

TO: WCCTAC Board **MEETING DATE:** July 12, 2019

FR: John Nemeth, Executive Director

RE: **New Transportation Expenditure Plan (TEP)**

REQUESTED ACTION

Discuss and provide feedback on the Initial Draft TEP. Consider whether to provide a letter to the CCTA with feedback now, or after the next WCCTAC Board Meeting on July 26, 2019.

BACKGROUND AND DISCUSSION

The Contra Costa Transportation Authority (CCTA) is developing a Transportation Expenditure Plan (TEP) for a potential sales tax measure that may go before voters on the March 3, 2020 primary election ballot. WCCTAC has discussed the TEP at its last several meetings and has provided feedback to the Authority. The most recent letter sent to the Authority is included as Attachment A. On Thursday, July 11, 2019, the CCTA publically released its Initial Draft TEP. It would like comments back from RTPCs, like WCCTAC, by the end of this month.

Category Name Changes

The newly released TEP includes a few category name changes, as shown in the table below.

Previous Category Name	New Category Name
Fix and Modernize Local Roads	Modernize Local Roads and Improve Access to Jobs and Housing.
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway
Seamless Connected Transportation Options and Reduce Emissions	Seamless Connected Transportation Options
Focused Growth, Support Economic Development, and Create Jobs in Contra Costa	Reduce Emissions and Improve Air Quality

The last category above, *Reduce Emissions and Improve Air Quality* has been significantly re-focused. While the previous category was somewhat undefined, the new category is aimed at air quality improvements and involves tools like TDM, parking management, electric vehicles, and encouragement for walking and biking.

Eliminated Category

A category that was previously included in earlier versions of the TEP but has now been eliminated is *Regional Transportation Priorities*. This category is similar to Measure J's 28b (*Subregional Needs*) funds which are flexible and can be used by RTPCs for any transportation priority, including as a local match for outside grants. In the last four years, WCCTAC has used these funds to leverage about \$3,000,000 in state, regional and local funding for West County. Staff is concerned about the elimination of this category and recommends that it be reinstated with the previous \$7M (1%) allocation.

Funding Allocation by Category

The Initial Draft TEP closely reflects WCCTAC's preferred funding allocation. In most categories, the amount now proposed by CCTA in the TEP is exactly the same as the amount proposed by WCCTAC. The Authority has proposed a higher amount than WCCTAC for transit improvements in the *Increase Bus Services and Reliability in West Contra Costa* category. It has proposed a lower amount in the *Seamless Connected Transportation* category and very slightly less in the *Reduce Emissions and Improve Air Quality* category. And, again, it has proposed elimination of *Regional Transportation Priorities* category. See the table below for details.

Funding Category	Allocation proposed by WCCTAC (in millions)	Allocation proposed by CCTA (in millions)	Difference
Fix and Modernize Local Roads	\$101	\$101	-
Increase Bus Services and Reliability in West Contra Costa	\$170	\$187	+\$18
Improve Transit Reliability along I-80	\$90	\$90	-
Cleaner, Safer BART	\$43	\$43	-
e-BART cars	-	-	-
Enhance Ferry and Commuter Rail in Contra Costa	\$34	\$34	-
Relieve Congestion and Improve Local Access along I-80 Corridor	\$57	\$57	-
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway	\$19	\$19	-
Improve Walking and Biking on Streets and Trails	\$51	\$51	-
Affordable Transportation for Seniors, Veterans, and People	\$41	\$41	-

with Disabilities			
Safe Transportation for Youth and Students	\$27	\$27	-
Seamless Connected Transportation Options	\$24	\$16	-\$8
Improve Traffic Flow on Major Roads	\$10	\$10	-
Reduce Emissions and Improve Air Quality	\$10	\$8	-2
Transportation Planning, Facilities, & Services	\$21	\$21	
Regional Transportation Priorities	\$7	-	-7
Administration	\$7	\$7	
Total	\$712	\$712	

TEP Policies

The WCCTAC Board previously expressed some concern about the Transit Policy and Complete Streets Policy.

Regarding Transit Policy #6, the WCCTAC Board recommended that the CCTA not withhold funds to operators to force the adoption of new technologies if those technologies were not compatible with operator objectives. The CCTA did not make any changes to Transit Policy #6 in response.

In Transit Policy #7, WCCTAC recommended that local operators be effectively held harmless and not have funds withheld if they cannot achieve CCTA’s desired fare and schedule integration due to their need to participate in similar regional efforts. The CCTA did not make any changes to Transit Policy #7 in response.

Lastly, the WCCTAC Board believes that the Complete Streets Policy should take into account potential impacts to bus operators. The revised policy does include a line about the need for funding recipients to “coordinate work with agency department and staff whose projects will be affected by the public ROW”, which might suggest the need for local jurisdictions to consider impacts to bus operations.

Attachments:

A: July 1, 2019 Letter to CCTA (following June 28, 2019 WCCTAC Board Meeting)

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El Cerrito

Hercules

July 1, 2019

Pinole

Randy Iwasaki
 Contra Costa Transportation Authority
 2999 Oak Road, #100
 Walnut Creek, CA 94597

RE: Initial Draft Transportation Expenditure Plan

Richmond

Dear Randy,

I am writing on behalf of the WCCTAC Board to provide additional feedback on the Transportation Expenditure Plan (TEP) that is currently being developed by the Authority.

San Pablo

WCCTAC previously sent a letter on June 12, 2019, which included a table with WCCTAC's preferred funding allocations for all of the TEP categories. This letter provides an update to that table. It also provides feedback on the policies being developed by the Authority that are proposed for inclusion in the TEP.

Contra Costa County

Funding Allocation by Category

WCCTAC has made some minor changes to its previously recommended funding allocation. First, it has accepted the Authority's proposal for a 1% allocation to the *Administration* category and a 3% allocation to the *Transportation Planning, Facilities & Services* category.

AC Transit

WCCTAC has also shifted its funding from the *Additional Train Cars for E-BART, Parking, and Access Improvements to BART* category to the *Cleaner, Safer BART* category. WCCTAC further accepts the exact proposed allocation by the Authority to the *Fix and Modernize Local Roads* return-to-source category.

BART

Lastly, WCCTAC is recommending that the measure contain enough flexibility to allow for the re-programming of funds from one category to another, in the event of a major change to the transportation funding landscape. For example, MTC is considering a region-wide policy that could reduce or eliminate transit fares for youth. If implemented over the next 30 years, this could eliminate the need for funds in the *Safe Transportation for Youth and Students* category which, in West County, would provide subsidies for student transit passes.

WestCAT

A detailed table showing WCCTAC’s newly proposed funding allocation by category is included below:

Funding Category	Allocation proposed by CCTA (in millions)	Allocation proposed by WCCTAC (in millions)
Fix and Modernize Local Roads	\$100.70	\$100.70
Increase Bus Services and Reliability in West Contra Costa	\$110.55	\$169.70
Improve Transit Reliability along I-80	\$95.00	\$90.30
Cleaner, Safer BART	\$23.00	\$43.40
e-BART cars, Parking, and Access Improvements to BART	\$23.00	-
Enhance Ferry and Commuter Rail in Contra Costa	\$30.00	\$34.00
Relieve Congestion and Improve Local Access along I-80 Corridor	\$60.00	\$57.00
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	\$20.00	\$19.00
Improve Walking and Biking on Streets and Trails	\$50.00	\$50.90
Affordable Transportation for Seniors, Veterans, and People with Disabilities	\$37.00	\$40.72
Safe Transportation for Youth and Students	\$40.00	\$27.20
Seamless Connected Transportation Options and Reduce Emissions	\$38.60	\$23.72
Improve Traffic Flow on Local Streets	\$35.23	\$10.20
Focused Growth, Support Economic Development, and Create Jobs in Contra Costa	\$16.00	\$10.20
Transportation Planning, Facilities, & Services	\$21.38	\$21.38
Regional Transportation Priorities	\$5.00	\$7.00
Administration	\$7.12	\$7.12
Total	\$712.58	\$712.58

TEP Policies

The WCCTAC Board reviewed all of the policies being developed for the TEP and has comments on the Transit Policy and Complete Streets Policy.

Regarding the Transit Policy, the WCCTAC Board shares the general concerns of the transit operators in Contra Costa County.

WCCTAC concurs with CCTA that operators should be aware of new technologies that could improve the quality or efficiency of their services. However, the incorporation of emerging technologies may present complex trade-offs for operators, taxpayers, and customers, and may always not provide overall net benefits. Ultimately, the CCTA should not withhold funds to operators simply to force the adoption of new technologies. The Transit Policy's item #6 should be modified accordingly to clarify this point.

WCCTAC concurs with CCTA that operators should strive to create a seamless experience for customers across the County with an eye toward improved schedule and fare integration. However, it recognizes that the Metropolitan Transportation Commission (MTC) is also working to create a more seamless customer experience throughout the region. WCCTAC recommends that the Transit Policy (specifically item #7) be modified to ensure that funds will not be withheld from operators if they cannot achieve the desired improvements given their need to participate in similar regional efforts. Operators should not be caught between the requirements and activities of CCTA and MTC.

Lastly, the WCCTAC Board believes that the Complete Streets Policy should take into account potential impacts to bus operations. One way to do that would be to include a line under the "exceptions" sub-heading to say: "when impacts to bus operators in a corridor are significant and could impact the effectiveness of transit service."

We thank you again for the opportunity to provide feedback and for the hard work of the Authority staff and Commissioners. We look forward to reviewing the Initial Draft TEP when it is released.

Sincerely,

A handwritten signature in black ink that reads "John Nemeth". The signature is written in a cursive, flowing style.

John Nemeth
WCCTAC Executive Director