

# TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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**September 15, 2020 – 1:30 to 3:00 p.m.**

**Virtual meeting call-in information:**

**<https://global.gotomeeting.com/join/454972381>**

**You can also dial in using your phone.**

**United States: +1 (571) 317-3122**

**Access Code: 454-972-381**

## AGENDA

***NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy please contact TRANSPLAN staff.***

### **Action/Discussion Items (see attachments where noted [♦])**

**Item 1: 511 Contra Costa's E-Bike Rebate Pilot Program:** *511 Contra Costa staff Kirsten Riker will present an informational update about the program and its launch in October.*

**Item 2: COVID-19 impacts on Measure J revenues:** *CCTA staff, Hisham Noeimi, will provide an update on CCTA’s response to reduced Measure J revenue due to COVID-19, including the development of an allocation plan for locally-sponsored projects. **PAGE 2***

**Item 3: Other Business**

**Item 4: Adjourn to Tuesday, October 20, 2020 at 1:30 p.m.**

*The TAC will meet on the third Tuesday of each month, 1:30 p.m. Meetings are currently held via video conference in response to Contra Costa County Health Services Health Orders related to the COVID-19 pandemic: <https://www.coronavirus.cchealth.org/health-orders>. Otherwise, the TAC meets at the third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Colin Piethe, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.*

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

**Meeting Date:** September 03, 2020

<b>Subject</b>	<b>COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List</b>
<b>Summary of Issues</b>	<p>To address the significant adverse impact of the COVID-19 pandemic on Measure J revenues, in June 2020 the Authority Board approved the framework and principles for preparing the Allocation Plan. The Allocation Plan will prioritize future Measure J appropriations to remaining projects programmed in the <i>2019 Measure J Strategic Plan</i> and/or the Transportation for Livable Communities/Pedestrian, Bicycle and Trails Facilities (Programs 12 and 13, respectively). A total of 32 locally sponsored projects were evaluated based on the principles approved by the Authority Board. Similarly, staff reviewed the Authority managed projects to determine their priorities for advancement. Ranked lists of locally sponsored projects and Authority managed projects are shown in Attachments A and C, respectively.</p> <p>The long-range revenue forecast, expected to be completed later this year, will determine how many of the locally sponsored and Authority managed projects will receive Measure J appropriations.</p> <p>On August 20, 2020, the Technical Coordinating Committee reviewed the ranked list of locally-sponsored projects and recommended approval. Following the meeting, the City of Walnut Creek staff requested a funding correction to one of their projects, resulting in an extra point. Attachment A reflects this change.</p>

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<b>Recommendations</b>	Staff seeks approval of the ranked lists of locally sponsored and Authority managed projects as shown in Attachments A and C, respectively.
<b>Financial Implications</b>	Completion of the locally sponsored projects included in Attachment A will require approximately \$43.5 million in Measure J fund appropriations. Another \$43.3 million remains to be expended on Authority managed projects shown in Attachment C, of which \$20 million is related to ongoing construction contracts.
<b>Options</b>	The Administration and Projects Committee and the Authority Board could change the scoring criteria and ranked lists shown in Attachments A and C.
<b>Attachments</b>	<ul style="list-style-type: none"><li><b>A.</b> Summary of Scoring - Locally Sponsored Projects</li><li><b>B.</b> Scoring Criteria - Locally Sponsored Projects</li><li><b>C.</b> Summary of Scoring - Authority Managed Projects</li><li><b>D.</b> Scoring Criteria - Authority Managed Projects</li></ul>
<b>Changes from Committee</b>	

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## Background

In May 2020, the Authority Board approved interim measures to prepare for a reduction of Measure J sales tax revenue due to the COVID-19 pandemic. The interim measures include the temporary suspension of Measure J appropriations for capital projects. In addition, the Authority Board directed staff to start the development of an “Allocation Plan” to guide future appropriations of Measure J funds.

### Locally Sponsored Measure J Projects

In June 2020, a framework, and draft principles for preparing the Allocation Plan were approved by the Authority Board. The following four principles were developed around three

primary objectives: timely use of funds, leveraging, and readiness/deliverability:

- a) Projects where Measure J funds is required to match State/Federal funds;
- b) Projects that will leverage State or Federal funds that may be lost due to timely use of fund requirements;
- c) Projects that are shovel ready and can start construction before July 2021; and
- d) Projects that are a component of larger projects where the larger project would be at risk if Measure J funds are not allocated.

Staff gathered current, up-to-date project status information so the principles for developing the Allocation Plan could be applied to each project with a Measure J unappropriated balance. A set of scoring criteria based on the approved principles was developed to score and rank the projects. The resulting project scores are shown in Attachment A based on the scoring criteria detailed in Attachment B. In order to break the tie between projects that score the same, projects with larger amounts of State/Federal funds on the project were ranked higher. If the project had no State/Federal funds, the ratio of the total project cost to Measure J funds programmed on the project was used. Both measures are meant to prioritize projects that leverage other fund sources.

A total of thirty-two projects were evaluated. Approximately \$43.5 million in Measure J appropriations will be required to fully fund the list. The top fourteen ranking projects require \$10.9 million (out of the \$43.5 million) in Measure J appropriations and will leverage approximately \$53.9 million in State and Federal funds.

Once approved, the attached ranked list of projects would be used to prioritize future appropriations of available Measure J funding. The long-range revenue forecast, expected to be completed later this year (likely in November 2020), will determine how many of the projects on the ranked list will receive their Measure J appropriations, if any. Projects that do not receive Measure J appropriation will be deferred until Measure J funds or other fund sources are available. As funds become available, allocations will be made based on the prioritized list.

### Authority Managed Projects

Similar to the process used for evaluating locally sponsored projects, staff has reviewed Authority managed projects and categorized them in three groups:

- Fully funded projects underway;
- Projects Requiring Additional Funding to Complete; and
- Studies.

Projects were evaluated using a set of criteria that emphasizes leveraging non-Measure J funds and considers the overall funding committed to the project, as shown in Attachment D. Fully funded projects underway were not scored. In addition, a score was not applied to the studies underway given the limited pre-delivery nature of the work to determine cost effective strategies. Staff assumed Regional Measure 3 (RM3) is available to Authority projects for the scoring. The amount of non-Measure J funds was used to break the tie between similarly scored projects.

An updated Measure J revenue forecast is anticipated to be presented to the Authority Board later this year. The updated forecast will be used to develop final Allocation Plan recommendations and project delivery strategies for the Authority Board to consider. It will also be used for the development of the next Measure J Strategic Plan update. It is anticipated that the ranked lists will be reviewed periodically to reflect changes in available funding, as several Authority managed projects on the list assumed availability of RM3 funds, and several locally sponsored projects are currently seeking other fund sources.





## Scoring Criteria - Locally Sponsored Projects

Index	Criterion	Scoring	Score
1	Are the Measure J-funded activities, or project phase(s), required to secure state or federal funds for future phases?	Yes = 1 point No = 0 Points	0 to 1
2	Size of funding from State and/or Federal sources on Project?	Amount more than \$10M: 6 Points Amount from \$5M to \$10M: 5 Points Amount from \$2M to \$5M: 4 Points Amount from \$1M to \$2M: 3 Points Amount from \$251K to \$1M: 2 Points Amount from \$1 to \$250K: 1 Point Amount = \$0: 0 Points	0 to 6
3	What is the estimated award date for the construction contract (Month/Year)?	Award Date (Mo/Yr) prior to 01/21: 4 Points Award Date (Mo/Yr) from 01/21 thru 06/21: 3 Points Award Date (Mo/Yr) from 07/21 thru 12/21: 2 Points Award Date (Mo/Yr) from 01/22 thru 06/22: 1 Point Award Date (Mo/Yr) 07/22 & Later: 0 Points	0 to 4
4	Are the current Measure J-funded improvements a prerequisite stage of a larger group of improvements dependent on the Measure J-funded improvements to proceed?	Yes = 1 point No = 0 Points	0 to 1
<b>Total Score</b>			<b>0 to 12</b>



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### CCTA Managed Projects Scores

		Funding Breakdown				Total Cost	Current Phase	Non Measure J Fund Souces on Project	Criterion No. 01	Criterion No. 02	Criterion No. 03	Criterion No. 04	Criterion No. 05	SCORE
		Measure	State/Fed	Regional/Local	Unfunded				Current Phase Fully Funded	% of Current Phase Funded by Non-Measure J Funds	Total Project Funding Shortfall as % of Total Project Cost	% of Total Project Cost funded by Non-Measure J Funds	Status of Env Clearance	
<b>No. Projects Requiring Additional Funding to Complete</b>														
1	ADS Project (Project 8009.07)	\$ 7,500,000	\$ 15,000,000	\$ 6,500,000	\$ 29,000,000	Scoping	Federal, SB1-LPP (F)	1	5	4	4	0	14	
2	Iron Horse Trail Overcrossing at Bollinger Canyon Rd (Project 120025)	\$ 3,131,000	\$ 4,840,000	\$ 8,785,983	\$ 4,989,000	\$ 21,745,983	Design	Local (City of San Ramon), Federal	1	2	4	4	1	12
3	I-680/SR 4 IC Ph 1, 2a, 4 (Project 6001b)	\$ -	\$ 210,000,000	\$ 215,000,000	\$ 425,000,000	Design	RM3	1	5	2	2	1	11	
4	Innovate 680 - Express Lane Completion (Project 8009.02)	\$ 4,657,000	\$ 16,481,000	\$ 75,000,000	\$ 293,862,000	\$ 390,000,000	Env Clearance	STP, SB1-LPP (F)	1	5	1	1	0	8
5	SR 239/Byron Vasco Connector (Project 5007)	\$ -	\$ 12,306,008	\$ 13,635,000	\$ 92,458,992	\$ 118,400,000	Env Clearance	Fed Earmark, Local (CC Co), RM3	1	5	1	1	0	8
6	Innovate 680 - Part Time Transit Lane (Project 8009.03)	\$ 3,585,000	\$ 6,800,000	\$ 1,615,000	\$ 12,000,000	Env Clearance	RM3	1	0	4	3	0	8	
7	State Route 4 Operational Improvements Phase 2 (Project 6006b)	\$ 3,000,000	\$ 106,900,000	\$ 109,900,000	Env Clearance	STIP	1	5	1	1	0	8		
8	I-80/San Pablo Dam Rd Interchange - Phase 2 (Project 7002)	\$ 9,200,000	\$ 5,964,000	\$ 65,586,000	\$ 80,750,000	Design	STIP, STMP (WCCTAC)	0	0	1	1	1	3	
9	State Route 4 Operational Improvement - Phase 1 (Project 6006a)	\$ 2,949,000	\$ 8,600,000	\$ 57,299,000	\$ 68,848,000	Env Clearance	STIP, STP	1	0	1	1	0	3	
10	Innovate 680 - Shared Mobility Hubs (Project 8009.04)	\$ 1,045,000	\$ 3,200,000	\$ 53,800,000	\$ 58,045,000	Scoping	RM3	1	0	1	1	0	3	
11	Innovate 680 - Advanced Technology (Project 8009.06)	\$ 1,200,000	\$ 2,000,000	\$ 49,500,000	\$ 52,700,000	Scoping	STMP (TVTD)	1	0	1	1	0	3	
12	SR 4 Integrated Corridor Mobility (Project 28002)	\$ 400,000	\$ 200,000	\$ 14,750,000	\$ 15,350,000	Env Clearance	Federal	0	0	1	1	0	2	
13	SR 242/Clayton Road Ramps (Project 6002/6004)	\$ 2,790,000	\$ 69,910,000	\$ 72,700,000	Design	-	0	0	1	0	1	2		
<b>No. Fully Funded Projects Underway</b>														
1	I-680 Southbound HOV/Express Lane (Project 8001)	\$ 33,510,000	\$ 15,600,000	\$ 65,890,000	\$ -	\$ 115,000,000	Construction	STIP, RM2, BAIFA, STMP (TVTD)	N/A	N/A	N/A	N/A	N/A	N/A
2	Innovate 680 - Bay Area MOD/Mobility as a Service - (Project 8009.05)	\$ 950,000	\$ 8,000,000	\$ 8,971,000	\$ 17,921,000	Scoping	Federal, Other	N/A	N/A	N/A	N/A	N/A	N/A	
3	I-680/SR 4 Interchange Improvement Phase 3 (Project 6001a)	\$ 52,300,000	\$ 83,895,000	\$ 136,195,000	Construction	STIP, SB1-LPP(F), SB1-LPP (C), SHOPP	N/A	N/A	N/A	N/A	N/A	N/A		
4	Mokelumne Bike Trail/Ped Overcrossing (Project 5002b)	\$ 872,000	\$ 11,495,000	\$ 12,367,000	Right of Way	ECCRFFA, RM3, Local (BART)	N/A	N/A	N/A	N/A	N/A	N/A		
5	IDEA Grant - Coniditional Transit Signal Priority Pilot in Concord & Walnut Creek	\$ 90,000	\$ 1,160,000	\$ 1,250,000	Design	MTC	N/A	N/A	N/A	N/A	N/A	N/A		
<b>No. Studies</b>														
1	Innovate 680 - Strategic Development (Project 8009.01)	\$ 7,404,000	\$ 150,000	\$ 300,000	N/A	SB1 - LPP (F)	N/A	N/A	N/A	N/A	N/A	N/A		
2	SR 4 Express Lanes Design Alternative Assessment (Project 18100)	\$ 150,000	\$ 150,000	\$ 500,000	N/A	MTC	N/A	N/A	N/A	N/A	N/A	N/A		
3	East County Infrastructure Investment Study (Project 28007)	\$ 500,000	\$ -	\$ -	N/A	-	N/A	N/A	N/A	N/A	N/A	N/A		
Totals		\$ 115,783,000	\$ 171,622,008	\$ 428,560,983	\$ 1,032,169,992	\$ 1,737,971,983								

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## Scoring Criteria - CCTA Managed Projects

Index	Scoring Criteria	Scoring Details	Score
1	Is the current phase of the project fully funded?	Yes = 1 point No = 0 Points	0-1
2	Percentage of current phase funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
3	Size of funding shortfall on project	Project fully funded = 5 Points Project funding shortfall between 1% and 25% of total costs: 4 Points Project funding shortfall between 26% and 50% of total costs: 3 Points Project funding shortfall between 51% and 75% of total costs: 2 Points Project funding shortfall between 76% and 99% of total costs: 1 Point No funding programmed for project: 0 Points	0-5
4	Percentage of total project cost funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
5	Status of environmental clearance for the project	Environmental Clearance expected by September 2020: Yes = 1 Point, No = 0	0-1

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