contra Costa Mobility Management Plan (MMP):** With County Connection as the lead agency the goal of this countywide effort was to guide implementation of a broad array of services under a mobility management operation. The formation of an organization to take responsibility for these activities was also a recommendation of the plan. Some implementation steps were initiated in conjunction with the non-profit Mobility Matters.

Outcome: The intent was to have the Contra Costa Transportation Authority (CCTA) adopt the plan guide subsequent implementation. Adoption has not occurred and implementation has stalled.

- **2016 Measure X Transportation Expenditure Plan (TEP):** From 2013 - 2016, CCTA led the effort to develop a new half-cent transportation sales tax for Contra Costa, Measure X. Recognizing the need to “*ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency*”, conducting the *Accessible Transportation Service Strategic Plan*ⁱⁱ was a requirement if the Measure passed.

Outcome: Measure X did not pass and the proposed study is not moving ahead.

Related, during the Measure X TEP development the Expenditure Plan Advisory Committee indicated that “*Transportation For Seniors and People with Disabilities*” was a [high priority](#).

3) Barriers to Progress

The partially unfulfilled efforts listed above document an understanding that accessible transit needs to be improved (or at a minimum studied). This lack of progress is acknowledged in the 2013 MMP which refers to the “*...long-running dialog in the County...with little actual implementation occurring.*” Difficulty making progress on these issues is not unique to Contra Costa. One reportⁱⁱⁱ from Washington State, describes the problem, “*The expensive special needs transportation ‘hot potato’ gets tossed from one agency to another.*”

The points below describe possible barriers to progress in Contra Costa County:

Absence of a Forum for Leadership: The 2013 MMP referenced above noted the “*lack of a structural platform*” as a “*major impediment to action.*” Similarly, the September 2015 report on the TEP to the BOS described an obstacle to progress as, “*...accessible transit responsibilities are diffused throughout the county resulting in no single agency or organization falling naturally into a leadership role.*” These similar observations suggest that any future solutions should include the creation of a permanent forum or organization to address accessible transit issues on an ongoing basis.

As an example of a solution to the “leadership” issue, SANDAG (San Diego Association of Governments) designated a non-profit, FACT (Facilitating Access to Coordinated Transportation^{iv}) as responsible for coordinating public, nonprofit, private and other transportation services in San Diego County. There is close coordination between the two agencies, their Boards of Directors share numerous current and past members.

Possible Reluctance due to the Potential for Increased Demand For Service: One issue that may result in some hesitation to address accessible transit issues is the concern that if improvements are made, there will likely be an increase in demand for service. These concerns are probably well founded. Accessible transit is expensive to provide, even small increases in service could spike costs. The concerns with rising costs and managing demand are so substantial that the aforementioned Sound Transit report describes “*non-published practices*”^v to manage demand for service. The report observes that riders needing service can be “*...managed to the point they are not eligible for a trip...*” resulting in this population not receiving “*...transportation that meets their needs.*”

This approach to demand management is relatively unique in the transportation world. In planning for roadway expansion, efforts are made to proactively plan for and accommodate demand. In the case of conventional fixed-route transit service, extensive efforts are made to increase ridership, market to new riders, and use new service models to increase ridership. There is something of a nationwide boom in the construction of protected bicycle facilities due, in part, to the substantial increase in ridership that typically occurs after installation. There do not appear to be comparable efforts in the accessible transit field.

Over-Confidence in New Transportation Technologies: The upsurge in transportation network companies (Lyft, Uber, etc) and the rapid emergence of connected/autonomous vehicles may suggest some immediate relief from the need to improve accessible transit. These emerging technologies have great promise in the transportation field (including accessible transit) but [inflated expectations](#) relative to this type of service could delay more useful action. The transportation mode or vehicle itself is not necessarily the most critical bottleneck in improving accessible transit service or controlling costs. In addition, the elderly and disabled population cannot be expected to continually adapt to the ever-changing technology landscape. In order for this population to be able to take advantage of these new transportation technologies, some type of intermediary interface may be necessary.

Coordination: There is general agreement that a comprehensive study (as reflected in the proposed study in Measure X) would be beneficial. While increased use of technology and innovation are common outcomes from this type of study, increased coordination is often necessary for real progress. A well-coordinated system can be a foundation for the implementation of new, advanced technology solutions. This approach is reinforced by the SANDAG/FACT example provided above in addition to coordination being nearly universally acknowledged^{vi} to result in:

- Significant reductions in service costs^{vii}
- Greater amount of available transportation
- Higher quality service
- Access to increased funding
- Access to additional sources of funds
- More accessible (visible) transportation

Coordination in this field is a complex data management exercise. There are issues related to data privacy (medical, financial, etc.), a wide array of interacting passenger/vehicle/driver characteristics, restrictions relative to the co-mingling of passengers (and associated revenue streams), numerous accounting and auditing parameters related to constrained eligibility of a wide array of funding streams, etc. The federal Government Accountability Office has produced reports for *decades* documenting the difficulty with coordinating services and the corresponding costs to the taxpayer.

The section below reviews how the vehicle or transportation provider; be it Transportation Network Companies (TNCs: Lyft, Uber) or/via autonomous vehicles, is not necessarily a useful solution given the complex characteristics of accessible transit management and service provision.

Complexity: An example of how the characteristics listed above are handled operationally: a transit vehicle picks up an ambulatory regional center participant (who has specific eligible funding), the same vehicle then picks up a senior with dementia from x City (different funding eligibility, different driver skill set), another passenger is picked up in a large mobility device (different vehicle need, different routing requirements), and finally an ADA

paratransit client is picked up in y city, and so on. Because the trip is shared among passengers (shared trips are **critical** for cost savings), the trip costs and reimbursement that each passenger may be eligible for needs to be appropriately cost-allocated and documented. In addition, the trip and pick-ups/drop-offs needs to be routed so as to not violate ADA on-board times for the ADA passenger and ensure the mobility device & passenger are picked up last and dropped off first (some vehicles have this restriction).

When you have coordinated trip booking and dispatching along with large batch scheduling you can more effectively implement lowest cost travel options (ambulatory passengers on low cost sedans, etc), more effectively perform hot spot analysis to proactively manage expensive trips and trends, and substantially increase your shared trips (again, *critical* for cost savings). While there will be abundant opportunities to contract with **TNCs**, they will **not** handle these necessary scheduling and accounting activities. Nor are TNCs likely to have the accessible fleet mix to serve the range of mobility limitations in the target population.

The Contra Costa Health Plan (CCHP) has recent experience with these difficulties. In order for their clients to have adequate access to care CCHP has had to initiate their own transportation program through contractors and initiate coordination with transit districts. This coordination has been particularly challenging.

The technical aspects of coordinating this type of service **alone** are substantial. Magnifying this complexity is the sensitivity of the target population which consists of some of the most vulnerable individuals in our community.

4) Next Steps

At this point, next steps to make progress on this issue are not clear. The CTP/TEP development process was a logical mechanism to make progress. With these activities over, the path forward is unclear. The latest, well-supported proposal was the study included in the Measure Xⁱⁱ TEP. The proposal still has validity even in the absence of the new revenue that was to come from the new sales tax. Rather than determining how to expend the *new* revenue the study would focus on if *existing* revenues are being used in the most efficient manner possible. A study of this type is not without precedent, studies are regularly conducted to determine how to best to respond to specific transportation needs absent any new, assumed revenue. The countywide bike plan (on its 3rd revision), numerous high capacity transit studies in the I-680 and I-80 corridors, etc. are a few examples.

Links to prior reports and communication on accessible transit:

- [March 2016 Report to the BOS re: CTP/TEP](#)
- [Nov 2015 Letter: BOS to CCTA re: CTP/TEP](#)
- [Nov 2015 Report to the BOS to CCTA re: CTP/TEP](#)
- [October 2014 Letter: BOS to CCTA re: CTP](#)

ENDNOTES

ⁱ **ADA Paratransit:** The ADA requires public transit agencies to provide “complementary” (as in parallel or similar) paratransit service to people with disabilities who are unable to use the fixed-route bus or rail service because of their disability. The ADA defined the minimum service characteristics to be considered equivalent to the fixed-route service it is intended to complement. This type of service typically has associated eligibility requirements with an application process.

ⁱⁱ **From the Measure X TEP:** *To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency, an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan would also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.*

ⁱⁱⁱ 2005 FLT Consulting, Sound Transit: *Embracing Paratransit Transportation: A Coordinated, Community Approach*
<http://www.bettertransport.info/cascadia/Trimble-EmbracingParatransit.pdf>

^{iv} FACT is a “Coordinated Transportation Services Agency” which is a designation established under AB 120 (1979 – Social Services Transportation Improvement Act). The designation is intended to improve the quality of transportation to low mobility groups while achieving cost savings, lowered insurance premiums and more efficient use of vehicles and funding resources. ([CalACT CTSA E-Book](#))

^v “...to reduce the eligible population – either by applying stricter eligibility standards, such as conditional eligibility or reducing the service area. Keeping public awareness about ADA paratransit services at a minimum is yet another unspoken but real strategy to keep demand down. If people don’t know about the service, or if the service is too difficult to figure out, demand manages itself.”

^{vi} FTA, *Accessible Transit Services For All*, Dec. 2014 | Transit Cooperative Research Program Report 91, *Economic Benefits of Coordinating Human Service Transportation and Transit Services* | TCRP Report 101, *Toolkit for Community Coordinated Transportation Services*

^{vii} 2004 - 2013 the Santa Clara County coordinated system showed a 19% decrease in cost per trip relative to a 60% increase in CC County.

John Cunningham, Principal Planner | Contra Costa County | Dept. of Conservation and Development | john.cunningham@dcd.cccounty.us

DRAFT

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

August 1, 2017

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

Subject: 2017 Countywide Transportation Plan Update

Dear Chair Butt:

On August 1, 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.

The County has comments on the County's Northern Waterfront Economic Development Initiative, accessible transit issues, and the proposal to expand the Regional Transportation Mitigation Program.

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, the addition of Authority support for a shortline rail study in the Northern Waterfront area would be welcome.

Accessible Transit

In the County's November 3, 2015 letter on the CTP we highlighted the fact that accessible transit costs in Contra Costa are increasing while areas with a more coordinated transit 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 take action relative to the statement in the February 19, 2015 Draft CTP regarding accessible transit and mobility management, *"...this is an area where the Authority can exhibit leadership"* and request that the Authority initiate the *Accessible Transportation Service Strategic Plan* originally proposed in Measure X. This would be a concrete action that 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 provide leadership and not solely rely on the private sector's ability (or interest) to *adapt to senior's mobility challenges*¹.

Expanded Regional Transportation Mitigation Program

The County has concerns with the proposal to, *"...expand the Regional Transportation Mitigation Program to ensure that fees collected cover the costs of ongoing maintenance..."* found in the *"Maintaining our System"* section of the CTP. We believe this proposal should receive more examination and discussion before being included in the CTP. We hope that the Authority will consider removing this language and initiating outreach to your member agencies and the public to more thoroughly vet the proposal.

CTP – Volume 2: 10 and 20 Year Project Priority Lists

The following projects were in the Draft 2014 CTP project list but were removed in the 2017 document: Northern Waterfront Goods Movement Infrastructure, and Vasco Road Safety Improvements, Phase 2. We are requesting the reinstatement of these critical projects in the subject document.

We 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:

Janet Abelson, Chair - WCCTAC
Amy R. Worth, Chair – SWAT
Sal Evola, Chair, TRANSPLAN
Ron Leone, Chair – TRANSPAC

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



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 08/14/2017

Subject: CONSIDER Fiscal Year 2017/18 Road Maintenance and Rehabilitation Account Project List for Unincorporated Contra Costa County

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

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

Presenter: Steve Kowalewski, Department of Public Works **Contact:** (925)313-2202

Referral History:

On April 28, 2017 the Governor signed Senate Bill 1 (SB1), which is known as the Road Repair and Accountability Act of 2017. SB1 creates the Road Maintenance and Rehabilitation Account (RMRA) which provides much needed transportation funding for California to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system.

SB1 includes new performance and reporting requirements in order to be eligible for the RMRA funds. Given this is a new program with new requirements, The Transportation, Water, and Infrastructure Committee (TWIC) has not discussed this issue in the past. The information and recommendations in this report, once approved by the TWIC and the Board of Supervisors, will fulfill these new requirements.

Referral Update:

SB1 funds will be available to cities and counties starting in Fiscal Year 2017/18. The California State Association of Counties has provided the estimated revenues the County can expect that will be generated from this transportation bill. The first year of the program is a partial year and the County expects to receive a total of \$5.9 million in addition to our normal gas tax allocation. Of this \$5.9 million, \$4.9 million is from the RMRA program under SB1 and the remainder comes from repayments of loans to the state during the economic recession that started in 2008. We expect the RMRA amount to increase to \$13.8 million for Fiscal Year 2018/19 and steadily grow with the built-in inflationary index in future years.

SB1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, state statute requires cities and counties to provide basic RMRA project reporting to the Commission.

Prior to receiving an apportionment of RMRA funds from the 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.

The list of projects must include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement (see attachment A – project list using the Commission recommended template). 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 the applicable code sections. Some example projects and uses for RMRA funding 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)
- Traffic Control Devices

Streets and Highways Code Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

Rationale for Project List Selection for FY 17/18 RMRA Allocation

Staff has developed a recommended list of projects for TWIC and the Board of Supervisors to consider for submitting to the Commission.

When developing the recommended project list for RMRA funds, staff considered:

- Eligibility criteria for RMRA funds*
- Emergency storm damage projects that exceeded existing road fund revenue capacity
- Maintenance and rehabilitation priorities
- Roadway safety
- Expiring grants where local funds are necessary to complete the funding package
- Geographic equity
- Projects where expenditures had already occurred for design of the project and had been shelved due to declining revenues
- Multi-modal benefits in accordance with the Board of Supervisor's Complete Streets policy
- Positive impact to Road Program performance metrics
- Clearing the queue of delayed projects that were a result of declining gas tax revenues
- Meeting customer expectations

It should be noted that this project list is a small subset of the proposed project delivery list that is outlined in the adopted Capital Road Improvement and Preservation Program document and only focuses on how the RMRA funds will be expended as required by the Commission.

The recommended RMRA project list is included in Appendix A (using the Commission recommended template) and is summarized as follows:

- Morgan Territory Road Slide Repair (2017 Storm Damage Project) – The Morgan Territory Road Slide Repair project is a result of the devastating storms of 2017. The Department's Road Program was hit with a large unexpected expenditure to restore temporary access for over 200 residents and to move forward with permanent restoration of the road. This multi-million dollar effort exceeded the normal Road Program revenues. Fortunately, approximately 70% of the project cost will be reimbursed through FEMA and Cal OES. The remaining 30% of the project cost will need to be paid for from local sources, totaling approximately \$1.8 million (total project cost \$6 million). With reduced gas tax revenue, this amount exceeds the capacity of the Road Program revenues.

- Alhambra Valley Road Washout Repair (2017 Storm Damage Project) – The Alhambra Valley Road Washout Repair project is also a result of the devastating storms of 2017. Similar to the Morgan Territory Road Slide Repair, the cost of temporary and permanent restoration of this critical road exceeded the capacity of the Road Program's revenues. This project is eligible for Federal Highway Administration emergency funds. However, we are still responsible for approximately 30% of the expenditures as the local share of the project. The local share is approximately \$1.2 million (total project cost \$4 million) and exceeded the capacity of the Road Program's revenues.

- Pomona Street Pedestrian Safety Improvement Project – Phase II (2-year Delayed Project) This project was designed and shelved due to declining gas tax revenues prior to adoption of SB1. The project is an active transportation project and improves safety for pedestrians near schools in the Crockett area by installing a rapid repeating flashing beacon, bulb outs, and curb ramps at Pomona Street and Rolph Avenue. The Department received a Transportation Development Act Grant for \$120,000 and will expire next year if the project is not constructed. Staff recommends allocating \$215,200 in RMRA funds (construction cost \$249,800) to augment Phillips 66 funds and gas tax to construct the project in 2018.

- Bay Point Asphalt Rubber Cape Seal (3-year Delayed Project) – This project was designed and shelved due to declining gas tax revenues prior to adoption of SB1. This project was a preventative maintenance project. The roads were identified using the Department's Street Saver database as needing preventative maintenance. Any further delay in funding this project may require a more expensive preventative or rehabilitative surface treatment. The project has been designed and is ready to bid. The design costs would be a sunk cost if the project does not move forward. The estimated RMRA allocation towards construction of the project is \$1.2 million (construction cost \$2.5 million).

- Tara Hills Pedestrian Infrastructure Project (2-year Delayed Project) – This project was designed and shelved due to declining gas tax revenues prior to adoption of SB1. The project is an active transportation project and improves safety for pedestrians near schools in the Tara Hills area by constructing ADA ramps and bulb-outs. The Department received a Transportation Development Act Grant for \$83,000 and will expire next year if the project is not constructed. Staff recommends allocating \$220,000 in RMRA funds (construction cost \$420,000) to augment gas tax, Measure J Return to Source funds, and the Transportation Development Act grant to construct the project in 2018.

- Pedestrian Crossing Enhancements – Central & East County (2-year Delayed Project) – This project was designed and shelved due to the declining gas tax revenues prior to adoption of SB1. The project is an active transportation project and improves pedestrian safety in central and east county by installing rapid flash beacons and ADA curb ramps at designated crosswalks near schools. The Department received a Transportation Development Act Grant for \$200,000 and will expire next year if the project is not constructed. Staff recommends allocating \$290,000 in RMRA funds (construction cost \$518,600) to augment gas tax and the Transportation Development Act Funds to construct the project in 2018.

- Blackhawk Road Bikeway Project (1-year Delayed Project) – This project was designed and shelved due to the declining gas tax revenues prior to adoption of SB1. The project is an active transportation project and improves bicycle safety in south county by designating a dedicated bike lane on Blackhawk Road. The Department received a Transportation Development Act Grant for \$100,000 and will expire at the end of FY 18/19 if the project is not constructed. Staff recommends allocating \$140,000 in RMRA funds (construction cost \$275,000) to augment gas tax and the Transportation Development Act grant funds to construct the project in 2018.

The overall strategy for this partial year of RMRA funds was to 1) clear as many delayed projects as possible from the queue with 2) a balanced approach that met the road program mission to provide a safe, efficient, reliable, and accessible transportation system.

With the annual reporting requirement, the Department will begin strategizing how the County can allocate the new funding to achieve the Road Program’s mission and improve the program’s key performance metrics for safety, efficiency, reliability, and accessibility.

* RMRA Guidelines are available here:

http://catc.ca.gov/programs/SB_1/071817_Draft_LSR_Program_Reporting_Guidelines.pdf

Recommendation(s)/Next Step(s):

REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA) (Senate Bill 1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors receive public comment, revise as appropriate, approve project list, approve a budget amendment for the new funding, and direct staff to proceed with submitting the Fiscal Year 2017/18 RMRA list of projects to the California Transportation Commission (Commission) prior to the October 16, 2017 submittal deadline for approval.

Fiscal Impact (if any):

If a project list is not reviewed by TWIC, forwarded to the Board of Supervisors for approval, and submitted to the Commission by the October 16, 2017 deadline, the County will not be eligible to receive its portion of RMRA funds and the projects listed above will not be constructed.

Attachments

TWIC Memo on SB1 Project List Submittal 2017 - Appendix A

RMRA Project Maps - Appendix B

Appendix A

Local Streets and Roads Project List

As required by the Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding, Road Maintenance and Rehabilitation Account (RMRA)

General Information

Name: Unincorporated Contra Costa County

Point of Contact:

Steve Kowalewski
Deputy Director
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
(925) 313-2225
steve.kowalewski@pw.cccounty.us

Legislative Districts:

- Senate – 3, 7, 9
- Assembly – 11, 14, 15, 16

Jurisdiction's Average Network PCI and date/year of measurement:

- 70 (3 year moving average, 2013-2015)

Fiscal Year: 17 - 18

Supplementary Information: The projects below were identified as priorities for the County to implement within the next year. The first two projects are necessary to restore the County's road network which was cut as a result of the past winter's rains. The third project is a much needed pavement surface treatment that has been delayed for three years. Funds for these three projects represent the majority of the RMRA funds for this year. The remaining four projects round out the County's proposed construction with complete street improvements for pedestrians and cyclists centered on schools and residential neighborhoods. The RMRA funds will allow these capital improvement projects to be put into the ground after being delayed for a few years due to decreased funding.

Proposed Project 1: Morgan Territory Road Slide Repair Project

Description:

- The project will repair the roadway over 300 feet by constructing a stitch pile retaining wall (concrete and rebar piles) and a soldier pile wall (concrete encased steel piles with concrete lagging). The project is needed because the uphill side

of the road and the road itself began to slide towards the creek after hillside ground saturation during the heavy rains of January and February 2017 and forced temporary closure of the road.

- RMRA Priority: Safety Project
- County Project No. 0672-6U6203

Location:

- Approximately 1 mile south of Marsh Creek Road, Clayton area
- 37°53'31.2"N 121°52'22.8"W

Proposed Schedule for Completion:

- Anticipated construction year – 2017

Estimated Useful Life:

- 20 years (pavement)
- 75 years (retaining walls)

Proposed Project 2: Alhambra Valley Road Washout Repair Project

Description:

- The project will construct a single span, pre-cast concrete bridge approximately 60 ft. by 40 ft. The project is needed because the culvert and road collapsed during the heavy rains of January 2017 and forced closure of the road.
- RMRA Priority: Safety Project
- County Project No. 0672-6U6201

Location:

- Approximately 100' east of Castro Ranch Road (over Pinole Creek), Pinole area
- 37°58'16.5"N 122°14'34.0"W

Proposed Schedule for Completion:

- Anticipated construction year – 2017

Estimated Useful Life:

- 75 years (bridge)

Proposed Project 3: Bay Point Asphalt Rubber Cape Seal Project

Description:

- The project will apply an asphalt rubber chip seal covered with a type II slurry seal to approximately 258,930 square yards of roadway and a type II slurry seal on an additional 42,060 square yards of roadway in the Bay Point area. Work will also include surface preparation and pavement striping and markings.
- RMRA Priority: Road Maintenance and Rehabilitation

- County Project No. 0672-6U2154

Location:

- Approximately 76 streets in the Bay Point area
- 38.029328°, -121.962791°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (pavement surface treatment)

Proposed Project 4: Pomona Street Pedestrian Safety Improvement Project – Phase II

Description:

- The project will improve two pedestrian crossings on Pomona Street near three schools and a community center. At Pomona Street at 3rd Avenue, a rapid repeating flashing beacon (RRFB) and other pedestrian improvements will be added. At Pomona Street and Rolph Avenue, bulb outs and ramps will be added.
- RMRA Priority: Complete Streets Components
- County Project No. 0622-6U4090

Location:

- Pomona St at 3rd Avenue
 - 38.052399°, -122.222940°
- Pomona St at Rolph Avenue
 - 38.052394°, -122.219860°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)
- 12 years (RRFB)

Proposed Project 5: Tara Hills Pedestrian Infrastructure Project

Description:

- The project will construct 22 ADA compliant curb ramps on the roads surrounding the Tara Hills Elementary School and North Campus Continuation High School.
- RMRA Priority: Complete Streets Components

- County Project No. 0662-6R4211

Location:

- Dolan Way, Flannery Road, Shamrock Drive, Tara Hills area
- 37.993478°, -122.316368°

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 50 years (concrete)

Proposed Project 6: Pedestrian Crossing Enhancements Project – Central & East County

Description:

- The project will install ten rectangular rapid flash beacons (RRFB) at uncontrolled crosswalks at seven school sites in Central and East County.
- RMRA Priority: Complete Streets Components
- County Project No. 0662-6R4112

Location:

- 1 – Delta Road, Knightsen Elementary School, Knightsen area
 - 37°58'7.72"N 121°39'38.55"W
- 2 – Newport Drive, Timber Point Elementary School, Discovery Bay area crossing
 - Two crossing sites
 - 37°54'28.43"N 121°37'13.99"W
 - 37°54'19.35"N 121°37'10.82"W
- 3 – Willow Lake Road, Discovery Bay Elementary School, Discovery Bay area
 - 37°54'2.50"N 121°35'56.17"W
- 4 – Marina Road, Shore Acres Elementary School, Bay Point area
 - Two crossing sites
 - 38° 2'10.26"N 121°58'14.53"W
 - 38° 2'10.29"N 121°58'11.49"W
- 5 – Pacifica Avenue, Riverview Middle School, Bay Point area
 - Two crossing sites
 - 38° 2'2.52"N 121°58'2.55"W
 - 38° 2'2.53"N 121°57'56.32"W
- 6 – Castle Rock Road, Northgate High School, Walnut Creek area
 - 37°54'27.44"N 122° 0'25.22"W
- 7 – Magnolia Way, Parkmead Elementary School, Walnut Creek area
 - 37°53'13.37"N 122° 4'6.83"W

Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 12 years (RRFB)

Proposed Project 7: Blackhawk Road Bikeway Project

Description:

- The project will stripe a class 2 bike lane for 3.3 miles and class bikeway for 0.3 miles (a portion at each end of the project) and connect to existing class 2 and class 3 bikeways using thermoplastic striping. The bikeway will also use green pavement markings at transition areas.
- RMRA Priority: Complete Streets Components
- County Project No. 0662-6R4018

Location:

- Blackhawk Road, between Camino Tassajara and Mt. Diablo Scenic Drive, Blackhawk/Danville area
- 37.799376°, -121.921493°

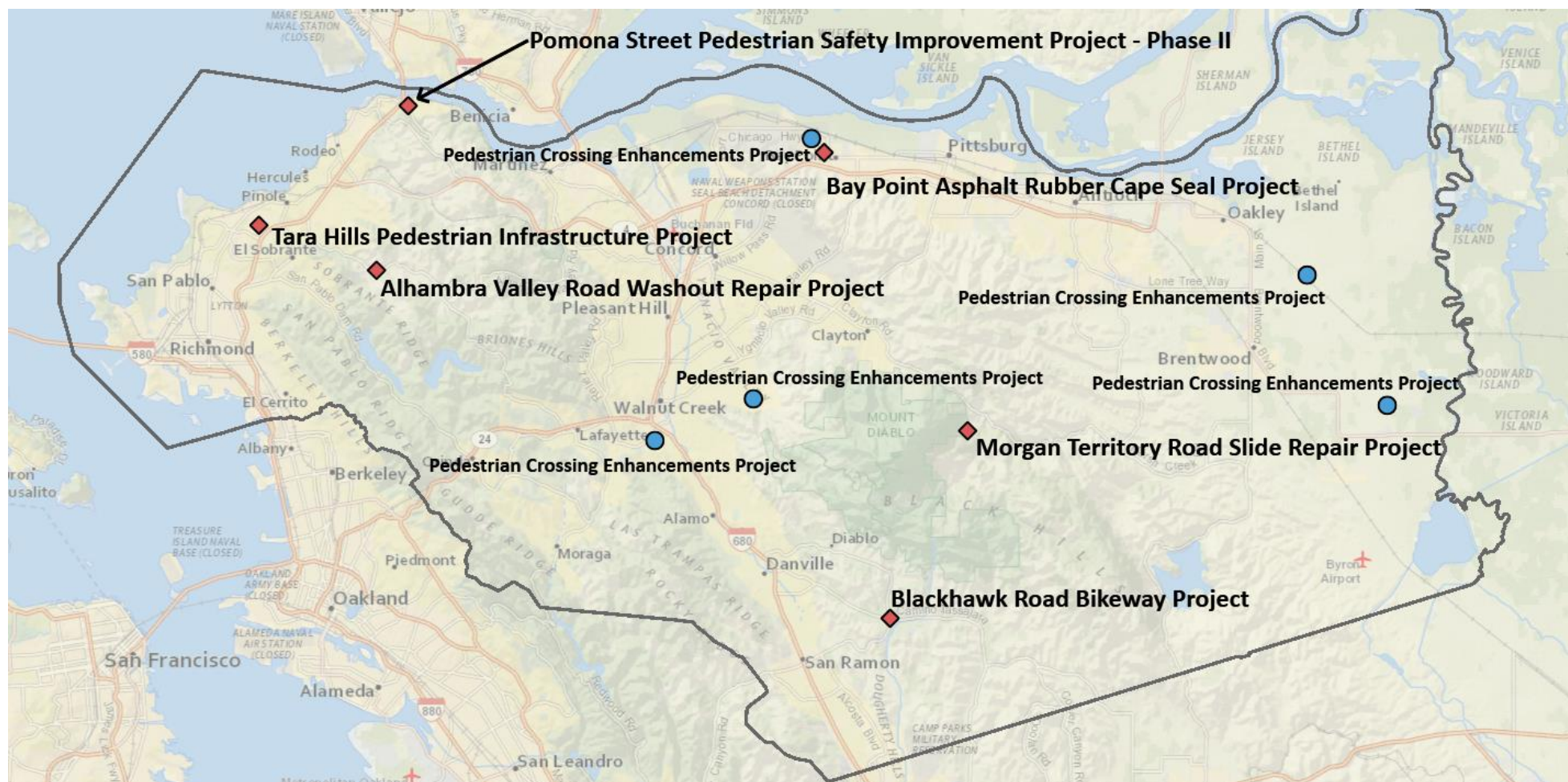
Proposed Schedule for Completion:

- Anticipated construction year – 2018

Estimated Useful Life:

- 7 years (thermoplastic striping)

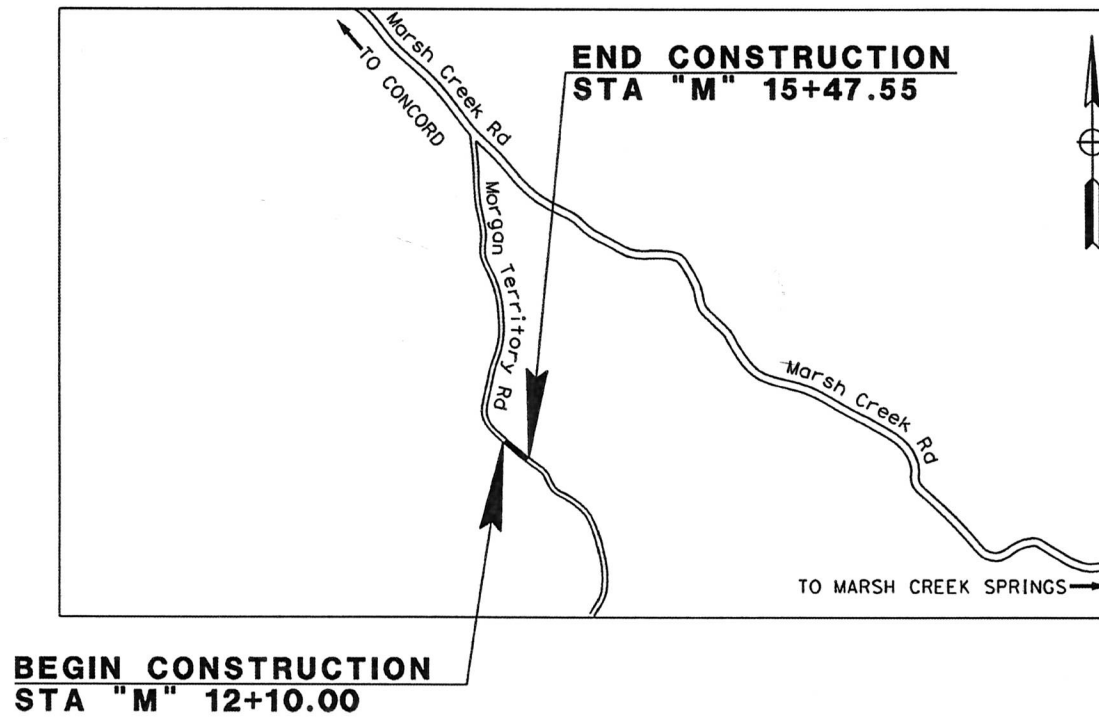
Local Streets and Roads Overall Project Map



Note: See following pages for detailed map of each project.

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
MORGAN TERRITORY
ROAD SLIDE REPAIR
COUNTY PROJECT No. 0672-6U6203

FEDERAL PROJECT NO. PENDING
TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS DATED 2015
AND COUNTY STANDARD PLANS DATED MARCH 2014

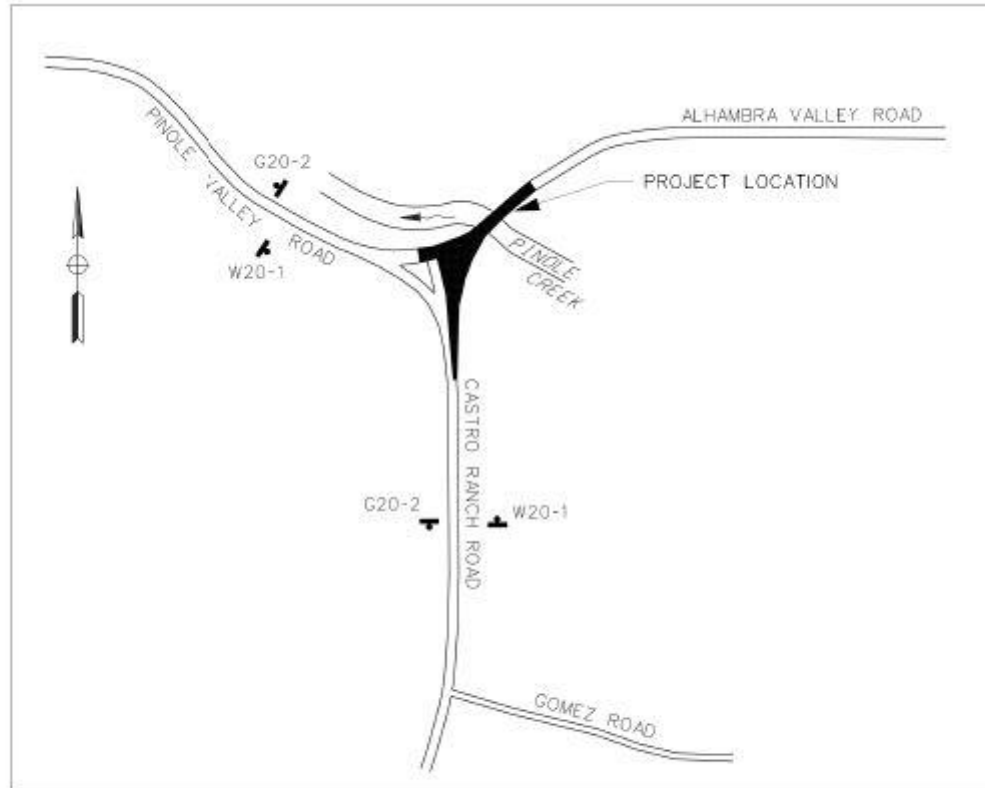


VICINITY MAP

NO SCALE

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
ALHAMBRA VALLEY ROAD WASHOUT REPAIR
COUNTY PROJECT NO. 0672-6U6201
FEDERAL PROJECT NO. PR ER-32LO ()
TO BE SUPPLEMENTED BY STATE STANDARD PLANS
DATED MAY 2015 AND COUNTY STANDARD PLANS DATED MARCH 2014

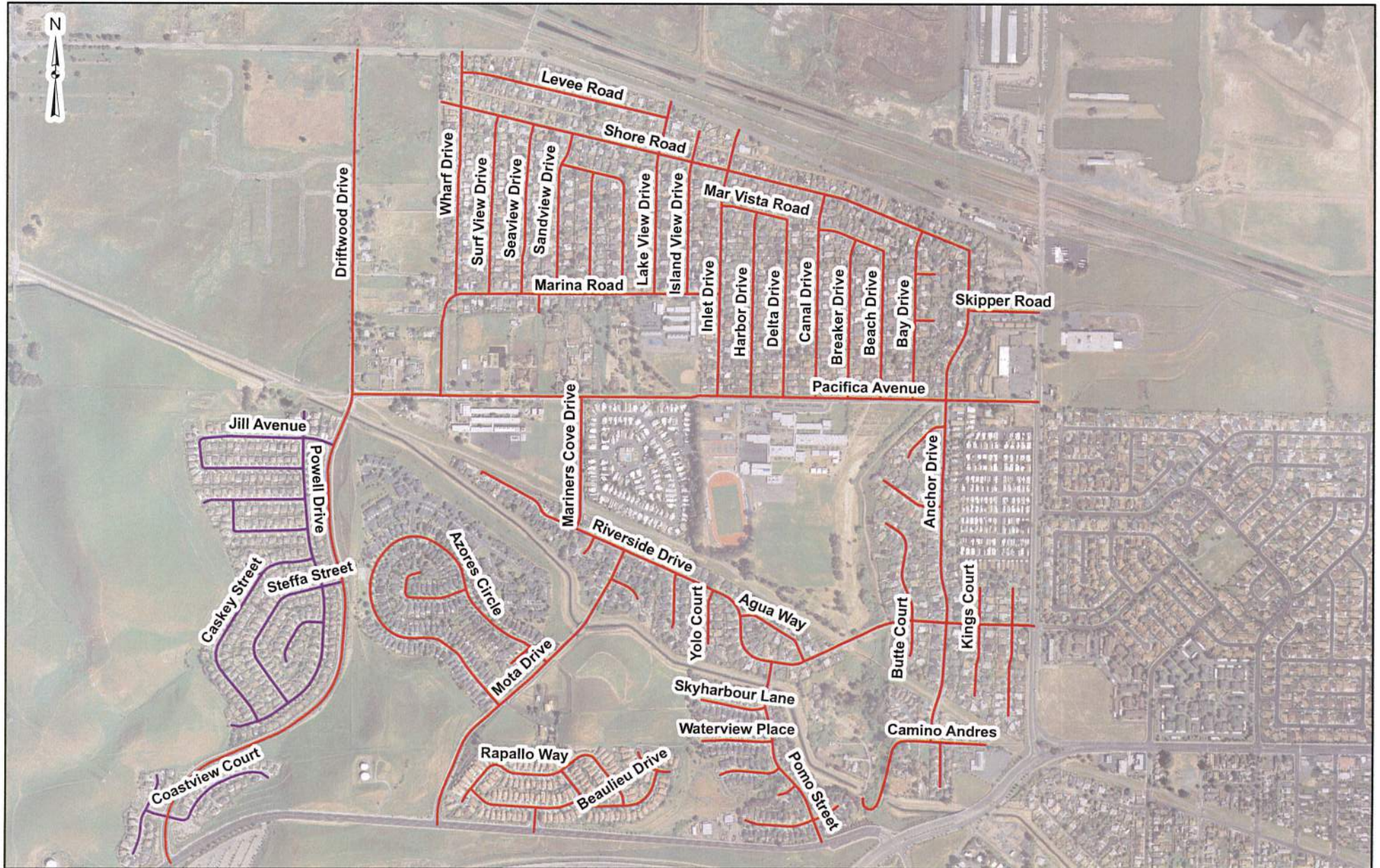
3AM



VICINITY MAP AND CONSTRUCTION SIGNING MAP

NO SCALE

**2015 Surface Seal Program
Bay Point Area
Road To Receive Asphalt Rubber Cape Seal & Slurry Seal**

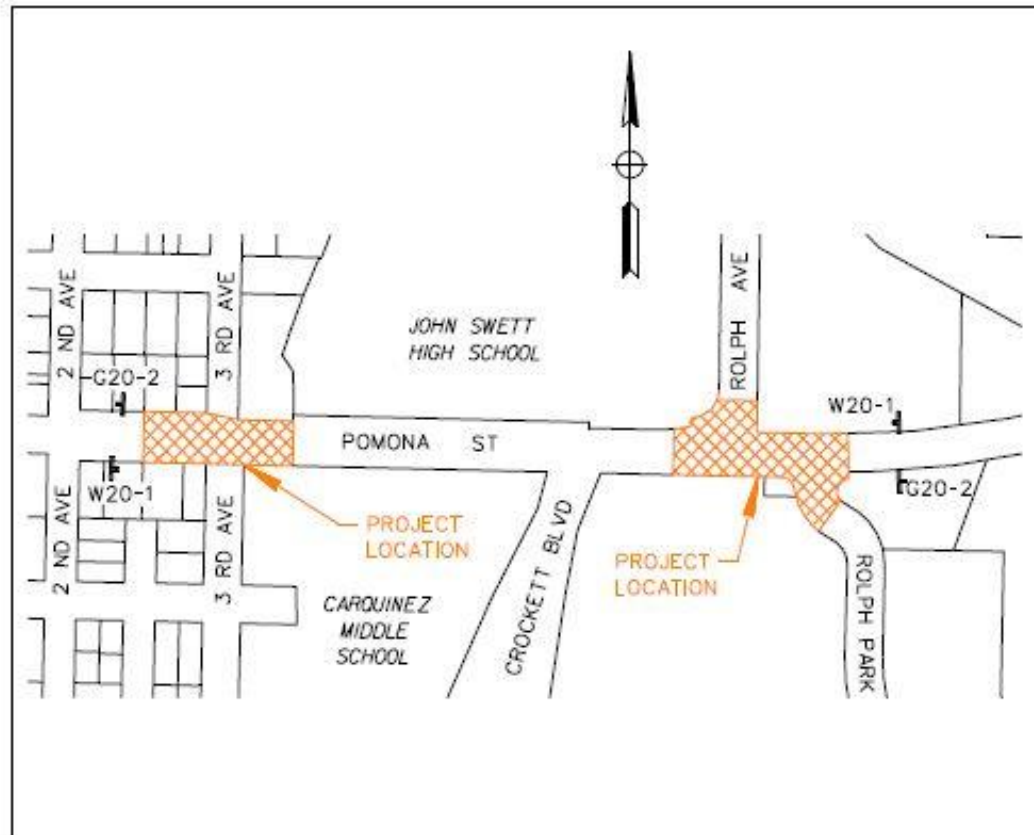


- : Bay Point roads to receive a slurry seal.
- : Bay Point roads to receive an asphalt rubber cape seal.

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
**POMONA STREET PEDESTRIAN SAFETY
IMPROVEMENTS - PHASE II**

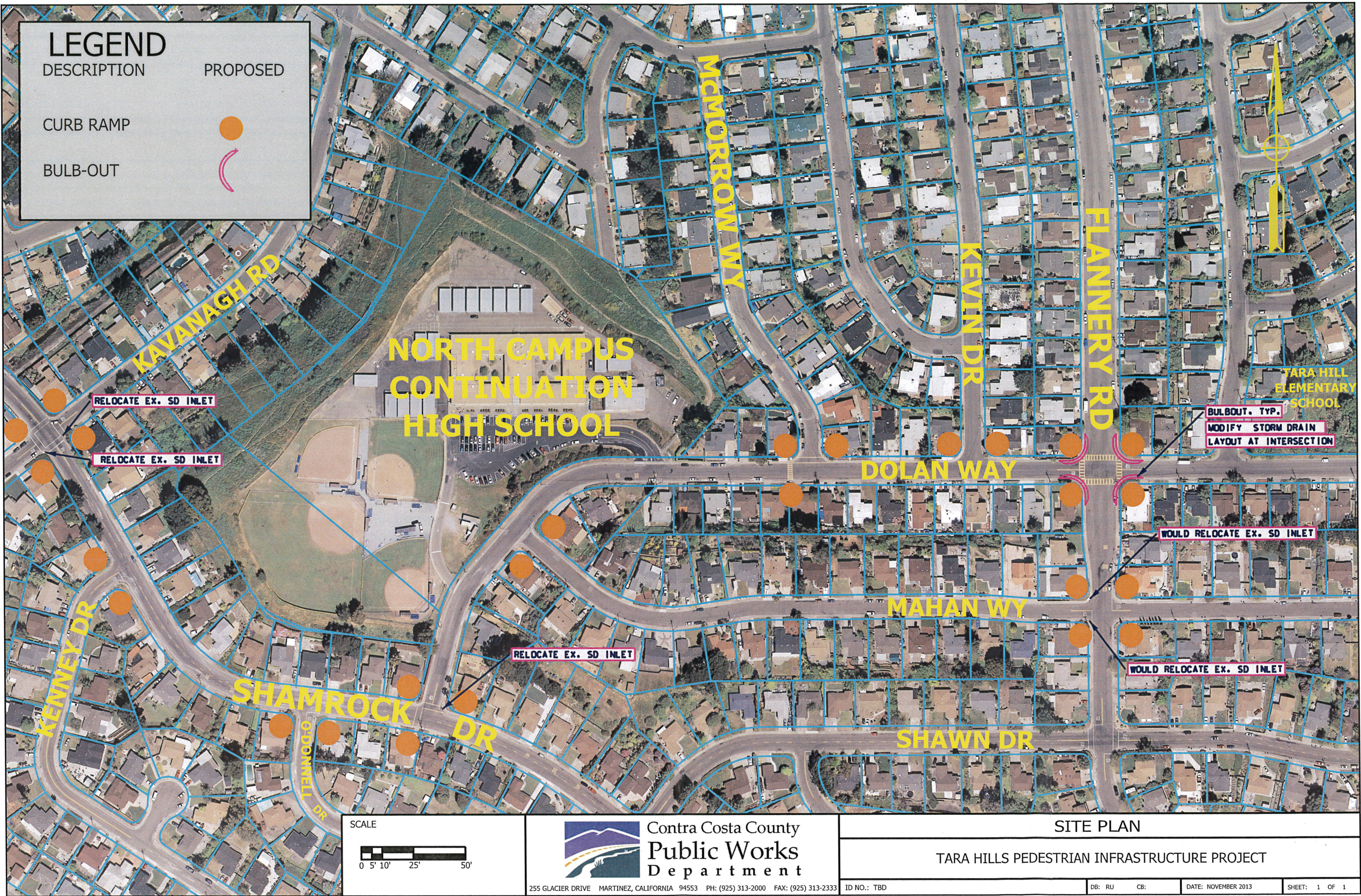
COUNTY PROJECT NO. 0662-6U4090

TO BE SUPPLEMENTED BY STATE STANDARD PLANS
DATED 2015 AND THE LATEST COUNTY STANDARD PLANS



VICINITY AND CONSTRUCTION SIGNING MAP

NO SCALE



LEGEND

DESCRIPTION

PROPOSED

CURB RAMP



BULB-OUT



NORTH CAMPUS
CONTINUATION
HIGH SCHOOL

TARA HILL
ELEMENTARY
SCHOOL

SITE PLAN

TARA HILLS PEDESTRIAN INFRASTRUCTURE PROJECT



Contra Costa County
Public Works
Department

255 GLACIER DRIVE MARTINEZ, CALIFORNIA 94553 PH: (925) 313-2000 FAX: (925) 313-2333

ID NO.: TBD

DB: RU CB:

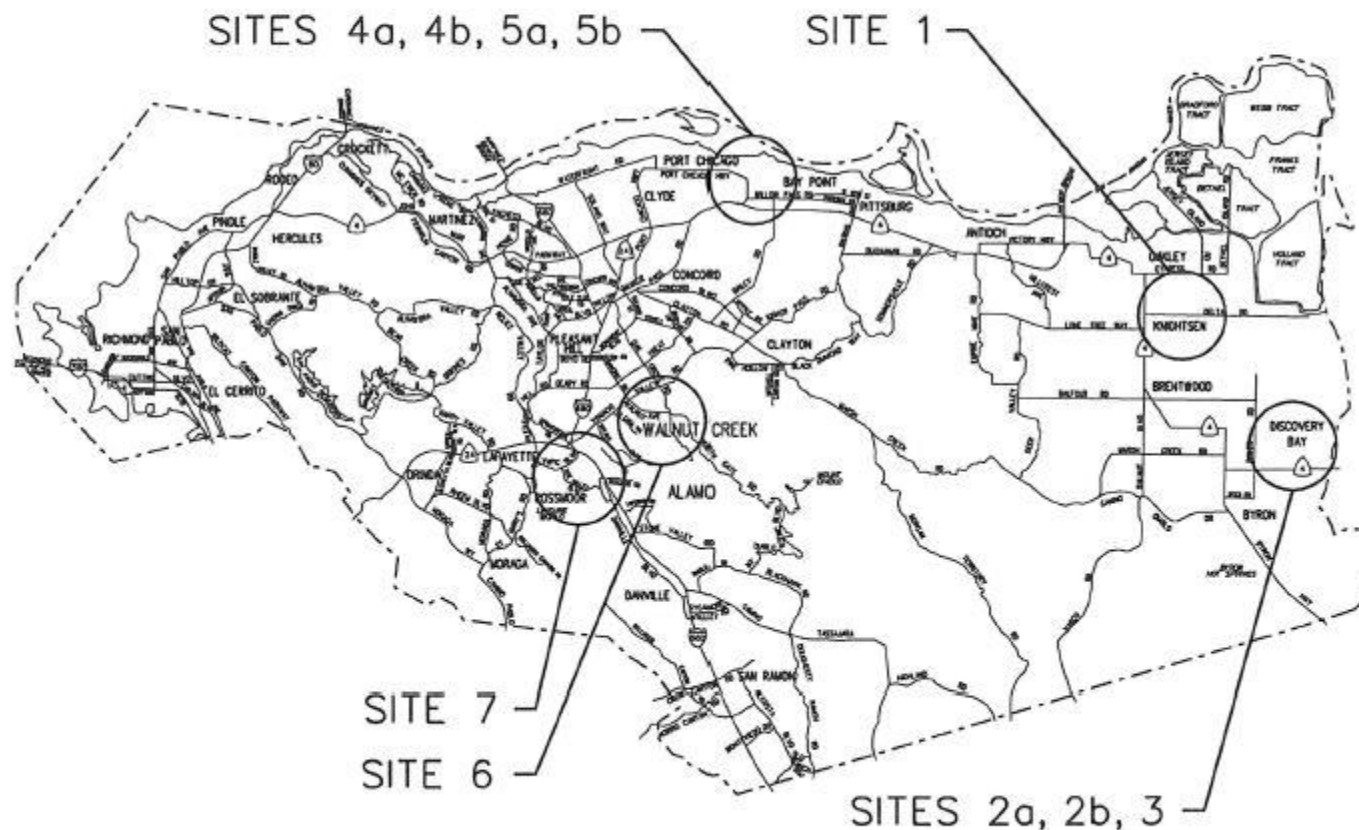
DATE: NOVEMBER 2013

SHEET: 1 OF 1

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
PEDESTRIAN CROSSING ENHANCEMENTS
CENTRAL AND EAST COUNTY

PROJECT NO. 0662-6R4112

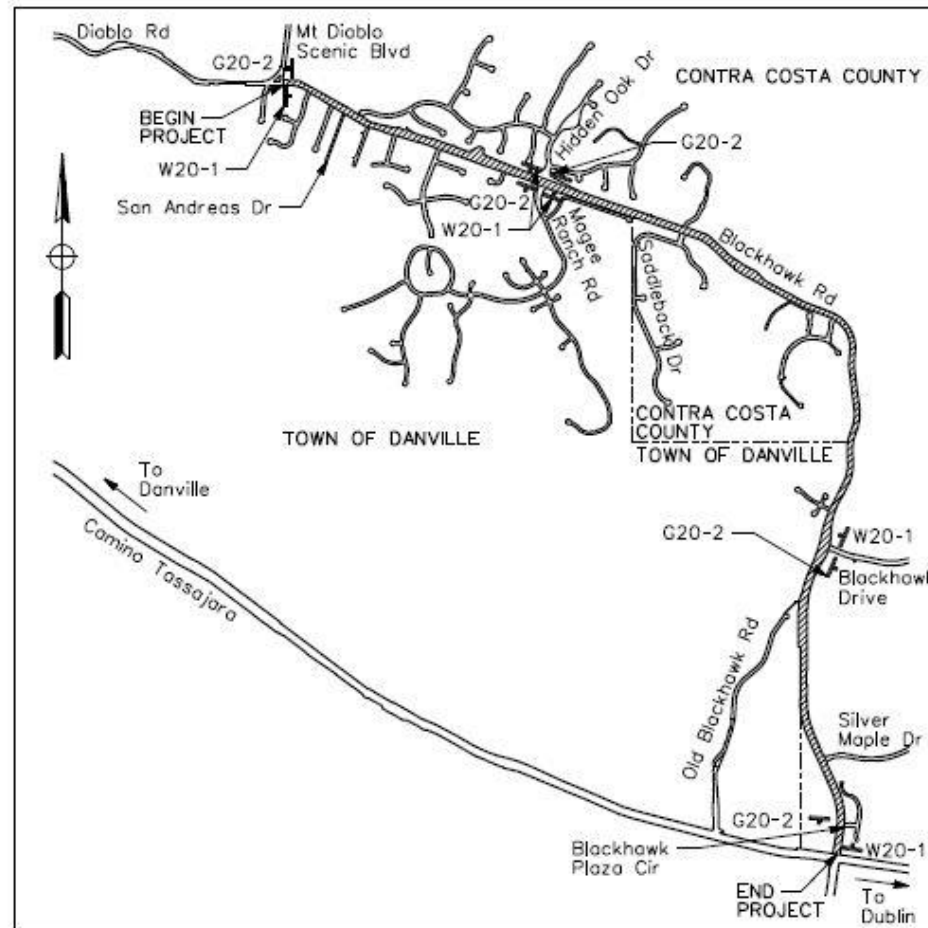
TO BE SUPPLEMENTED BY THE 2015 STATE STANDARD PLANS AND THE LATEST COUNTY STANDARD PLANS
THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE
AS SPECIFIED IN THE "NOTICE TO BIDDERS"



LOCATION MAP
NOT TO SCALE

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
BLACKHAWK ROAD BIKEWAY PROJECT
COUNTY PROJECT NO. 0662-6R4018

TO BE SUPPLEMENTED BY STATE STANDARD PLANS
DATED 2015 AND THE LATEST COUNTY STANDARD PLANS



VICINITY AND CONSTRUCTION SIGNING MAP

NO SCALE



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 08/14/2017
Subject: COMMUNICATION/News Clippings
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

Communication items are added to the TWIC agenda on an as-needed basis.

Referral Update:

Attached:

August 1, 2017 Letter from the Board of Supervisors to CCTA regarding the Countywide Transportation Plan Update: As noted in the August 1 BOS item, two items were included in the letter after the July TWIC review, "Expanded Regional Transportation Mitigation Program", and "Project Priority List".

BBC: 'No major incidents' as driverless buses launch in Estonia

Transit officials look at new half-cent sales tax (San Mateo County)

Opponents of California's gas tax hike will sue over the state's 'misleading' ballot description - LA Times

Park It: Electric bikes allowed on three East Bay trails

Recommendation(s)/Next Step(s):

RECEIVE communication, news clippings, etc and DIRECT staff as appropriate.

Fiscal Impact (if any):

N/A

Attachments

Board of Supervisors to CCTA regarding: 2017 Countywide Transportation Plan Update

'No major incidents' as driverless buses launch in Estonia - BBC News

Transit officials look at new half-cent sales tax Local News smdailyjournal

Park It Electric bikes allowed on three East Bay trails

Opponents of California's gas tax hike will sue over the state's 'misleading' ballot description - LA Times

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

August 1, 2017

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

COPY

Subject: 2017 Countywide Transportation Plan Update

Dear Chair Butt:

On August 1, 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.

The County has comments on the County's Northern Waterfront Economic Development Initiative, accessible transit issues, and the proposal to expand the Regional Transportation Mitigation Program.

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, the addition of Authority support for a shortline rail study in the Northern Waterfront area would be welcome.

Accessible Transit

In the County's November 3, 2015 letter on the CTP we highlighted the fact that accessible transit costs in Contra Costa are increasing while areas with a more coordinated transit 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 take action relative to the statement in the February 19, 2015 Draft CTP regarding accessible transit and mobility management, "...this is an area where the Authority can exhibit leadership" and request that the Authority initiate the *Accessible Transportation Service Strategic Plan* originally proposed in Measure X. This would be a concrete action that 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 provide leadership and not solely rely on the private sector's ability (or interest) to *adapt to senior's mobility challenges*¹.

Expanded Regional Transportation Mitigation Program

The County has concerns with the proposal to, "...*expand the Regional Transportation Mitigation Program to ensure that fees collected cover the costs of ongoing maintenance...*" found in the "Maintaining our System" section of the CTP. We believe this proposal should receive more examination and discussion before being included in the CTP. We hope that the Authority will consider removing this language and initiating outreach to your member agencies and the public to more thoroughly vet the proposal.

CTP – Volume 2: 10 and 20 Year Project Priority Lists

The following projects were in the Draft 2014 CTP project list but were removed in the 2017 document: Northern Waterfront Goods Movement Infrastructure, and Vasco Road Safety Improvements, Phase 2. We are requesting the reinstatement of these critical projects in the subject document.

We 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:

Janet Abelson, Chair - WCCTAC
Amy R. Worth, Chair – SWAT
Sal Evola, Chair, TRANSPLAN
Ron Leone, Chair – TRANSPAC

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

AD

News From Elsewhere

'No major incidents' as driverless buses launch in Estonia

By News from Elsewhere...

...as found by BBC Monitoring

2 August 2017



ESTONIAN EU PRESIDENCY

Authorities have reported "no major incidents" after the first three days of a driverless bus service in the Estonian capital Tallinn.

A pair of vehicles are operating on a route through the city as part of the Baltic state's presidency of the European Union, and have so far managed not to collide with any other road users, **national broadcaster ERR reports**.

But there have been a number of near misses since the launch on Saturday, ERR says. An eyewitness reports that one of the buses failed to give way to a police car with its lights flashing on Monday; while an ERR photographer saw a bus ignore a red light at a pedestrian crossing, ploughing on regardless of the "surprise" it had provoked.

Despite no-one driving, local traffic law means that there still has to be **a responsible person on board**, meaning that all passengers are greeted by a host. They've been tasked with explaining the technology to passengers new to the world of autonomous vehicles, ERR says.

The buses run from the city centre to the Kultuurikatel, a former boiler house transformed into a creative hub where the EU Presidency is being based for the six months that it rests with Estonia.

It's cost 4m euros (\$4.75m; £3.59m) to host the presidency there, **Estonian newspaper Postimees reports**. While this figure has raised some eyebrows, government officials say that they hope to turn a profit, pointing out that Latvia's 2015 stint with the presidency cost Riga some 80m euros.

The buses themselves cost 100,000 euros, funded largely from the private sector. People who want to try for themselves should hurry - they are only going to be on the road **until the end of August**.

Reporting by Alistair Coleman

Next story: 'Madonna of the Pedalo' blesses Italian bathers

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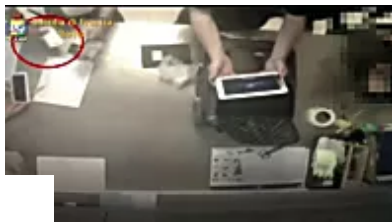
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http://www.smdailyjournal.com/news/local/transit-officials-look-at-new-half-cent-sales-tax/article_f69dcf26-780a-11e7-8016-03c17fb98072.html

Transit officials look at new half-cent sales tax

SamTrans Board of Directors discuss expenditure plan, how to engage residents and stakeholders

By Samantha Weigel Daily Journal staff Aug 3, 2017

Transit and county officials are expected to strategically — and cautiously — steer toward 2018, as SamTrans and the San Mateo County Board of Supervisors gear up to ask voters for a half-cent sales tax hike.

With congestion woes and commuter challenges on the top of voters' minds, the SamTrans Board of Directors met Wednesday to discuss how to engage residents and stakeholders on the need for additional funds.

Legislation is winding its way through Sacramento that would enable SamTrans to try and win over two-thirds of 2018 voters with a half-cent sales tax dedicated to local transportation.

In the meantime, supervisors — who represent voters and must approve placing a measure on the ballot — and SamTrans — a transit agency that would collect and divvy out the funds — will need to find common footing.

A major sticking point will be getting everyone, particularly voters, on board with an expenditure plan for the proposed half-cent sales tax expected to raise nearly \$80 million annually.

Officials note there's a significant amount of outreach to be done, but this week a preliminary framework was suggested to jump-start a discussion.

A 50-50 split could include half of the revenue going toward SamTrans and Caltrain — the county's mass transit providers that are forecasting budget deficits in future years. The other half of the tax revenue could be allocated to a range of projects such as bike, pedestrian, local road improvements and grade separations; with funds distributed by the Transportation Authority.

SamTrans Chief of Staff Mark Simon emphasized the split is just an initial conceptual proposal.

"There's going to be a lot of opportunities for people to decide, and participate in advising what should be in the measure and we recognize that a concept isn't enough, the public needs an expenditure plan, a commitment from a public agency about how that's going to be spent. It's not meant to be a blank check," Simon said following the meeting.

His comments came after the SamTrans board discussed the status of the proposed tax measure and next steps before it could reach the November 2018 ballot.

Several board members, including South San Francisco Councilwoman Karyl Matsumoto and coastside resident Zoe Kersteen-Tucker, expressed concern about a loose expenditure plan.

"I'm not comfortable with that," Matsumoto said, according to a live video of the meeting.

Staff noted while it's important to have a plan laid out, they want to avoid tying their hands too tight. The county already has an ongoing half-cent sales tax dedicated toward transportation known as Measure A, which is overseen by the TA. Staff cited the 2004 approved expenditure plan and how transit needs have changed in the years since as evidence of why some flexibility is needed.

SamTrans Board Member Josh Powell, a Belmont resident and public representative, said he understands voters want to ensure their tax dollars aren't just going to support pensions.

However, "when you get 13 years down the line, what made sense in 2004 doesn't make sense in 2017. But we're stuck with the distributions the way they are" Powell said. "Is there something we can come up with to give the voters accountability, but not lock us in to these specific percentages?"

Currently, the TA is broken down with 30 percent toward transit, 27.5 percent to highways, 22.5 percent to local streets and transportation, 15 percent goes to grade separations, 3 percent for pedestrian and bicycle improvements and 1 percent toward congestion relief programs.

Jim Hartnett, CEO of SamTrans, Caltrain and the TA, noted that nothing about the proposed new tax is fixed in stone and cities as well as communities will have input as to how future funds might be allocated.

But there was a push to consider at least half going to keep SamTrans and Caltrain afloat. Representatives have noted both agencies struggle financially, Caltrain doesn't have a dedicated funding source and SamTrans is expected to hit a "fiscal cliff" by 2024.

But the proposed locally-controlled half-cent sales tax isn't the only measure voters may be asked to consider. A business group has proposed a tri-county eighth-cent sales tax increase in San Francisco, San Mateo and Santa Clara counties dedicated solely to Caltrain. Then there's the Metropolitan Transportation Commission's Regional Measure 3 proposal to hike Bay Area bridge tolls up to \$3. Funds for RM3 will be extremely competitive with billions of dollars worth of need throughout the nine counties. Currently, San Mateo County is only slated to receive a small portion of the funds, according to preliminary expenditure plans being discussed.

There's also Senate Bill 1, which the Legislature approved to hike gas taxes and vehicle registration fees with revenue going toward transit repairs and projects. But those statewide dollars are also limited and officials have stressed the importance of a locally-controlled revenue generator.

Plus, just last year countywide voters approved another half-cent sales tax extension with Measure K. Managed by county supervisors, more than a quarter of those funds are now going toward affordable housing needs.

To hike local sales tax past the state's 2 percent cap, Assemblyman Kevin Mullin, D-South San Francisco, is carrying legislation for SamTrans and the county.

With numerous moving parts, SamTrans and the county Board of Supervisors have an uphill road to explain to voters over the next 14 months why more locally-controlled money is needed.

SamTrans may be asked to pull \$300,000 from reserves to help fund half of anticipated initial public outreach costs in an effort to engage voters on why they should pay more at the register. Simon explained hiring consultants to conduct initial outreach is estimated to cost \$600,000.

County supervisors will likely be asked to pick up the rest of the tab and have requested SamTrans representatives to attend an Aug. 8 study session to discuss how local transportation needs could be funded.

What wasn't directly mentioned during Wednesday's meeting was that the county commissioned and paid for a poll earlier this year that found voters prioritized fixing potholes, repairing streets, reducing freeway congestion and increasing Caltrain capacity. The poll by Godbe Research also found more education is needed to secure two-thirds of the vote.

The poll also found voters favored a payroll tax for large employers, but noted state law doesn't currently allow such a tax on businesses.

Supervisor Dave Pine, who along with Supervisor Carole Groom sits on the SamTrans board, urged staff to consider reaching out to the business community to help fund outreach efforts.

"Time is of the essence, I understand. It would be great if some of our private partners could help in that they have a lot of interest in the solutions here as well," Pine said. "Should we put a measure on the ballot, of course we would be looking to their help."

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News

Park It: Electric bikes allowed on three East Bay trails



Jim Stevens/staff archives

The Iron Horse Regional Trail, above, which runs between Concord and Pleasanton, is one of three regional trails for which the East Bay Regional Park District Board of Directors has for the first time approved a one-year pilot program allowing electric-powered bicycles.

By **NED MACKAY** |
July 19, 2017 at 6:00 am

Electric powered modes of transportation have been much in the news lately. In keeping with the trend, the East Bay Regional Park District Board of Directors has approved a one-year pilot program allowing electric-powered bicycles for the first time on three regional trails.

The three are the Iron Horse Regional Trail, which runs between Concord and Pleasanton; the Contra Costa Canal Trail through Concord, Walnut Creek, Pleasant Hill and Martinez; and the Alameda Creek Regional Trail, which follows the creek from Niles Canyon through Fremont to San Francisco Bay. The pilot program will begin Aug. 1 and last through August of 2018. Some caveats are:

- Only Class 1 and 2 e-bikes will be allowed. These are bicycles with fully operational pedals and electric motors of less than 750 watts.
- There's still a 15-mph speed limit for all bicycles, whether electric- or muscle-powered. And bicycle riders are supposed to call out or use a bicycle bell as a warning when passing other trail users. All other bicycle safety rules are still in effect.
- The pilot program is only on the three trails mentioned. Electric bicycles are not allowed on other regional interpark trails or on hiking and bicycling trails within the regional parks. In general, motorized vehicles aren't allowed on regional park trails, except of course for police, fire and ranger vehicles. The only exceptions are powered vehicles used by people with physical disabilities.

The pilot program is in response to increased bike commuting in the state, including on the three trails that are in the pilot program. It's also an effort to provide more access to paved regional trails for people who have physical limitations. And bike transit may help decrease congestion on local highways.

"We are interested in seeing how this pilot program works out," said Beverly Lane, president of the Park District board. "These trails are already well-used, so users need to remember to share the space, as always."

In 2015, Gov. Jerry Brown signed Assembly Bill 1096, which modernized electric bike regulations for trails in state parks and authorized local agencies to do the same for their trails. During the pilot program, park district staff, interns and volunteers will be out on the three trails to inform the public and assess the impacts.

ALAMEDA: So what else is going on in the parks? Quite a bit, actually. For example, you can practice morning yoga by the bay from 8 to 9:30 a.m. July 23 and again on Aug. 27 at Crab Cove Visitor Center in Alameda.

Under the guidance of Stacy Dulan and the Crab Cove interpretive staff, learn Vinyasa flow yoga, then enjoy some nature exploration. All experience levels are welcome; bring a yoga mat. The class may be indoors or outside, depending on the weather.

If you're a later riser, drop by Crab Cove from 12:30 to 2 p.m. July 23, visit the small nectar garden, watch the honeybees, eat a sweet snack and roll a beeswax candle. Naturalist Susan Ramos will preside. Crab Cove is at the end of McKay Avenue off Alameda's Central Avenue. For information, call 510-544-3187.

BERKELEY: Tilden Nature Area near Berkeley has a Talk With the Animals program from 11 to 11:30 a.m. every Sunday in July and August. The idea is to learn how the animals move, find their food and keep safe from predators. Rabbits will be the stars of the show on July 23. The program is at the Little Farm, which is at the north end of Tilden's Central Park Drive. Call 510-544-2233.

OAKLEY: Big Break Regional Shoreline in Oakley will host All Abilities Day from 9 a.m. to 3 p.m. July 25. Visitors can travel along paved trails to visit stations to touch fur, listen to birds, draw wildlife, scan the Delta waters and paint the view. There will be indoor and outdoor options and wheelchair accessibility. Big Break is at 69 Big Break Road off Oakley's Main Street. For information, call 888-327-2757, ext. 3050.

Ned MacKay writes a regular column about East Bay Regional Park District sites and activities. Email him at nedmackay@comcast.net.

Tags: [East Bay Regional Park District](#)



Ned MacKay

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Opponents of California's gas tax hike will sue over the state's 'misleading' ballot description



California Assemblyman Travis Allen (R-Huntington Beach) addresses the Assembly in Sacramento in 2016. He is the organizer of a campaign to repeal the gas tax increase. (Rich Pedroncelli / Associated Press)



By **Patrick McGreevy**

JULY 11, 2017, 12:05 AM | REPORTING FROM SACRAMENTO

Proponents of an initiative to repeal gas tax increases in California plan to sue over the state-drafted title and summary for the ballot measure, which they say is misleading and negative.

The state attorney general's office on Monday released [the description](#) — language that must appear on petitions circulated by people who want to overturn the tax.

Assemblyman Travis Allen (R-Huntington Beach) is leading the repeal effort.

Gov. Brown's attorney general has issued a

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The lawmaker said “almost everything” in the short summary would mislead voters. “We will wait to win in court and then we will be gathering signatures up and down the state,” Allen said after consulting with attorneys.

Allen, who is running for governor in 2018, needs to collect 365,000 signatures of registered voters in 150 days to qualify a measure for the ballot that would repeal SB 1, the \$52-billion tax increase [legislation signed in April](#) by Gov. Jerry Brown to fund transportation projects in the state.

The title approved for the initiative by the office of Democratic Atty. Gen. Xavier Becerra says it “Eliminates recently enacted road repair and transportation funding by repealing revenues dedicated for those purposes.”

Critics of the new law have said it lacks sufficient safeguards for the money to be spent on road repairs and transportation and could allow money to be spent on other functions.

The summary also highlights that the ballot measure “Eliminates Independent Office of Audits and Investigations, which is responsible for ensuring accountability in the use of revenue for transportation projects.” Such an office has not existed.

Updates from Sacramento »

Allen said the lawsuit to be filed this week will detail exactly how the statements are misleading.

The bill Allen wants to repeal raises gas taxes and vehicle fees to generate \$5.2 billion during each of the first 10 years for road and bridge repairs, mass transit, bike lanes and congestion-reduction projects.

SB 1 is supported by a group of labor, business and local governments called the Fix Our Roads coalition. It is preparing to fight any repeal effort, according to coalition member Michael Quigley, executive director of the California Alliance for Jobs.

“The Fix Our Roads coalition is ready to oppose any effort that would defund our transportation safety and maintenance programs including a repeal of SB1,” Quigley said. “We know voters strongly support increasing funding for transportation improvements, especially when that includes constitutional protections and accountability requirements that ensure funds are allocated exclusively for transportation.”

Allen has formed a campaign committee for the initiative drive but it has not yet reported any fundraising. He faces tough odds to qualify the measure without significant money and support from other groups, said Larry Gerston, a political science professor at San Jose State.

“The rule of thumb is that he'll need about \$3 million to finance signature collection, and that kind of money doesn't grow on trees, even in fertile California,” Gerston said, adding that the effort may be hindered by the fact that the gas tax increase will not hit voters' wallets until November.

The gas tax will increase by 12 cents per gallon and the diesel tax will go up 20 cents on Nov. 1. The new law also creates an annual vehicle fee ranging from \$25 for cars valued at less than \$5,000 to \$175 for cars worth \$60,000 or more. That fee kicks in Jan. 1.

Electric car owners will pay a \$100 annual fee in lieu of gas taxes starting in 2020. In signing the bill, Brown said the taxes and fees would cost most Californians less than \$10 per month.

patrick.mcgreevy@latimes.com

Twitter: @mcgreevy99

ALSO:

'You want to have a screwed up state?' If not, then vote to raise taxes, Brown says

Gov. Brown faces skeptical Assembly Democrats as he pitches transportation plan

California's 2018 governor's race is going to be big. Find out who's in and what's next

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