

Doug Hardcastle, Chair  
Oakley  
City Council

Mary N. Piepho, Vice-Chair  
Contra Costa County  
Board of Supervisors

Salvatore Evola  
Pittsburg  
City Council

Tony Tiscareno  
Antioch  
City Council

Robert Taylor  
Brentwood  
City Council

Kerry Motts  
Antioch  
Planning Commission

Joseph Weber  
Brentwood  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Kevin Romick  
Oakley  
Planning Commission

James Coniglio  
Pittsburg  
Planning Commission

Staff Contact:  
Jamar Stamps  
TRANSPLAN  
30 Muir Road  
Martinez CA 94553  
Phone  
(925) 674-7832  
Facsimile  
(925) 674-7258  
www.transplan.us  
jamar.stamps@  
dcd.cccounty.us

# TRANSPLAN Committee Meeting

Thursday, April 14, 2016 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

## AGENDA

*Items may be taken out of order based on the business of the day and preferences of the Committee.*

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

### Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 3/10/16 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 10
- 5. ACCEPT** Status Report on Major Projects ♦ Page 40
- 6. ACCEPT** Calendar of Events ♦ Page 47
- 7. ACCEPT** Environmental Register ♦ Page 49

### End of Consent Items

### Open the Public Meeting

- 8. RECEIVE** status update on Concord Community Reuse Project (Concord Naval Weapons Station). (Discussion)
- 9. RECEIVE** update on the Contra Costa Transportation Authority (“CCTA”) draft Transportation Expenditure Plan (“TEP”); provide direction to staff and AUTHORIZE TRANSPLAN Technical Advisory Committee (“TAC”) to transmit final comments to CCTA by the April 22, 2016 comment deadline. (Action) ♦ Page 51
- 10. ADJOURN** to next meeting on Thursday, May 12, 2016 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**3/10/16 TRANSPLAN COMMITTEE MEETING MINUTES**

**TRANSPLAN COMMITTEE**  
**Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County**

MINUTES

March 10, 2016

The regular meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Doug Hardcastle at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: James Coniglio (Pittsburg), Salvatore (Sal) Evola (Pittsburg), Kevin Romick (Oakley), Robert (Bob) Taylor (Brentwood), Tony Tiscareno (Antioch), Joe Weber (Brentwood), Mary N. Piepho (Vice Chair, Contra Costa County Board of Supervisors), and Doug Hardcastle (Chair, Oakley)

ABSENT: Kerry Motts (Antioch), and Duane Steele (Contra Costa Planning Commission)

STAFF: Jamar Stamps, Senior Planner, TRANSPLAN Staff

**PUBLIC COMMENTS**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Joe Weber, seconded by Sal Evola, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

3. Adopted Minutes from the February 11, 2016 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Coniglio, Evola, Piepho, Romick, Taylor, Tiscareno, Weber, Hardcastle

Noes: None

Abstain: None

Absent: Motts, Steele

**ACCEPT REPORT FROM 511 CONTRA COSTA "A YEAR IN REVIEW," 2015  
TRANSPLAN / TRANSPAC TDM PROGRAM UPDATE BY CORINNE DUTRA-ROBERTS,  
DEPUTY PROGRAM MANAGER**

The item was continued to the next meeting.

**RECEIVE UPDATE ON THE CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”) DRAFT TRANSPORTATION EXPENDITURE PLAN (“TEP”); PROVIDE DIRECTION TO STAFF AND AUTHORIZE TRANSPLAN TECHNICAL ADVISORY COMMITTEE (“TAC”) TO TRANSMIT FINAL COMMENTS TO CCTA PRIOR TO THE MARCH 31, 2016 COMMENT DEADLINE**

Jamar Stamps, TRANSPLAN Staff, presented some background to the issue and identified recent events that had occurred. He reported that on March 9, 2016, the CCTA had a special Board meeting where a large contingent from the TRANSPLAN Committee had attended. He explained that in 2015, the CCTA had begun developing a TEP for inclusion in a 2016 ballot measure, and had gone out to all the Regional Transportation Planning Committees (RTPCs), including the TRANSPLAN Committee, to ask for proposals for programs and projects to be included in a potential new measure, which had been submitted in July 2015. In September 2015, the CCTA Board and the Expenditure Plan Advisory Committee (EPAC) comprised of a number of advocates and stakeholders had difficulty coming to consensus, and EPAC had been engaged late last year to redevelop a TEP.

The CCTA had come out with an Initial Draft Transportation Sales Tax Expenditure Plan, which had been distributed in February 2016, and the TRANSPLAN Committee had developed a comment letter to address the draft. He referred to the TRANSPLAN Committee’s original proposal for the TEP versus what the CCTA had assimilated late last month, and highlighted the differences in dollar amounts for the TRANSPLAN proposal in comparison with the draft. He noted that many items had been eliminated, changed, or assumed into new categories.

In the process, CCTA staff had met with BART officials to coordinate with BART, which had helped support an increased BART allocation. He referred to several programs in Measure J that had been eliminated as a result of that increased allocation and noted that a category in the Initial Draft called *Regional Choice*, which would not be part of the ballot measure but which had been added as a placeholder for the RTPCs to identify high priority projects and programs within the subregion, was intended to augment other categories that had been reduced in the process.

Mr. Stamps explained that there was an aggressive deadline to respond to the CCTA on the Initial Draft. It was intended that TRANSPLAN’s comments from this meeting be taken to the TRANSPLAN TAC meeting on March 15, and base the allocations on the discussion from this meeting, with the TAC to finalize the comments on the Initial Draft to submit to the Board on March 16 given the limited time to report back to the Authority. The recommendation was to receive the update, provide direction to staff, and authorize the TRANSPLAN TAC to transmit final comments to CCTA prior to March 25, 2016.

Mr. Stamps suggested if the TRANSPLAN Committee was concerned what the TAC might recommend on March 15, Members Romick, Evola, and Taylor, the CCTA Board Representatives, and TRANSPLAN staff, would have that information before the meeting on



May 16, 2016.

Ross Chittenden, Deputy Executive Director, Projects, CCTA, thanked the members for attending last night's meeting and stated the biggest two topics related to Tri-Link and increased funding for bicycles. He noted that a fourth special meeting had been added this month to the special meetings being held to discuss the TEP. The meeting would open with RTPC input, which was important to provide at this time. There had been responses from WCCTAC and TRANSPAC and those responses were related to moving the money from the *Regional Choice* category and parking it in other categories. He referred to comment letters written last month, and stated CCTA staff was trying to talk about the dollars but first had to get through many discussions related to overlap between some of the categories.

Mr. Chittenden commented that there had been good consistent direction from the Board of Supervisors related to the Urban Limit Line (ULL), and at the CCTA Board there had been no appetite for radical changes. He acknowledged that the cities of Oakley and Brentwood had already adopted a ULL, and Sal Evola added that the City of Pittsburg had been one of the first to adopt a ULL.

Mr. Chittenden noted the discussions related to a consistent ULL, suggested that would not be an issue for East County, although there was a need to clean things up. He explained that the goal was to have a new draft ready for review and the group would meet again the following week when more input on the direction to get out in March would have to be provided. He added that TRANSPLAN would have additional opportunities to comment.

Bob Taylor thanked Mary Piepho for rallying the troops to produce a good turnout at the meeting and noted that TRANSPLAN's point had been made, although the City of Brentwood remained concerned with SR-239, the airport extension, bringing BART to the City of Brentwood, and the transit station. He wanted to make sure they all had the same concerns and he did not think the requests had changed much.

Kevin Romick agreed that not much had changed from the letter that the TRANSPLAN Committee had submitted, and while it had not addressed any of the allocations, it had addressed the projects that East County preferred as part of the new measure. He stated if there were any thoughts or ideas to change the allocations now would be the time to start that conversation.

Mr. Chittenden stated that everything would be on the agenda again next week. He wanted to kick off the meeting with RTPC input and asked that one of the members of TRANSPLAN or staff offer a two- to three-minute statement to reiterate the letter, and identify any changes from the TAC in terms of allocations.

Sal Evola confirmed that everything in the letter previously submitted by the TRANSPLAN Committee was relevant, and emphasized that the City of Pittsburg would oppose any loss of local land use controls. He noted talks from some committees to include hillside guidelines or other requirements in exchange for return-to-source, which was not the intent of the CCTA or

the measure to impose requirements on local control.

If deviating from what was currently done, Mr. Evola stated that the City of Pittsburg would not support the measure or any land use controls which he suggested was an overreach by the environmental community. He expressed extreme irritation that the biggest strategic partner, the environmental community, was opposing SR-239 and the James Donlon Extension, which were eligible for coverage. He planned to speak to the opposition of those projects and did not expect strategic partners that were sharing in the Habitat Conservation Plan (HCP) for preserving agricultural land, creating buffers, open space, and environmental permitting would not then allow a jurisdiction to do what it had to do. To see the environmental community speak out to create radical solutions and oppose roads that had been planned 25 years ago was a serious concern, particularly given that some infrastructure projects took time. He suggested that the environmental community as far as a stakeholder group in the process had gotten out of hand, and stressed that the City of Pittsburg was proud of the acreage that it had preserved.

Mary Piepho commented that fifty years from now if shutting down SR-239 and the James Donlon Extension it would be status quo in a lacking transportation infrastructure environment.

Tony Tiscareno stated that the City of Antioch concurred and supported what was attempting to be accomplished by alleviating traffic congestion to complete the freeway to Byron and the James Donlon Extension, and explained that Antioch had to think about its own needs, such as emergency evacuations. As a result, a ferry was very important to Antioch. If trying to convince voters to support another sales tax, Antioch would continue to advocate for ferry service and wanted to be able to put some dollars into that proposal to start the conversation.

Sal Evola asked if SR-239 was a named project in the plan, to which Mr. Chittenden stated that the draft specifically called out the Byron Highway Corridor and the Vasco Road Corridor.

Mr. Evola commented that when the City of Pittsburg had met with consultants for the CCTA, Pittsburg had agreed to remain silent on the James Donlon Extension and SR-239 because Pittsburg had been told that the environmental community would also remain silent and not exclude those projects, which were not growth inducing. He suggested those projects should be specifically named. He had been told that if not explicitly named it would not be explicitly excluded. He emphasized the importance of those two projects that the TRANSPLAN Committee had supported and wanted to make sure that those projects would not specifically be eliminated.

Kevin Romick stated that the CCTA Board had been specific about not excluding anything.

Mr. Crittenden added that while SR-239 had not been included, Tri-Link had. He also commented that if it's not in it's not out.

With respect to Tri-Link, Bob Taylor stated the project had been around for a long time, the

CCTA had taken over that project, had the funds, had done a study, and suggested there was still some money remaining in a fund for that project.

Mr. Chittenden reported that about \$9 million remained in the Tri-Link fund.

On another matter, Mr. Chittenden advised that the CCTA Board had received a letter dated March 2, 2016 from the East Bay Leadership Council, the Bay Area Council, and the Building Industry Association Bay Area where the business and building community was also looking at finding ways to put some conditions on return-to-source for housing production. The letter had indicated that “carrots” alone were insufficient and had recommended a condition that at least 5 percent of the *Local Streets Maintenance and Improvements* funds would be conditioned upon jurisdictions’ demonstrated progress toward meeting state-mandated housing production.

Kevin Romick explained that East County was meeting the Association of Bay Area Governments (ABAG’s) Regional Housing Needs Allocation (RHNA) numbers while others should be fighting harder to do so.

Mr. Chittenden stated that the 5 percent could be used to measure everyone against meeting housing targets and 50 percent could go to affordable housing.

Mary Piepho explained that the percentage of affordable housing being met in East County was disproportionately higher than other areas of the County.

Mr. Chittenden explained that the *Community Development Investment (CDI) Grant Programs* category was currently at 6 percent, and *Local Streets Maintenance and Improvements* was at 23 percent. When CCTA staff was going out to city councils and the Board of Supervisors to ask for support of the TEP, he emphasized the need for policy makers to weigh in and steer the discussion in the direction they wanted to go.

Mary Piepho clarified that a ballot measure would ultimately require approval from the Board of Supervisors. She stated that if SR-239 and the James Donlon Extension were not included in the TEP, she would be a no vote.

Mr. Chittenden explained that the process needed a majority of the cities and a majority of the Board of Supervisors to gain approval for the TEP. When asked if there was a threshold limit, he stated that if two cities opposed the TEP it was very unlikely the measure would be able to move forward.

Mr. Stamps urged members to use their staff as a conduit to pass along comments and recommendations to him to be sure they were included before submittal to the CCTA Board.

#### PUBLIC COMMENTS OPENED

Cynthia Armour, Bicycle East Bay, the advocacy organization for the County, emphasized the need to have a dedicated source of funding for bike/ped projects. She requested that the

funding for bike/ped be increased to be able to not just stripe bike lanes but to study and redesign projects to relieve traffic issues and provide safety to bicyclists. For those living in affordable housing, she explained that the growing cost of transportation was making affordable housing unaffordable.

Ms. Armour urged options to allow people to walk, bike, or take public transportation to provide a healthy, less congested Contra Costa County, and reiterated her request that the amount of dedicated funding for bicycles be increased.

Bob Taylor commented that East County cities were farther apart than others in the County and it was difficult to bike everywhere, and there were significant obstacles for East County residents who wanted to bike and commute to work by bike.

Ms. Armour stated that if building bikeways that were safe and comfortable with good connections to public transportation that might allow an increase in bicycle use and allow people the option to do so in a safe manner.

Mary Piepho referred to the list and commented that pedestrian, bicycle, and trail facilities were getting 2.6 percent over rail service, Safe Transportation for Children, and Transportation for Seniors and People with Disabilities.

Ms. Armour commented that it was also a question of prioritization and she asked of the County's goals in terms of increasing load share for bicycles. She suggested that significant funds should be allocated towards those modes.

Bruce Olson stated that bicyclists were represented on EPAC, and the bicyclists of whom he had spoken had by and large been accepting of the way the money had been allocated, although they would also like more. He explained that bicyclists were pivotal in getting Measure BB passed in Alameda County, which was the equivalent of this tax issue two years ago, and bicyclists representing Delta Pedalers and bicyclists in general would help pass the measure in Contra Costa County. He had read through the TEP and expressed concern that the TEP had been divided so carefully that there was little in it for the motorist, which might lose support.

Mr. Stamps reiterated that on March 15 the TAC would be discussing the funding category descriptions and if there were comments or suggestions he urged members to use their staff to transmit that information. He noted the breakdown of what had been submitted in July 2015 compared with the current proposal, and identified the programs and projects that had been lost. He stated the policies that were being developed and put in the expenditure plan were all things to be discussed on March 15 in advance of TRANSPLAN's submittal to the CCTA the following day. He emphasized that TRANSPLAN had been clear and it would be up to the TAC to make sure that the information was consistent and clear when submitted to the CCTA.

On motion by Mary Piepho, seconded by Bob Taylor, TRANSPLAN Committee members received the report and directed staff to carry forward the direction to the CCTA. The motion

carried by the following vote:

Ayes: Coniglio, Evola, Piepho, Romick, Taylor, Tiscareno, Weber, Hardcastle

Noes: None

Abstain: None

Absent: Motts, Steele

**ADJOURNMENT**

Chair Hardcastle adjourned the meeting of the TRANSPLAN Committee at 7:28 P.M. to Thursday, April 14, 2016 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4  
CORRESPONDENCE**



## Authority Board Special TEP Meeting **MINUTES**

**MEETING DATE:** March 16, 2016

**MEMBERS PRESENT:** Janet Abelson, Newell Arnerich, Tom Butt, David Durant, Federal Glover, Dave Hudson, Karen Mitchoff, Julie Pierce, Kevin Romick, Don Tatzin, Robert Taylor

Ex-Officio Representatives: Gail Murray, Amy Worth, Bob Simmons

**STAFF PRESENT:** Randell Iwasaki, Randall Carlton, Ross Chittenden, Martin Engelmann, Peter Engel, Brad Beck, Jack Hall, Stephanie Hu, Matt Kelly, Susan Miller, Hisham Noeimi, Ivan Ramirez, Linsey Willis, Tarienne Grover, Mala Subramanian, Authority Counsel

**MINUTES PREPARED BY:** Tarienne Grover

---

**CONVENE MEETING:** *Chair Tatzin* convened the meeting at 6:37 p.m.

**A. PUBLIC COMMENT:**

**B. APPROVAL OF MINUTES:** Authority Board Special TEP Meeting Minutes of March 9 2016 will be brought for approval at a future meeting. (*No Action*).

**1.0 REGULAR AGENDA ITEMS: Development of a Potential Transportation Expenditure Plan (TEP)**

**1.1 Receive Comments and Recommendations for Changes to the Initial Draft Transportation Expenditure Plan (TEP) from Regional Transportation Planning Committees (RTPCs).** In May 2015, the Authority established fair-share funding targets for each sub-region based on its proportional share of population, and requested that each RTPC provide its recommendation for allocation of expected funding for priority projects and programs. The Authority did not request the RTPCs to comment on policies included in Measure J or to identify potential new policy considerations. The allocation of funding in the Initial Draft TEP was developed largely based on the RTPC priorities. Subsequent to the release of the Initial Draft TEP, each RTPC has reviewed (or will review) the Initial Draft TEP and

provide comments and recommendations for allocation of the "Regional Choice" category included in the Initial Draft TEP. Authority staff and representatives from each RTPC will summarize discussions and comments. Staff Contact: Hisham Noeimi (*Attachment – Information*)

*Discussion:* Chair Tatzin directed everyone's attention to the handouts and their relevance to a number of items on the agenda. He noted that another special meeting of the Authority had been scheduled for March 23, 2016 at 6 p.m.

Hisham Noeimi thanked the Commissioners and Board Members and noted that over the past several weeks the RTPCs have met several times to discuss the draft TEP version 1.1. He referred to the handout related to this item and pointed out that the colors represented changes to the funding amounts in the TEP as requested by the RTPCs. He also pointed out that letters from TRANSPLAN, TRANSPAC, and SWAT commenting on various topics in the draft TEP was included in the handout packet. Mr. Noeimi further noted that the letter from WCCTAC had already been included in the agenda packet. He summarized the changes shown in the table and asked the RTPC Managers to summarize comments from their subregions on policies and descriptions. He announced that Jamar Stamps, staff from TRANSPLAN and John Nemeth, Executive Director of WCCTAC would present the changes from East and West County. Mr. Noeimi added that *Commissioner Hudson* would provide a report for SWAT and *Commissioner Pierce* would provide a report for Central County.

Mr. Noeimi clarified that the table in the handout packet was broken down into funding amounts by subregions based on RTPC input in August 2015 and a funding target by subregion based on proportional share of 2030 population. He shared that staff had been working with EPAC members, the PMA group, City Managers, BART and others, which resulted in an agreement on the BART cars funding, the introduction of the Community Development Incentive Program, and Innovation Program. He further clarified that since this would basically be zero sum game, funding these programs at higher levels meant that we needed to reduce funding in other categories, which was why a regional choice category was included in the draft TEP.



Mr. Noeimi stated that they wanted to get the RTPC's input on which categories to augment with funding from the regional choice category. Mr. Noeimi stated that Central County had \$30.2 million dollars in their Regional Choice category and asked to augment their return to source or Local Streets Maintenance and Improvements by seventeen million, the Paratransit or Transit for Seniors and People With Disabilities by ten million and reducing the Innovative Transportation Technology Program by \$1.8 million, while leaving the remainder of the five million for future subregional transportation priorities. Mr. Noeimi further stated that the description of the subregional transportation priorities category or what is referred to as Regional Choice be broad enough to allow them to expend the funds on commute alternatives if they are needed in the future.

Mr. Noeimi reported that in the Southwest, SWAT decided to keep its modest amount in the Regional Choice category, which was about \$3.7 million unprogrammed and requested the name of Regional Choice be changed to Subregional Transportation Priorities in West County. He further reported that WCCTAC had \$19.7 million in the Regional Choice category and asked that ten million be used to augment funding for Transportation for Seniors and People With Disabilities, \$9.7 be kept unprogrammed for future needs, and requested that the I-80 category be split into two categories. He further clarified that I-80 category would be split into an I-80 Interchange Improvements, which would fund projects like the San Pablo Dam Road Phase 2 and Central Avenue with sixty million dollars and a separate category for the High Capacity Transit Improvements with twenty million dollars allocated, with the remainder of thirty million, to be reprogrammed to Bus Transit Operations and Improvements in West County. In East County, he reported that of the \$16.7 million in the Regional Choice category, they recommended programming \$7.7 million to Paratransit, two million for Safe Transportation for Children and two million for Pedestrian, Bicycle, and Trail Facilities with the remaining five million to stay in Regional Choice for future needs.

John Nemeth, Executive Director for WCCTACC, reported that they moved ten million dollars from the Regional Choice category to the Transportation for Seniors and People With Disabilities leaving \$9.7 million dollars in Regional Choice in order to have some flexibility for the future. He shared that the board

would reserve the right to potentially allocate that over the next few weeks if that would be helpful to consensus building as a part of this process. Mr. Nemeth shared their recommendation to separate the I-80 Interchange category from the High-Capacity Transit category since High-Capacity Transit may not be explicitly tied to I-80 and it would ensure sufficient funding to complete the interchange projects, which have been long standing priorities in West County. He further stated their request for the Non-Rail Transit Enhancements category to be renamed to Bus Operations and Improvements. Mr. Nemeth concluded with a recognition that transportation has been evolving and changing and since we don't know what the future would look like, although we have a high degree of confidence that over the next five, ten, or twenty years there would still be buses for the constituents in West County, having clarity that this would be able to help the bus service could be important for those folks.

*Chair Tatzin* noted that on the handout provided for item 1.1, category eleven was renamed to Bus and Non-Rail Transit Enhancements, and asked if that would satisfy WCCTAC.

Mr. Nemeth stated that it probably would, although it would be hard for him to say whether that would be good enough for certain.

*Chair Tatzin* suggested that Mr. Nemeth convey the nature of the discussion heard tonight to WCCTAC and report WCCTAC's recommendation back to the Authority.

Jamar Stamps, Senior Planner with Contra Costa County and staff to TRANSPLAN, prepared a summary statement of TRANSPLAN's involvement in the TEP process. He reported that TRANSPLAN thanked the Contra Costa Transportation Authority, particularly Ross Chittenden and Hisham Noeimi, for their hard work in assisting TRANSPLAN in developing a draft TEP. Mr. Stamps stated that TRANSPLAN has been the East County RTPC comprised of five-member agencies, including Antioch, Brentwood, Oakley, Pittsburg, and unincorporated Contra Costa County, as well as, our partner agencies of BART, Tri Delta Transit, and 511 Contra Costa. He reported that a large contingent of the TRANSPLAN committee, as well as, many East County residents were present at the March 9, 2016 Authority Board Special Meeting to express East County's transportation

needs and priorities. The East County representatives delivered a clear and consistent theme to improve the overall efficiency of the transportation network and in turn increase the livability and economic viability of East County, more specifically SR 239 and the James Donlon Extension, which would remain priority capital projects in East County and would serve the greater Contra Costa and bay area regions. He further stated that these routes have provided regional significance and would improve the county's economic viability, reduce the strain on local roads in East County and improve the environment for non-motorized modes of travel, especially in rural communities, such as Byron, Knightsen and parts of Brentwood and Oakley. He stated that TRANSPLAN would continue to oppose any loss of local land use control and would not support over-reaching land used or housing production policies in the Growth Management Program or expenditure plan that would compromise the jurisdiction's ability to receive return to source funds. Mr. Stamps stated that TRANSPLAN appreciated the Authority for providing some flexibility in the proposed measure, particularly with the Regional Choice category, that would provide RTPCs the opportunity to boost proposed projects and programs. He stated that TRANSPLAN has proposed to augment the following fund categories of Transportation for Seniors and People With Disabilities, Safe Transportation for Children and Pedestrian, Bicycle and Trail Facilities. He concluded that BART proposed a substantial funding commitment from the County with this proposed measure and TRANSPLAN agreed with CCTA that BART's funding needs would require a bay area regional approach and that Contra Costa County should not be solely responsible for subsidizing BART's costs. Mr. Stamps further concluded that TRANSPLAN would recommend the funds from this category be allocated to Regional Choice where further allocation would be determined by the RTPCs if funding commitments from Alameda and San Francisco counties were not met by a time certain. The TRANSPLAN Committee and Technical Advisory Committee have discussed the draft TEP at length and feel they have proposed a draft TEP that would best reflect the priorities of East Contra Costa County.

*Commissioner Arnerich* questioned Mr. Stamps as to whether not mentioning MTC as a funding partner was an oversight.

Jamar Stamps verified that it was an oversight.

*Commissioner Pierce* reported on behalf of TRANSPAC and stated that they were very specific in the exact number of Central County projects and what they would be for the Major Streets and Complete Streets Project Grants. She stated that they wanted to ensure that the small amount left in the Regional Choice category would be eligible to include funding for commute alternative programs, such as vanpool, carpool, biking, walking and TDM type projects. *Commissioner Pierce* stated that this would be discussed again the week after next, and that the dollars may be refined slightly.

*Commissioner Hudson* reported on behalf of SWAT starting with line item three, BART Capacity, Access and Parking Improvements. He noted that they added language to “Funds in this category may be used” to include, “to contribute geographical equitable share” toward the acquisition of new BART cars and/or advanced train control system that can be shown to increase capacity on BART lines serving Contra Costa. He further added the language, “Absent these documented regional funding commitments, funding in this category may be re-allocated to the Regional Choice (sub regional Transportation Priorities) funding category on a sub-region by sub-region basis, as determined by each RTPC.”

*Commissioner Hudson* further added that under number eleven, Non-Rail Transit, SWAT supported the language as-is, as well as, the proposed funding allocation. He further stated that under item sixteen, Community Development Investment Grant Program, SWAT recommended the program description be revised to provide clarity and re-affirm that allocations would be apportioned sub-regionally. He further reported that under item nineteen, Regional Choice, SWAT supported the proposed allocation of \$3.7 million for SWAT with the caveat that SWAT would have the flexibility over the course of the life of the new measure to disperse among the sub-region with respect to policy related items. SWAT supported the current voter-approved Urban Limit Line, as part of the new measure and inclusion of a voter-approved Urban Limit Line continued as part of a new TEP and Growth Management Program, although significant discussion had taken place over the issue of whether or not the current thirty acre exemption should be eliminated. SWAT supported CCTA’s proposed language that one adjustment per five years be added. *Commissioner Hudson* concluded that SWAT recommended the CAC as part of a new measure with recommendations that one representative from each city be appointed by the

local agency, four at-large representatives from each sub-region and two at-large representatives appointed by CCTA for a total of twenty-five members and that the roles and responsibilities be clearly defined.

*Commissioner Mitchoff* questioned why the Community Development Investment Grant Program had been renamed to Community Development Incentive Transportation Grant Program and felt that the name needed to remain as-is to maintain flexibility.

Mr. Noeimi clarified that they wanted to ensure people understood this was for transportation purposes rather than housing.

Ross Chittenden reported that when some of the documents were dispersed they were inconsistent between incentive and investment and this would clearly be one of the items that would be continued for a while. He reported that a number of stakeholder groups have been meeting online and there was a productive meeting with a group of stakeholders and some of the City Managers. He concluded that they would likely receive a recommendation for this item next week and recommended that the Authority wait to discuss this until the recommendation had been received, but regardless of what they call the category, they would need to maintain flexibility.

*Ex-Officio Murray* stated that BART would be comfortable with the language proposed in the new TEP presented tonight, however SWAT has proposed language about proving geographical equitable share, which is confusing. She questioned how BART would provide geographical equitable shares of BART cars since they cannot split a BART car between two regions. She also noted that the language “must be developed and implemented from the regional approach” has been changed to “agreed to”, which made more sense because it would be doubtful that they could implement everything right away and that would mean they could not order any cars until this was implemented. *Ex-Officio Murray* pointed out that she and Director Keller were thinking of bringing to the Board, a strengthening of the idea that each of the counties would have to put in money for the cars. She read a statement that had not been brought to the Board and requested comments as follows, “Funding in the following categories of the BART bond renewal program for projects on or near BART stations will only be

considered in the counties that fully participate in the BART Rail Acquisition Program pursuant to the board resolution adopted in January so that we would not allow San Francisco, for example, to have money from our bond fund if they weren't agreeing to and putting forward the money for the cars". She concluded that this would be what they are proposing to strengthen it, they would not fix their stations, maybe of course they would because all their people go there too, but there would be things that they might want that we would not put forward until they came up with the money, that would be what we are planning to propose to the board.

Mr. Noeimi clarified that changes seen tonight are not reflected in Version 2.0, but will be in Version 2.1.

Mr. Chittenden referred to the letters in the handout packet, which included correspondence from TRANSPLAN dated March 15, 2016, correspondence from TRANSPAC dated March 14, 2016 and correspondence from SWAT dated March 16, 2016. He reported that they would update the allocation table with all of the RTPC's recommendations, would continue to work with WCCTAC on the Bus and Other Non-Rail Transit Enhancements, work on the BART language, both with suggestions from *Director Murray* and language about Regional Choice, have discussions about Major Streets and Complete Streets, which is agendaized for this meeting, address the comments about making sure commute alternatives would be an eligible expense, would continue to work on the Community Development Program, would rename Regional Choice to something similar to subregional needs, and discuss the Citizen Advisory Committee later on the agenda.

## **1.2 Development of a Potential Transportation Expenditure Plan (TEP):**

**1.2.1 Options for Modifying the Principles of Agreement to Establish an Urban Limit Line (ULL), Attachment A to the Existing Growth Management Program.** The Measure J Growth Management Program requires that each jurisdiction must adopt and maintain a voter-approved urban limit line (ULL) to receive its share of Local Street Maintenance funds and to be eligible to receive Transportation for Livable Communities funds. As part of the discussions on a potential new transportation expenditure plan (TEP), some stakeholders have

suggested that the ULL requirements be modified, most notably, to remove the ability to make no more than 30-acre adjustments without voter approval. Staff has prepared options for addressing this issue for the Authority to consider. Staff has developed a proposal for discussion regarding possible modifications to the Principles of Agreement to Establish an Urban Limit Line (ULL), Attachment A to the Existing Growth Management Program. Staff Contact: Brad Beck  
*(Attachment – Information)*

*Summary:* The Board's discussion of Options for Modifying the Principles of Agreement to Establish an Urban Limit Line revealed a range of perspectives on the Urban Limit Line – with substantial discussion about including limitations on the number of adjustments that could be allowed under policies included in the new measure, and the need for consistency in the process for Minor (less than 30 acre adjustments) to the ULL. The Authority Board and staff will confer with County staff regarding a proposal to limit Minor adjustment to once per any 5-year period for a city or town, and no more than 3 in any 5-year period for the County. Staff will provide an updated ULL proposal as part of the next draft TEP.

*Discussion:* Brad Beck, Senior Transportation Planner, referenced Attachment A in the packet to provide discussion of potential changes to the Urban Limit Line Requirements. He noted that as a required part of the Growth Management Program, jurisdictions have two options; one would be to adopt the County's Urban Limit Line and the other would be to adopt their own Urban Limit Line of which the three jurisdictions of Antioch, Pittsburg and San Ramon have already done. Mr. Beck further noted that in the table on pages two and three of Attachment A, there are a number of different approaches that jurisdictions have taken to implement their Urban Limit Line. Under the County's Urban Limit Line, they have Measure L findings that are required to make any change up to thirty acres. He noted that there were certain clarifications made by the prior Executive Director in conversation with Dennis Barry who was the County Planning Director at the time and the County also had a supermajority requirement to make any thirty acre change. Mr. Beck noted that the table notes which jurisdictions have Measure L findings and have incorporated the Authority's clarifications to include Brentwood and Oakley, it further noted that the County and San Ramon would require super majority. He reported that the memorandum goes through a number of reasons why one might want to change

the ULL requirement and reasons why one might not want to change them. He concluded that there are basically three options; one is to make no changes; the other is to eliminate the thirty acre adjustment provision, which has been suggested by some advocates; and the other is to make a number of modifications for consistency. He reiterated that as noted in the table there are a lot of different approaches the jurisdictions have taken and that some of those clarifications are in the revised Attachment C which discusses modifying the ULL requirements. Mr. Beck further concluded there are potential changes on frequency and magnitude that might be required, including how often a jurisdiction could make up to a thirty acre adjustment and how many they could make.

Mr. Beck reported that there has been an issue on mitigation and whether there could be mitigation standards incorporated into the new measure not Measure J, protecting certain amounts of land outside permanently as a mitigation for the change to the ULL, other provisions would help ensure that minor changes facilitate establishment of a permanent edge of urban development, which has also been phased in elimination of the thirty acre so that it takes place over time and finally there was a potential to limit the exemption for certain kinds of uses and not others. He concluded that the changes in the revised Attachment C are primarily clarifications to make sure that the proposed language would be clear on what could and could not be allowed under the new ULL provisions.

*Chair Tatzin* referred to the County Code Related to the ULL, which provided clarifications on the thirty acre adjustment, to Oakley's Resolution regarding those clarification, and revised Attachment C in the handout packet, which attempts to take the Measure J language and update it with a focus on achieving clarity and consistency, which is the recommended portions of the last meeting. He specifically noted the second page of Attachment C, which provided notes and strikeouts to reflect changes from the version put on the website on Monday. The new handout corrected the internal references to cite the appropriate section as opposed to the different numbered sections in the current Measure J language. Chair Tatzin explained that the basis process for a Local Voter-approved ULL, a jurisdiction's adoption of the County ULL and amendments that exceed the 30 acre limit for minor amendments remain basically the same. He further clarified that proposed conditions for minor



amendments would require a jurisdiction to make at least one of the findings that the County currently has to make, the adjustment could not be contiguous to another minor adjustment unless the sum of the minor adjustments in a contiguous area is less than thirty acres, and that the adjustments are relatively isolated and well separated from prior adjustments, which is consistent with what Oakley and Brentwood have adopted. This is consistent with the Authority's interpretation of Measure J to be in 2007. He further suggested that the number of adjustments a jurisdiction may make for a period of time be limited and as SWAT suggested one of those for every city and town in any five year period and two for the County every five years recognizing the County faces a different situation.

*Commissioner Mitchoff* reported that the County Board of Supervisors could live with three adjustments within a five-year period for the County with no more than one adjustment per subregion as a compromise to expand the ULL by those thirty acres or less without going to a vote and proposed the elimination of provision e under III. The Board agreed with the proposals put forth by *Commissioner Mitchoff*.

Mr. Chittenden stated that jurisdictions which currently have an Urban Limit Line could be reflected in the draft TEP, reiterated that they are not trying to change that, and that it would apply only with respect to return to source. Ross further stated that changes related to the ULL and whether it would be retroactive to Measure J or only apply to the new measure would be a policy decision.

Mr. Chittenden responded in regards to *Commissioner Arnerich's* request for a legal opinion as to whether the language for the new measure could amend the language for Measure J and stated that legally we could find a way if we decided to amend the Growth Management requirements for Measure J, but would require further discussion.

*Commissioner Durant* requested that, in addition to, the legal analysis, staff and consultants prepare two versions; one that does the consecutive piece to include Measure J and the new measure and one that provides the language which would modify Measure J so that the public and respective councils can provide input.

**1.2.2 Discussion of Draft Governing Structure, Including a Proposed Citizens Oversight Committee and Draft Implementing Guidelines.** Version 1.1 of the Initial Draft Transportation Expenditure Plan (TEP) was released on February 22, 2016 as part of the agenda packet for the February 25, 2016 meeting of the Expenditure Plan Advisory Committee (EPAC). The Initial Draft TEP includes sections for Governing Structure (pages 24 through 26 of the Initial Draft TEP) and Implementing Guidelines (pages 27 through 30 of the Initial Draft TEP). The Governing Structure section includes the Authority's existing Board and committee structure with a proposed change of a Citizens Oversight Committee replacing the existing Citizens Advisory Committee. The Implementing Guidelines are commonly followed, common sense guidelines for the responsible administration of transportation sales tax dollars. These sections are modeled from other successful tax measures and are proposed for increased transparency and accountability. Staff Contact: Ross Chittenden (*Attachment – Information*)

*Summary:* There was general consensus by the Board that the establishment of a Public Oversight Committee is appropriate to replace the existing Citizens Advisory Committee, with a lengthy discussion regarding the size, membership and specific role of the committee. The consensus is that the committee must be advisory in nature and needs to be limited in size to ensure that it can function efficiently. The DRAFT Implementation Guidelines were reviewed and discussed; several sections will be revised by staff. The Authority Board asked staff to develop alternative scenarios for the size and make-up of the proposed Public Oversight Committee.

*Discussion:* Ross Chittenden, Chief Deputy Executive Director, stated that this item was a rollover from the last meeting that was briefly discussed. He noted the underlined language in the staff report to clarify updates and that the purpose of having this in the TEP was to increase transparency and accountability. He noted that generally at least in the past, some of these requirements are put in the ordinance, and in more recent years, some of the measures that have gone to the ballot are showing more information in the expenditure plan itself. Some sections are somewhat duplicative between sections of the TEP.. Mr. Chittenden stated that they would check for consistency and that some of the policies are beefed up from what was in Measure J.

Mr. Chittenden summarized the governing body and administration noting that staff proposes that the Governing Structure remain unchanged. He noted that this may become part of the legal analysis to determine that if separate measures could be administered by the same policy body. He reported that the Authority Board will likely hear comments from the Board of Supervisors on the discussion that occurred at a recent BOS meeting about election of Chair and Vice-Chair and possible permanent seats for a County Supervisor on the Executive Committee. He pointed out that the election of the Chair and Vice Chair and the membership of the Executive Committee is in our administrative code, not the Measure J ordinance so changes would not necessarily need to affect Measure J. He further stated that the advisory committees listed on page twenty-six remain unchanged and included the RTPCs, TCC, PCC, CBPAC, and the Transit Committee. He noted that the significant change was to revise the makeup and powers of the Citizens Oversight Committee that would replace the Citizens Advisory Committee. He noted that one of the comments received, which has been recommend for the next version, was that we change the name of the committee to Public Oversight Committee because the word citizen has an unintended meaning for some stakeholders. He reported that the proposed oversight committee was largely based on models that have been seen in some recent measures, such as BART's proposed new bond measure and the Alameda Measure BB. The intent would be to augment the Citizens Advisory Committee to add some professional staff and some advocacy staff, in addition to, public appointed staff. As noted by some, this could result in a very large committee. He stated that they would be working with comments from SWAT regarding the powers, which is why professional advisory staff has been proposed.

Mr. Chittenden stated that the Implementing Guidelines include a proposal for about a fourth of the programs will be evaluated each year, which amounts to each of the programs having a performance review about every four years. The performance review and subsequent report would be prepared by staff and an independent assessment of the findings would be provided by the oversight committee. The intent of the oversight committee is advisory only and there is no assigned power or authority to the committee to have a role to deny appropriations or recall any type of funding. Mr. Chittenden stated that intent of the performance reviews is to improve the performance of the programs in the

future, learning from how we are executing the programs today and updating policies or guidelines for the future if needed.

Mr. Chittenden stated that section eight is related to performance reviews and has language that would need to be clarified. He noted that the first sentence is intended to say one-fourth of the funding categories in the expenditure plan and if you take out the project side of it that turns into about every four years that each program would get an evaluation and performance audit.

Mr. Chittenden referred to section 10 and stated that they would continue to work on the intention to define certain auditing and reporting requirements for all recipients of funds. He noted that we currently require three audits each year for different funding recipients.

Mr. Chittenden noted that sections 15, 16, 17, and 18 are examples of some of the guidelines that are redundant with other sections of the expenditure plan. Staff recommends that it is okay to repeat the information to make it more accessible for different people who will look for certain things in different places of the TEP document.

Mr. Chittenden noted that section nineteen focused on local contracting and good jobs and may be used as a placeholder until we have had meetings with some local labor folks over the next couple of weeks and can flesh out some of the proposals.

Mr. Chittenden concluded that sections twenty-one through twenty-five are similar to Measures J.

Mr. Chittenden turned the discussion over to Stephen Smith, Chair for the Citizens Advisory Committee and noted that the committee's role has been advisory and primarily for review of checklists prior to coming before the Authority. He stated that the members should be appointed from each jurisdiction.

#### PUBLIC COMMENT

Stephen Smith, Chair for the Citizens Advisory Committee, stated that they were supposed to have a representative from every city, plus the county. He stated

that they have had some difficulties in attracting and retaining members since the Form 700 requirement was put on them. He stated that they have had two basic functions; one is to review and recommend approval of the compliance checklist that everybody submits every two years and have carried out that function in general. He stated that there has rarely been an issue where we would not recommend approval and have tended to focus on how they were doing on meeting their housing requirements with recognition that this has been pretty difficult over the past few years. He further stated that their other function was mainly to stay somewhat current as to what has been going on so that they could report back to their individual cities. He reiterated from his comments at the past meeting during public comment, that looking at the cyclical nature of the work they have been doing and when the fiscal and audit items seem to come up, they seem to come up at different times in the yearly cycle so a single committee doing both could probably work well. He realized that if we were talking about adding several other people to the committee as it has currently been structured with twenty representatives would make for a very large committee so we might have to look at maybe instead of a representative per jurisdictions, maybe a couple of representatives per subregions, which are determined by the subregion's committee in order to cut down the number of people, but still maintain people who have local knowledge for the area they would be representing.

*Commissioner Tatzin* requested that staff bring back two to three alternatives for how they could slim down the proposed committee.

**1.2.3 Discussion of Draft Complete Streets Policy.** Residents of Contra Costa County envision a transportation system in which each component provides safe, comfortable and convenient access for every user allowed to use it. The goal of every roadway transportation project should be to provide safer, more accessible streets for all users. By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users providing commuters convenient options for travel and minimizing the need to widen roadways. To achieve this vision, staff recommends that the Authority include a Complete Streets Policy in a new Transportation Expenditure Plan (TEP). Staff Contact: Ross Chittenden (*Attachment – Information*)

*Summary:* There was general support by the Board for the proposed Complete Streets Policy, including early funding allocations for four demonstration projects. Discussion included comments regarding the proposed three-year timeline for the pilot, as well as about equity issues for some jurisdictions, who may not qualify for funding because if the program were restricted with Transit Oriented Development requirements. The Authority requested staff to provide alternate language to address these concerns in the next version of the draft TEP

*Discussion:* Matt Todd, Vice President with Gray-Bowen-Scott provided a summary on the Complete Streets Policy. He reported that they have spent a lot of time with the EPAC membership on this topic and as we have heard in past meetings, it has been a high priority for many of the EPAC members. He noted that one of the primary items is that Complete Streets has been made part and parcel with the Major Streets funding category. The intent is to expand capacity and look to ways to improve mobility for all users with each of our transportation projects. He noted that the material in the packet reflects the language that was used in the TEP Version 1.1 presented last week and that redlines and strikeouts reflected the changes to that version. He noted that the revised version of the Complete Streets Policy would build on existing State and regional policies and expand on what we already do regarding Complete Streets implementation. He further noted that all jurisdictions have already adopted complete streets policies and standards in order to get federal funds as a local agency requirement set by MTC. He clarified that the intent is to enhance and focus on certain aspects of existing Complete Streets Policies, providing opportunities for enhanced public input in that process, and specifying that access to transit would be an important part of the Major Streets and Complete Streets category. Mr. Todd referenced the Descriptions of Funding Categories and the addition of language to call for four demonstration projects; one in each subregion with the idea of having examples of successful Complete Streets Projects that are on different types of streets throughout the County and different areas of the County. He also noted that it calls for thirty percent of the Major Streets and Complete Streets funds to go towards these demonstration projects and also puts a timeframe on it of three years. Mr. Todd noted that the idea would be to showcase several Complete Streets Projects as examples and to demonstrate the importance of a Complete Streets approach to the public. He further noted that the Complete Streets Policy builds on the peer review process

that CCTA already has in place for developing projects and calls out looking at complete streets while you would be conducting the peer review. The policy requires CCTA include best practice design standards in its project development guidelines. He states that there are groups throughout the nation that are developing standards and this would provide a toolkit of good design standards for use by project proponents. He concluded that there would be an exception process, providing exceptions for situations that are prohibited by law, excessive costs, projecting demands of that facility, projected conflicts, or inconsistencies with the type of improvements needed in a specific project.

Mr. Todd responded to *Commissioner Abelson's* comments about whether a jurisdiction's existing Complete Streets Policy would be sufficient. Mr. Todd stated that the language does not require a specific Complete Streets Plan so if you have already gone through this public process and have received public input then you should get credit for that in this process. He further stated that this would be a policy statement on a technical level so that once the TEP has been passed, the Authority would adopt a more specific policy and guidance about how to implement this policy and having a Complete Streets Plan in place for facilities should get credit.

#### Public Comment

Dave Campbell, Advocacy Director for Bike East Bay, complemented the staff and team for putting the Complete Streets Policy and Complete Streets Program together. He reiterated that they are two different things with similar names that could perhaps have a better name, which he would be open to. The original idea with the Complete Streets Program was to start redesigning some of our busy streets so they could work for all users. He gave credit to El Cerrito for their San Pablo Avenue Complete Streets Project, which has been approved, but not funded yet and has probably provided the best example we have of what could become a complete street in Contra Costa County and certainly if this program goes forward I could see the project getting submitted. He clarified that the reason Complete Streets ended up in the Major Streets category was sort of a practical matter and that it could function as a Complete Street Program or as part of the Local Streets and Road Program. He reiterated that he would be open to both, but felt it would fit best in major streets because the busy streets were

the most challenging to make them work for everyone. He concluded that we cannot keep widening streets as we did in years past, but that we have to redesign them so that they work for everybody and that means making transit better and safer. He further concluded that we should be adding protected bike ways to all of these projects, not just two out of the four, which is certainly the idea with the pilot projects and to make these streets more efficient for moving people.

Mr. Campbell stated that the San Pablo Avenue project was not an easy project to design to make it work for everybody. It included a smart signal interconnect, protective bike lanes, the street had to talk to the freeway, the bus rapid transit entering there had to be considered, it had to work with the BART station, and there was a freeway that dumped a whole bunch of traffic on there. He stated that it would become a lot better place for Richmond and El Cerrito residents to get around once the project has been completed. He clarified that they wanted to do four pilot projects to show that they do not mean widening streets and adding a bike lane, which is a bandaid or improvement on yesterday's project, they wanted to redesign tomorrow's projects and that was why the pilot programs were so important. There are a lot of good candidates, such as San Pablo Avenue, Treat Boulevard or Railroad Ave. He mentioned the distribution of the major streets money where central gets half of it and stated that he would like to see the funding more equitably distributed so that we can have more complete streets and better arterials throughout the county. He concluded that they would continue discussion on this because it suggests that we would fund the projects we have had in mind for the last five or ten years, but would not start designing complete streets with this money. Mr. Campbell further concluded that each city has a Complete Streets Policy that was ordered by the MTC.

Ron Leone, Vice Mayor for City of Concord, shared four concerns that he has. Mr. Leone stated that the City of Concord already has an extensive policy on Complete Streets in their general plan, which shares the same vision as the proposed Complete Streets Policy listed in the TEP. He stated that the proposed policy states that the Authority shall revise their project development guidelines to require the consideration and accommodation of all users in the design, and construction and operation of projects funded with measure funds. He noted



that he could see the Authority specifying standard guidelines for the design and construction of complete street capital improvement projects, but it may be inappropriate to have the Authority impose guidelines on how new facilities are operating after construction and so if that would be the intent, it would need to be clarified. He also shared concerns about overloading the compliance checklist with more reporting requirements considering that the cities have finite staffing resources to handle their respective CIP programs and that by adding more guidelines and reporting requirements, we would run the risk of discouraging cities from pursuing good projects as a result of overwhelming staff with more administrative work. He stated that his third concern would be that the proposed policy requires project sponsors to explicitly approve exceptions findings for any project using measure funds, which we already have a policy for in our general plan to apply complete streets checklist for review of proposed transportation improvement projects, as well as exceptions findings process. He further stated that this process has been included in our Complete Streets Policy and would be appropriate, however, we believe this should be sufficient. His fourth concern would be that the proposed policy states that prior to any project using measures funds to improve streets classified as a major collector or above, project sponsors must provide an opportunity for public input and approval by the governing board of the project sponsors and they felt that approval authority would not be necessary at this stage of the project, instead public meetings are more appropriate in the early stages of project development, as well as, project review by the Bicycle and Pedestrian Advisory Committee of the project sponsor. Mr. Leone concluded by asking that the Authority Board and staff consider Concord's feedback on the proposed Complete Streets Policy and provide clarification if that would indeed be the case.

Rita Xavier, a member of EPAC, PCC and the San Pablo Planning Commission, stated that she has been very involved in city planning. She stated that the cities of San Pablo and Richmond worked together with the Contra Costa County Health Services on two Complete Streets Projects; one was San Pablo Avenue and one was Rumrill Boulevard / 13<sup>th</sup> Street; both of which received grants. She stated that both included a large amount of public input. She was on the Technical Advisory Committee for the Rumrill Boulevard / 13<sup>th</sup> Street Project, but worked on both projects. She further stated that the project on San Pablo Avenue had absolutely no sidewalks and of course no bike lanes; people were

walking on the hillside and made themselves a goat path. She concluded that it was a very dangerous area for kids and people with babies so she really believes in Complete Streets Projects and that more of the public understands what complete streets means than what some members have stated.

**1.3 Discussion of Performance Evaluation of Alternative Transportation**

**Expenditure Plan (TEP) Options.** To evaluate the Initial Draft TEP, staff prepared a technical analysis of its performance. Many of the funding categories in the Draft TEP would allow flexibility in which projects might be funded. The analysis looks at two options; one that assumes relatively more transit, bicycle and pedestrian projects and another that assumes relatively more roadway projects. Both alternatives include investments of all types. The results of this analysis found that the Initial Draft TEP would benefit residents of Contra Costa. Staff Contact: Martin Engelmann (*Attachment - to be posted and distributed on Monday, March 14, 2016– Information*)

*(Deferred to March 23, 2016 Authority Board special meeting.)*

**1.4 Review of the Updated Initial Draft Transportation Expenditure Plan (TEP) -**

**Version 2.0.** Authority staff and its consultant team distributed an Initial Draft TEP - Version 1.1 on February 22, 2016 as part of the agenda packet for the February 27, 2016 meeting of the Expenditure Plan Advisory Committee (EPAC). Staff and the Authority's consultant team reviewed the draft with the EPAC and solicited comments and input over two meetings (February 25 and March 3). In addition, staff and the Authority's consultant team have been meeting with members of EPAC individually or in small-group settings as well as other key stakeholders to review and solicit comments on the initial draft. The Initial Draft TEP - Version 1.1 and the comments received to date were discussed at the March 9, 2016 Authority Board Special Meeting. An Updated Initial Draft TEP - Version 2.0 was developed by staff and the Authority's consultant team. The Authority will be provided the opportunity to comment on the updated document. Staff intends to use the input received from Authority Commissioners under this agenda item as well as previous agenda items discussed on this agenda to develop and Updated Initial Draft TEP 2.1 for discussion at the March 23, 2016 Authority Board Special Meeting. Staff Contact:

Ross Chittenden (*Attachment - to be posted and distributed on Monday, March 14, 2016– Information*)

Ross Chittenden stated that item 1.4 would be discussed at the next meeting and any updates received would be incorporated into an updated draft TEP.

*Commissioner Pierce* noted that everyone agreed to take the information discussed about the Urban Limit Line back to their RTPCs and local jurisdictions to touch base and determine if anyone had a problem with making it retroactive.

**PUBLIC COMMENT**

Lisa Vorderbrueggen, Executive Director Governmental Affairs East Bay from BIA/Bay Area advised that the EPAC sub-group has continued to meet and are hopeful that they would come up with a proposal that would include the business community, the builders, and the environmental community, which they can all agree on.

**2.0 CORRESPONDENCE**

- 2.1 Letter dated March 8, 2016, 2016 from Town of Danville Mayor Karen G. Stepper RE: Feedback on Initial Draft Transportation Expenditure Plan (Version 1.1); and the draft Growth Management Program (*Attachment – Information*)

**3.0 CALENDAR**

- 3.1 March/April/May/June 2016 (*Attachment – Information*)

**4.0 ADJOURNMENT** to Wednesday, March 23, 2016 at 6:00 p.m.

The meeting was adjourned at 9:12 p.m. to Wednesday, March 23, 2016 at 6:00 p.m.



# SWAT

---

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

April 5, 2016

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

**RE: SWAT Meeting Summary Report for April 4, 2016 Comments on Draft  
Transportation Expenditure Plan ("TEP") Version 2.2 (4/1/16)**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, April 4, 2016 and received an update from Contra Costa Transportation Authority ("Authority") staff on the Draft Transportation Sales Tax Expenditure Plan ("TEP"), Version 2.2 (4/1/16).

SWAT appreciates the opportunity to provide input and acknowledges that the plan represents a tremendous amount of hard work and collaboration. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meetings over last several months in assisting the sub-region through this process.

To date, SWAT has held a series of meetings in which the Draft TEP has been the focus of discussion. At the April 4, 2016 meeting the TEP v.2.2 funding category allocations and description language were discussed in detail. SWAT is forwarding the following comments and recommendations for the Authority's consideration:

**Funding Category 1: Local Streets Maintenance and Improvements**

1. In the SWAT letter dated March 29, 2016, SWAT raised the following questions: It is unclear why the category description language "...*consistent with the current Measure J Program*" has been deleted from the category description. SWAT recommends retaining the deleted language.

The response from CCTA is that the new measure's reporting requirements may not be consistent with current Measure J reporting, audit and GMP requirements. SWAT understands that this topic will be discussed at a future board meeting; therefore SWAT offers the following comment:

The current GMP compliance checklist requires cities/towns to demonstrate "maintenance of effort" (MoE), SWAT requests clarification on whether or not the MoE funding will be exclusively limited to transportation funding sources.

**Funding Category 2: Major Streets and Complete Streets/Traffic Signal Synchronization Grant Program**

2. To reiterate comments submitted in its May 29, 2016 letter to CCTA, SWAT continues to advocate that specific reference to “*separated bike lanes*” be amended as follows *Projects may include but are not limited to installation of bike and pedestrian facilities, such as separated bike lanes,....*”

**Funding Category 3: BART Capacity, Access and Parking Improvements**

3. SWAT appreciates the amount of time and effort to develop consensus on BART Capacity, Access and Parking Improvement category. SWAT will continue to advocate that absent a regional funding commitment with San Francisco, Alameda, and MTC to purchase additional BART cars, Contra Costa should not solely fund this purchase. SWAT continues to express concern with this category and submits the following items for clarification:
  - a. When the new measure is passed AND the agreement is in place; what is the anticipated timeframe to allocate funds to BART?
  - b. Language in the measure must be clear and concise as to how the funds will be used by BART; AND if the agreement to purchase new cars is not achieved, clearly define how the funds will be allocated?
  - c. Under the alternate funding plan, SWAT recommends that these funds be proportionately allocated to all of the other funding categories consistent with currently recommended (RTPC) allocation proposals.
4. It is recommended that category description language be **amended** that references use of funds are to be inclusive of “*infrastructure improvements to facilitate Transit Oriented Development, such as, at or near BART stations...*”. Funds for this program should be designated for improving access to BART and BART infrastructure improvements only.

**Funding Category 11: Advance Mitigation Program**

5. SWAT looks forward to reviewing revised policy language and will submit additional comments when appropriate.

**Funding Category 17: Community Development Incentive (CDI) Grant Program**

6. To reiterate SWAT comments submitted in its May 16 and May 29 letters to the Authority, it is recommended that the category description language be revised to provide clarity and re-affirm that allocations will be apportioned sub-regionally.

7. To ensure that all jurisdictions are eligible to compete for funding in this category, it is recommended that language referencing “*transit supported community centers*” be deleted (modify the corresponding excerpt as follows):

*“Within each sub-region, funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing that is accessible to transit. ~~within established (or planned) transit supportive community centers.~~”*

**East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) Draft Transportation Expenditure Plan Comments**

With respect to the proposal submitted by the East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) in its letter to CCTA dated April 1, 2016 SWAT submits the following comments:

**Funding Category 1 – Local Streets Maintenance and Improvements**

SWAT unanimously opposes the reduction of Local Streets Maintenance and Improvements from 23% to 18 %. Given the current and projected declines in gas tax revenues, funding Local Streets and Roads at a minimum of 23% is required just to offset the declining revenues.

**Funding Category 7 – Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24**

SWAT appreciates the proposed allocation of \$230M; however this comes at the expense of several critical funding categories and therefore is not supported.

**Funding Category 17 – Community Investment Grant Program**

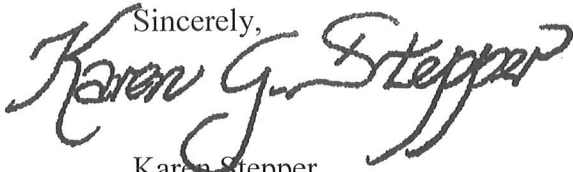
SWAT opposes the elimination of funding for this program. Rather, SWAT embraces this program category with the intent to incentivize local cities/towns to enhance mobility options that encourage economic development, jobs, and housing.

**Funding Category 20 – Regional Transportation Priorities**

SWAT opposes the elimination of funding for the program. As stated in its letter dated March 29, 2016, SWAT will continue to articulate that the program category remain flexible to support sub-regional transportation needs and to continue the countywide commute alternative programs.

Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink that reads "Karen J. Stepper". The signature is written in a cursive, flowing style.

Karen Stepper  
Chair

Cc: Ross Chittenden, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC;  
Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps,  
TRANSPLAN



## San Francisco Bay Chapter

Serving Alameda, Contra Costa, Marin and San Francisco counties

29 March 2016

Chair Dave Hudson and Commissioners  
Contra Costa Transportation Authority  
Suite 100  
2999 Oak Road  
Walnut Creek CA 94597

Via T. Grover [tgrover@ccta.net](mailto:tgrover@ccta.net)

Re: draft Transportation Expenditure Plan Performance and Equity Evaluation (14 Mar.)

Dear Chair Hudson and Commissioners:

With the passage of SB 375 in 2008, ABAG and MTC adopted a Sustainable Communities Strategy (SCS) as a key component of Plan Bay Area 2013. The SCS is designed to reduce Greenhouse Gas emissions (GHGs) per capita in the nine county San Francisco Bay Area. This is to be accomplished principally by reducing Vehicle Miles Traveled (VMT) per capita.

As the Authority makes decisions about transportation plans and funding allocations, the Sierra Club urges that you be supportive of making the SCS a success. That means, in part, supporting both Priority Development Areas and Priority Conservation Areas in the County. Most importantly, it means that vehicle miles traveled (VMT) per capita be reduced. Plan Bay Area 2013 calls for a 10% reduction in VMT per capita by 2040.

The Sierra Club has reviewed the above-referenced Evaluation and the Comprehensive Countywide Transportation Plan (2009 CTP), and offers the following comments and questions for consideration by the Authority.

### Greenhouse Gas Emissions Reduction Target for the Bay Area

Plan Bay Area 2013 is required by the State of California to produce a reduction of GHGs per capita of 15% by 2035. Neither the Authority's March 2016 draft Transportation Expenditure Plan as presented in the *Evaluation* nor the post-SB 375 adopted 2009 CTP will move the Authority towards achieving a 15% reduction.

Regarding the *Evaluation*—in the section entitled *Climate Protection And Air Quality*, there is an unambiguous statement that the draft Transportation Expenditure Plan will



not deliver the required GHG per capita reduction—“passenger vehicle daily CO<sub>2</sub> emissions per capita are not expected to change substantially between 2013 and 2040....”

The 2009 CTP does not report on GHGs per capita, but the increase in VMT per capita through 2030 can be estimated at approximately 22%. The 2009 CTP correctly notes that “vehicle miles traveled are closely correlated with increased levels of GHGs.”

### Vehicle Miles Traveled Reduction Target for the Bay Area

One of the performance targets of Plan Bay Area 2013 is to “decrease automobile vehicle miles traveled per capita by ten percent (by 2040).” In the *Evaluation’s* Table 3, *Transportation System Performance*, shows the 2040 results of the two alternatives—19.8 for A and 20.2 for B. Again, the results are not very much different from the 2013 RTP alternative, which has a result of 20. Neither Alternative is going to help meet the VMT per capita reduction.

### Three Important Questions About a New Transportation Expenditure Plan

Will the Authority adopt a Transportation Expenditure Plan which supports the SCS and helps meet the 2035 regional GHG target?

Will the Authority adopt a Transportation Expenditure Plan that will help meet the VMT per capita reduction called for in Plan Bay Area 2013?

Will the Authority adhere to its adopted *Principles for a New Transportation Expenditure Plan*, which, in part, call for “a reduction of greenhouse gas emissions and per capita vehicle miles traveled” as it finalizes the Transportation Expenditure Plan?

### Regulations Known as “Pavley and Advanced Clean Cars” and the Tax Expenditure Plan

Page 15 of the Evaluation has a paragraph that contains an incorrect statement as far as the Authority is concerned. The incorrect statement is in bold text.

While daily passenger vehicle daily CO<sub>2</sub> emissions per capita are not expected to change substantially between 2013 and 2040, total annual greenhouse gas emissions (GHG) from the transportation sector as a whole are expected to decline significantly with implementation of State regulations between 2013 and 2040, for the 2013 RTP, Alternative A, and Alternative B. Table 7 shows the projected total annual greenhouse gas emissions from the transportation sector for two modeling scenarios: business as usual without State regulations, and with implementation of State regulations developed by the California Air Resources Board (ARB) known as Pavley and Advanced Clean Cars. These regulations are intended to achieve cost-effective reductions of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles. The table shows the modeling results of the two scenarios, beginning with existing conditions in 2013, through 2040 under the 2013 RTP, Alternative A, and Alternative B. With implementation of these State regulations, GHG emissions are expected to drop by over a million tons per year by 2040 for the 2013 RTP,

Alternative A, and Alternative B. The range of results for Alternatives A and B is substantially lower than the existing conditions in 2013, **meaning the draft TEP is anticipated to make a difference in reducing the total annual GHG emissions in Contra Costa.**

The statement is incorrect because the regulations (“Pavley and Advanced Clean Cars”) are in effect regardless of the existence (or not) of the draft TEP. The Senate Rules Committee analysis of SB 375 from 2008 provides clarity:

Although greenhouse gas emissions can be reduced by producing more fuel efficient cars and using low carbon fuel, reductions in vehicle miles traveled will also be necessary. Thus, the travel demand models used by metropolitan planning organizations (MPOs) to develop regional transportation plans (RTPs) must assess the effects of land use decisions, transit service, and economic incentives.

### **Draft Evaluation Alternatives Produce (Curiously) Similar Outcomes**

The *Introduction* states there has been an evaluation of alternatives: “Alternative A includes significant investment in transit, bicycling, and walking; Alternative B includes significant roadway improvements.” As noted above, both of the Alternatives do very little to change GHGs per capita.

Table 6, *Air Quality Impacts and Climate Protection*, shows a comparison of these two Alternatives as of 2040 in terms of GHGs per capita from driving—18.0 for A and 18.3 for B. The results are not very much different from the 2013 RTP Alternative, which has a result of 18.2. The 2013 RTP Alternative figure presumably comes from the 2009 CTP.

There is no statement in the *Evaluation* as to whether the Alternatives will produce the required 15% reduction in GHGs per capita by 2035. Given the very small changes between 2013 and 2040, it does not seem unreasonable to conclude that neither alternative will come close to meeting the reduction target.

In terms of VMT per capita, the situation is quite similar to that of GHGs per capita. Table 3, *Transportation System Performance*, shows the 2040 results of the two alternatives—19.8 for A and 20.2 for B. Again, the results are not very much different from the 2013 RTP alternative, which has a result of 20.

NB: There is no description as to what the units are in either Table 3 or 6, but in the 2014 draft SEIR, Table 2.1-3: *Vehicle Miles Travelled Per Capita* shows similar figures that are labeled as “Daily Per-Capita VMT.” Are the GHG per capita figures in pounds of carbon dioxide?

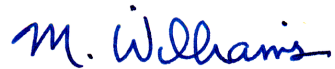
### **One Additional and Important Question About a New Transportation Expenditure Plan**

Given the similar results from what should be two quite different Alternatives, and given the fact that the units of measurement are not in the *Evaluation*, following the well-known environmental process and preparing an Environmental Impact Report on the draft TEP would help the public and the Authority Board understand better what is

involved with the draft TEP and its two Alternatives. Will the Authority commit to undertaking an environmental review as it develops the \$2.3 billion TEP?

If you have any questions about this letter, please contact me at [mwillia@mac.com](mailto:mwillia@mac.com). Thank you for your consideration.

Sincerely,



Matt Williams  
Chair, San Francisco Bay Chapter Transportation and Compact Growth Committee

cc: Chair, Chapter Executive Committee

**ITEM 5**  
**STATUS REPORT ON MAJOR PROJECTS**

# TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

## Monthly Status Report: April 2016

---

Information updated from previous report is in *underlined italics*.

### STATE ROUTE 4 WIDENING

#### A. SR4 Widening: Railroad Avenue to Loveridge Road No Changes From Last Month

**Lead Agency:** CCTA

**Project Description:** The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

**Current Project Phase:** Highway Landscaping – Plant Establishment Period - Complete.

**Project Status:** Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

**Issues/Areas of Concern:** None.

#### B. SR4 Widening: Loveridge Road to Somersville Road

**Lead Agency:** CCTA

**Project Description:** The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

**Current Project Phase:** Close-out

**Project Status:** *Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims. Caltrans approved \$0.79 million (out of \$3.5 million) in submitted exceptions to its Proposed Final Estimate (PFE). Remaining exceptions were rejected. The District Director's Determination of Claims letter was issued on June 24, 2015 and the Final Estimate was processed on June 25, 2015. The 90-day period to submit an arbitration request for unresolved claims*

*expired on September 25, 2015. Right of Way close-out activities continue and additional Right of Way engineering work will be needed.*

**Issues/Areas of Concern:** *None.*

### **C. SR4 Widening: Somersville Road to SR 160**

**Lead Agency:** CCTA

**Project Description:** This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

**Current Project Phase:** Construction.

**Project Status:** The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

**Segment 1:** Somersville Interchange

*Segment was open to traffic in December 2013.*

**Segment 1 construction is 100% complete.**

**Segment 2:** Contra Loma Blvd. to A St./Lone Tree Way

*Construction began in March 2012 and is anticipated to be complete in February 2016.*

*Segment 2 construction is 94% complete through October 2015. New freeway lanes were opened between Somersville Road and Lone Tree Way in November 2015.*

**Segment 3A:** A Street Interchange and Cavallo Undercrossing

*Construction began in August 2012 and is anticipated to be complete in Spring 2016.*

*Segment 3A construction is 94% complete through October 2015.*

**Segment 3B:** Hillcrest Avenue to SR160

*Construction began in March 2013 and is anticipated to be complete in Spring 2016.*

*Segment 3B construction is 79% complete through October 2015.*

**Issues/Areas of Concern:**

*Adverse weather (wind) affecting jointed plain concrete pavement construction continues to impact progress. Additionally, a potential delay due to nesting birds is a concern. Authority staff, Caltrans, and BART continue to identify/implement steps to ensure the eBART median is constructed on time to meet agreed dates to turn over to BART. Due to the drought emergency, the Landscaping project has been put on hold. Also, use of reclaimed water has been implemented for dust control and compaction.*

#### **D. SR4 Bypass: SR4/SR160 Connector Ramps**

**Project Fund Source:** Bridge Toll Funds

**Lead Agency:** CCTA

**Project Description:** Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase:** Construction is complete.

**Project Status:** *Construction was completed in March 2016.*

**Issues/Areas of Concern:** *None.*

#### **E. East County Rail Extension (eBART)**

**CCTA Fund Source:** Measure C and J

**Lead Agency:** BART/CCTA

eBART Construction Contact: Mark Dana: [mdana@bart.gov](mailto:mdana@bart.gov)

**Project Description:** Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

**Current Project Phase:** Construction.

**Project Status:** *The project is in the construction phase and is being completed under multiple contracts managed by BART. The overall construction of the transfer platform (Contract 110) in the median is complete. The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete. Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.*

*Contractor is continuing to lay tracks in the median near the Pittsburg Bay Point Station heading east. Work on the fueling station and train washing facility is ongoing.*

**Issues/Areas of Concern:** *Coordination between BART and CCTA is ongoing because the construction is directly north and adjacent to the SR 4 Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR 4 construction contracts and is updated and reviewed on a regular basis. Schedule slippage of SR 4 contracts will impact the completion date.*

**F. SR4 Operational Improvements: I-680 to Bailey Road (6006)**

**CCTA Fund Source:** Measure J

**Lead Agency:** City of Concord

**Project Description:** The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

**Current Project Phase:** *Preliminary Studies/Planning*

**Project Status:** *Project initiation studies started in October 2014 to identify project improvements and a phasing plan.*

*The Project Study Report-Project Development Support (PSR-PDS) was submitted to Caltrans in October 2015 and the consultant team is currently responding to comments. Schedule for completion of the PSR has slipped. An amendment to Mark Thomas contract 391 was approved in October 2015.*

**Issues/Areas of Concern:** None.

## **STATE ROUTE 4 BYPASS PROJECT**

**G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1**  
**No Changes From Last Month**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

**Current Phase:** Construction.

**Project Status:** Traffic has been staged to the final alignment for both the EB and WB directions.

Punchlist and change order work is continuing with installation of miscellaneous drainage, permanent erosion control, electrical, Lone Tree Way hardscape and landscaping, and conform grading to the adjacent development.

Construction is approximately 98% complete through February 2015.

**Issues/Areas of Concern:** None.

**H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)**



**CCTA Fund Source:** East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

**Lead Agency:** CCTA

**Project Description:** The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

**Current Phase:** Design.

**Project Status:** *The final design is nearing completion. Right of Way acquisition is underway by the SR 4 Bypass Authority. A Longitudinal Utility Exception Request from Caltrans for the Contra Costa Water District to leave a 90-inch water line in place within the project limits was approved on February 5, 2015, saving taxpayers an estimated \$18 million. The PG&E transmission towers have been relocated. Construction bid advertisement is scheduled for Spring 2016.*

*Final design plans were revised to address fuel line facility relocation and Right of Way changes and resubmitted to Caltrans in November 2015. Work on PG&E joint trench shoofly continues. An additional \$8 million in ECCRFFA funds were approved on November 12, 2015. TRANSPLAN recommended programming an additional \$9 million in Measure J funds from East County Corridor Reserve.*

**Issues/Areas of Concern:** *The utility relocation schedule provides limited schedule contingency. The construction bid will include workarounds to minimize delay risk.*

#### **I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

**CCTA Fund Source:** Measure J

**Lead Agency:** CCTA

**Project Description:** Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

**Current Phase:** Design.

**Project Status:** *Aesthetic treatments requested by the City of Brentwood, would have required additional and complex discussion with Caltrans. The City decided to drop the request.*

**Issues/Areas of Concern:** *Right of Way and construction funding for the project has not been identified yet. Project costs may escalate as schedule is impacted by funding shortfall. The NEPA clearance, if needed, may be problematic. BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.*

# STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING

Staff Contact: Martin Engelmann, (925) 256-4729, [mre@ccta.net](mailto:mre@ccta.net)

## **March 2015 Update – No Changes From Last Month**

**Study Status:** Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

**Administration:** Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

## **eBART Next Segment Study**

*eBART Next Segment Study Contact: Ellen Smith: [esmith1@bart.gov](mailto:esmith1@bart.gov)*

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSPLAN\TPLAN\_Year\2015-16\Standing Items\major projects status\Major Projects Report.doc

**ITEM 6  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events\***

<b>2015</b>	<b>Location</b>	<b>Event</b>
Monday, February 29, 2016, 10am-11am	Hillcrest Park and Ride Lot, Sunset Drive, at the corner of Hillcrest Avenue & Highway 4 in Antioch	State Route 160/Highway 4 Direct Connector Ramps Ribbon Cutting
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4
Spring 2016	Brentwood	SR-4/Balfour Interchange Groundbreaking
Spring 2016	Antioch/Oakley	OPEN: SR-4 Segments 3A & 3B

Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)

**ITEM 7  
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Request for approval of a Tentative Parcel Map subdividing one 1.07 acre lot into two lots of 0.51 and 0.56 acres	2/23/16 (hearing date)	No Comments
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner <a href="mailto:strelo@ci.oakley.ca.us">strelo@ci.oakley.ca.us</a>	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager <a href="mailto:mcmurray@ci.oakley.ca.us">mcmurray@ci.oakley.ca.us</a>	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15  6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 <a href="mailto:kpollot@ci.pittsburg.ca.us">kpollot@ci.pittsburg.ca.us</a>	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments

**ITEM 9**  
**INITIAL DRAFT TRANSPORTATION EXPENDITURE PLAN**

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

**TO:** TRANSPLAN Committee  
**FROM:** TRANSPLAN TAC  
**DATE:** April 14, 2016  
**SUBJECT:** **DRAFT Transportation Expenditure Plan ("TEP")**

---

### BACKGROUND

At its April 6, 2016 Authority Board TEP special meeting, the CCTA Board approved the release of an Initial Draft TEP to the RTPCs and Public Managers Association on Friday, April 8, 2016<sup>1</sup>. The Expenditure Plan Advisory Committee ("EPAC") also released their proposed versions of the TEP. The EPAC, originally consisting of up to 25 stakeholders and advocacy groups, dissented into two factions that produced two separate and distinct proposals. Both proposals are attached to this report. Below is a summary of the highlights of all three proposals as they pertain to East County:

#### CCTA Draft TEP Version 2.2 (4/1/16)

- *Table of Expenditure Plan Allocations.* Adjusted according to TRANSPLAN's request for distribution of "Regional Choice" (see attached 3/15/16 TRANSPLAN letter);
- *Category 10, East County Corridors (Vasco Rd. and Byron Highway).* Description has been revised to prioritize a new connector road between Byron Highway and Vasco Road, safety and capacity improvements to Byron Highway, and safety improvements on Vasco Road as early implementation items. The description also includes intent that funds are not used for roads on new alignments with the exception of the new connector between Byron Highway and Vasco Road;
- *Category 12, Bus and Non-Rail Transit Enhancements.* The category description has been updated to include eligibility for programs that increase bus capability by offsetting fares. Funding increased based on RTPC's input;
- *Category 20, Regional Transportation Priorities.* This is a new category requested by the RTPCs. Funds in this category are similar to the Measure J Sub-Regional Needs category.
- *Regional Advance Mitigation Program ("RAMP").* The RAMP description remains unchanged, however, a new comment has been added to reflect the intent that advance mitigation be funded from project allocation amounts shown in the Initial Draft TEP Version 2.1. The comment also notes that a RAMP program must be coordinated with the existing East Contra Costa Habitat Conservancy Program. CCTA staff also noted that the status of the proposed East Bay RAMP

<sup>1</sup> The Initial Draft TEP V2.2 is contained in this report due to TRANSPLAN's agenda publishing deadline (Thursday, April 07, 2016)



pilot effort, being led by the Metropolitan Transportation Commission (“MTC”) and the Coastal Conservancy, may affect how RAMP is described in the Final TEP.

East Bay Leadership Council/Bay Area Council/Building Industry Association Proposed TEP (4/1/16)

- *Category 1, Local Streets Maintenance and Improvements.* Require 5% of return-to-source funds be allocated strictly based jurisdiction’s in-fill housing production;
- *Category 10, East County Corridor (Vasco Road and/or Byron Highway).* Express strong support and recommends maintaining funding;
- *Category 12, Bus and Non-Rail Transit Enhancements.* Reduce funding from \$240 million (10.3% of measure<sup>2</sup>) to \$230 million (9.8%);
- *Category 16, Pedestrian, Bicycle and Trail Facilities.* Increase funding from \$66.7 million (2.9% of measure) to \$117 million (5%) to support applicable projects – specifically “Marsh Creek Trail between Brentwood and Clayton”;
- *Category 17, Community Development Incentive Program (new Transportation for Livable Communities program).* Delete and redistribute of funds to other categories;
- *Category 18, Innovative Transportation Technology/Connected Communities Grant Program.* Reduce funding from \$53.2 million (2.3% of measure) to \$35 million (1.5%);
- *Category 20, Regional Transportation Priorities (new Subregional Transportation Needs program).* Delete and redistribute funds to other categories;
- *Urban Limit Line (“ULL”).* Eliminate “cap” on exempt (30-acres or less) ULL adjustments.

Save Mt. Diablo/Greenbelt Alliance/Bike East Bay Proposed TEP (4/6/2016)

- *Category 1, Local Streets Maintenance and Improvements.* Require 5% of return-to-source funds be allocated strictly based jurisdiction’s in-fill housing production;
- *Category 3, BART Capacity, Access and Parking Improvements.* Increase funding from \$300 million (12.8% of measure) to \$400 million (17.1%);
- *Category 4, East Contra Costa Transit Extension.* Increase funding from \$70 million (3% of measure) to \$100 million (4.3%), change title to “*East County High Performance Corridor (Express Bus from Antioch eBART/Brentwood to Tri-Valley Transit stations; Goods movements by rail; safety improvements)*”;
- *Category 9, Interstate 680 and State Route 4 Interchange Improvements.* Delete and redistribute funds to other categories;
- *Category 10, East County Corridor (Vasco Road and/or Byron Highway).* Delete and redistribute funds to other categories;

<sup>2</sup> “Measure” refers to proposed new countywide sales tax measure.

- *Category 12, Bus and Non-Rail Transit Enhancements.* Increase funding from \$240 million (10.3% of measure) to \$300 million (12.8%);
- *Category 13, Transportation for Seniors and People with Disabilities.* Increase funding from \$77.6 million (3.3% of measure) to \$117 million (5%);
- *Category 14, Safe Transportation for Children.* Reduce funding from \$52 million (2.2% of measure) to \$46 million (2%);
- *Category 15, Intercity Rail and Ferry Service.* Delete and redistribute of funds to other categories;
- *Category 16, Pedestrian, Bicycle and Trail Facilities.* Increase funding from \$66.7 million (2.9% of measure) to \$117 million (5%);
- *Category 17, Community Development Incentive Program (new Transportation for Livable Communities program).* Reduce funding from \$140 million (6% of measure) to \$69 million (2.9%);
- *Category 18, Innovative Transportation Technology/Connected Communities Grant Program.* Reduce funding from \$53.2 million (2.3% of measure) to \$14.03 million (0.6%);
- *Category 20, Regional Transportation Priorities (new Subregional Transportation Needs program).* Delete and redistribute funds to other categories;

The TRANSPLAN TAC will have an opportunity to meet and discuss the new information, as well as any direction from the TRANSPLAN Committee, at the Tuesday, April 19 TAC meeting. The deadline to provide comments on the Initial Draft is Friday, April 22. Therefore, staff is seeking authorization from the Committee to allow the TAC to forward final comments on the Initial Draft TEP directly to CCTA.

## **RECOMMENDATION**

RECEIVE update on the Contra Costa Transportation Authority (“CCTA”) Initial Draft Transportation Expenditure Plan (“TEP”); provide direction to staff and AUTHORIZE TRANSPLAN Technical Advisory Committee (“TAC”) to transmit final comments to CCTA by Friday, April 22, 2016.

att: Initial Draft TEP V2.2, 4/1/2016  
 Draft TEP – East Bay Leadership Council/Bay Area Council/Building Industry Association, 4/1/16  
 Draft TEP – Save Mt. Diablo/Greenbelt Alliance/Bike East Bay, 4/6/2016  
 TRANSPLAN letter, 3/15/16

**Contra Costa Transportation Authority STAFF REPORT**

**Meeting Date:** April 6, 2016

<b>Subject</b>	<b>Development of a Potential Transportation Expenditure Plan (TEP) – Review of the Updated Initial Draft TEP – Version 2.2, and Authorization to Release the Draft TEP to Regional Transportation Planning Committees (RTPCs), the Expenditure Plan Advisory Committee (EPAC), the Public Managers' Association (PMA) and Other Interested Stakeholders for Review and Comment</b>
<b>Summary of Issues</b>	<p>At the Authority Board Special Meeting on March 29, 2016, Authority staff and members of the Authority's consulting teams discussed the Initial Draft TEP (Version 2.1) which reflects comments and direction received from the Authority Board in its review of several previous versions of an Initial Draft TEP. The Authority provided direction to staff to make certain revisions to the Initial Draft TEP (Version 2.1) prior to approval to release the Draft TEP for review and comment by the RTPCs, the EPAC, the PMA and other interested stakeholders. Staff incorporated the comments and direction received from the Authority Board into a new Initial Draft TEP (Version 2.2) included as Attachment A (showing comments and changes from the Initial Draft TEP - Version 2.1) and Attachment B (changes accepted). Several outstanding issues related to the Initial Draft TEP (Version 2.2) are being discussed under separate agenda items on tonight's meeting agenda. Staff is seeking final review, comment and direction regarding the full content of the Initial Draft TEP (Version 2.2), approval to incorporate these comments into a Draft TEP, and approval to circulate that Draft TEP to the EPAC, RTPCs, and other interested parties for review and comment.</p>
<b>Recommendations</b>	<p>Staff seeks approval to incorporate comments from the Authority Board into a Draft TEP, and approval to circulate the Draft TEP to the EPAC, RTPCs, and other interested parties for additional review and comment.</p>
<b>Financial Implications</b>	<p>A potential new transportation sales tax measure with a rate of one-half percent over a 25-year term (2017-2042) will generate an estimated \$2.3 billion in constant 2015 dollars (\$3.7 billion in escalated dollars between</p>

<b>Options</b>	2017 and 2042). The Authority could choose to not release the Draft TEP for circulation.
<b>Attachments</b>	<p><b>A.</b> Initial Draft TEP Version 2.2 dated April 1, 2016 (showing comments and changes from the Initial Draft TEP - Version 2.1)</p> <p><b>B.</b> Initial Draft TEP Version 2.2</p> <p><b>C.</b> Draft Memorandum Re: Draft TEP - Release for Review and Comment</p>
<b>Changes from Committee</b>	N/A

Authority staff and the Authority's consultant team have distributed several versions of an Initial Draft TEP for review and comment by the Authority at several Authority Board Special Meetings in March 2016, the EPAC at its meetings on February 25 and March 3, 2016, and the RTPCs. An Initial Draft TEP Version 2.1 was developed and discussed at the Authority Board Special Meeting on March 29, 2016. An updated Initial Draft TEP - Version 2.2 was developed by staff and the Authority's consultant team for review and discussion by the Authority Board.

Staff is seeking final comments and direction on the Initial Draft TEP Version 2.2, approval to incorporate these comments into a Draft TEP Version, and approval to circulate the Draft TEP 3.0 to the EPAC, RTPCs, and other interested parties for additional review and comment.

The following is a list of the significant changes that have been incorporated into the Initial Draft TEP Version 2.2 based on Authority Board, EPAC and RTPC's input:

Preface:

- The Preface was revised based on direction from the Authority Board on March 16, 2016.

Table of Expenditure Plan Allocations:

- The Table of Expenditure Plan Allocations has been updated to reflect input from the RTPCs with respect to the former Regional Choice Category and other proposed revisions, including the West Contra Costa Transportation Advisory Committee's (WCCTAC's) request to split Interstate 80 (I-80) Transit and Interchange Improvements into two funding categories and the Transportation Partnership and Cooperation's (TRANSPAC's) request for additional Local Streets Maintenance and Improvement funds. Funds not allocated from the

former Regional Choice category to other categories are shown in a new Regional Transportation Priorities category (similar to the Measure J Sub-Regional Needs category).

Detailed Description of Funding Categories:

- Category 1, Local Streets Maintenance and Improvements. No proposed change to this category (Return to Source). The description removed language to clarify that the intent of the additional funding is for infrastructure. Category 1a was added to reflect additional funding for TRANSPAC jurisdictions.
- Category 2, Major Streets/Complete Streets/Traffic Signal Synchronization Program. Description has been updated to reflect intent of the proposed Complete Streets Policy and to clarify the intent of the proposed pilot program.
- Category 3, BART Capacity, Access and Parking Improvement. Condition 1 has been changed to reflect a minimum of \$100 million in BART funding (the Initial Draft TEP version 2.0 proposed \$150 million). This \$100 million is consistent with the proposed funding for this categories based on the initial RTPC's request.
- Category 5, High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County, and Category 6, I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue. The Initial Draft TEP Version 2.1 has been updated to separate the former I-80 Transit and Interchange Improvements category into two distinct categories.
- Category 7, Improve Traffic Flow and Implement High Capacity Transit along the I-680 and State Route 24 (SR24) Corridors. Description changed to include the need for projects to be contiguous to the I-680 or SR24 corridors.
- Category 8, Improve Traffic Flow along the SR4 and SR242 Corridors. Description changed to include the need for projects to be contiguous to the SR4 or SR242 corridors.
- Category 10, East County Corridors (Vasco Rd. and Byron Highway). Description has been revised to prioritize a new connector road between Byron Highway and Vasco Road, safety and capacity improvements to Byron Highway, and safety improvements on Vasco Road as early implementation items. The description also includes intent that funds are not used for roads on new alignments with the exception of the new connector between Byron Highway and Vasco Road.

- Category 12, Bus and Non-Rail Transit Enhancements. The category description has been updated to include eligibility for programs that increase bus capability by offsetting fares. Funding increased based on RTPC's input.
- Category 13, Transportation for Seniors and People with Disabilities. Description rewritten so that language is consistent with other categories. Funding increased based on RTPC's input.
- Category 17, Community Development Transportation Program. Renamed (previously the Community Development Incentive Program). The description has not changed. Discussions continue on the feasibility of this program with advocates and the PMA. Staff and the Authority's consultant team expect that discussions will continue regarding this program throughout April and this program description will change or perhaps that the program will be recommended for elimination and funding allocated to other purposes intended to stimulate infill.
- Category 20, Regional Transportation Priorities. This is a new category requested by the RTPCs. Funds in this category are similar to the Measure J Sub-Regional Needs category.

Growth Management Program (GMP):

- The GMP included in the Initial Draft TEP Version 2.1 has the same language as Measure J, with the exception of Section 5, Comply with an Urban Limit Line (ULL). The document includes comments to address potential revisions to the GMP that have been suggested or are otherwise being considered. Staff and the Authority's consultant team expect that discussions will continue regarding this program throughout April.
- Attachment A to the GMP, Urban Limit Line (ULL) Compliance Requirements has been updated in an attempt to reflect direction received at the Authority Board Special Meeting on March 16, 2016.

Complete Streets Policy:

- The Complete Streets Policy has been updated based on the discussion and direction received at the Authority Board Special Meeting on March 16, 2016.

Regional Advance Mitigation Program (RAMP):

- The RAMP description remains unchanged, however, a new comment has been added to reflect the intent that advance mitigation be funded from project allocation amounts shown

in the Initial Draft TEP Version 2.1. The comment also notes that a RAMP program must be coordinated with the existing East Contra Costa Habitat Conservancy Program. Staff also noted that the status of the proposed East Bay RAMP pilot effort, being led by the Metropolitan Transportation Commission (MTC) and the Coastal Conservancy, may affect how RAMP is described in the Final TEP.

Governing Structure:

- The Governing Structure is unchanged; however, a comment has been added to reflect direction from the Authority to consider different membership options for the proposed Public Oversight Committee.

Implementing Guidelines:

- The Implementing Guidelines section now includes an introductory paragraph and has been updated to reflect comments and direction from Authority Board members on March 16, 2016.

**INITIAL DRAFT**

**Version 2.2**  
**Transportation Sales Tax**  
**Expenditure Plan (TEP)**  
(April 1, 2016)

INITIAL DRAFT - V2.2

**Commented [MT1]:** Version 1 - Posted with EPAC agenda on 2/22/2016

Version 1.1 (This Version) – was posted with EPAC agenda on 2/24/2016. Version 1.1 corrected the allocation assigned to the Community Development Investment Program (added \$50 million) and the Regional Choice Category (deducted \$50 million) and made other non-substantive changes.

Version 2.0 – Distributed for discussion at the 3/16/16 Special Board Meeting

Version 2.1 – Distributed for discussion at the 3/29/16 Special Board Meeting

Version 2.2 – Distributed for discussion at the 4/6/16 Special Board Meeting



## TEP Outline

- Preface
- Executive summary (**to be completed at a later date**)
- The Contra Costa Transportation Sales Tax Expenditure Plan
  - Table of Expenditure Plan Allocations
  - Summary of Projects and Programs (**to be completed at a later date**)
  - Detailed Descriptions of Funding Categories
  - Growth Management Program
    - Attachment A - Principles of Agreement for Establishing the Urban Limit Line
  - Complete Streets Program
  - Regional Advance Mitigation Program
  - Governing Structure
  - Implementing Guidelines

**Commented [MT2]:** A brief Executive Summary will be included in the final TEP document. This was a one page summary in the 2004 Measure J TEP document

INITIAL DRAFT 1/22

## Preface

**Commented [WRG3]:** NOTE – A revised preface is included pursuant to the Board's request.

This Sales Tax Augmentation promotes a healthy environment and strong economy that will benefit all Contra Costa residents through: 1) enhancing a balanced, safe and efficient transportation network; 2) facilitating cooperative planning among the regions of Contra Costa County and with surrounding counties, and 3) managing growth and sustaining the environment. The Sales Tax Augmentation helps to build and operate a transportation network that includes all transportation modes used by Contra Costa residents.

To achieve this vision, the Sales Tax Augmentation enhances our ability to achieve six goals that are embodied in the current work of the Contra Costa Transportation Authority.

1. Support the efficient, safe, and reliable movement of people and goods using all available transportation modes
2. Maintain the current transportation system
3. Influence how growth occurs to build Contra Costa's economy, ~~and~~ preserve our environment, and support local communities;
4. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
5. Promote environmental sustainability;
6. Invest wisely to maximize the benefits of available funding.

## TABLE OF EXPENDITURE PLAN ALLOCATIONS

Version 2.2

No.	Funding Category	\$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West County	20.0	0.9%			20.0	
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%			60.0	
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
11	Advance Mitigation Program	TBD	TBD				
12	Bus and Non-Rail Transit Enhancements	240.0	10.3%	50.0	50.0	90.0	50.0
13	Transportation for Seniors and People with Disabilities	77.6	3.3%	20.1	4.7	22.9	29.9
14	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
15	Intercity Rail and Ferry Service	50.0	2.1%	8.0	35.0	8.0	7.0
16	Pedestrian, Bicycle and Trail Facilities	66.7	2.9%	12.4	24.7	21.5	8.1
17	Community Development Incentive Program	140.0	6.0%	41.1	26.8	32.6	39.5
18	Innovative Transportation Technology / Connected Communities Grant Program	53.2	2.3%	20.0	5.5	16.7	11.0
19	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
20	Regional Transportation Priorities	18.7	0.8%	5.0	3.7	5.0	5.0
21	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	<b>TOTAL</b>	<b>2339.0</b>	<b>100.0%</b>	<b>686.9</b>	<b>447.4</b>	<b>544.0</b>	<b>660.7</b>

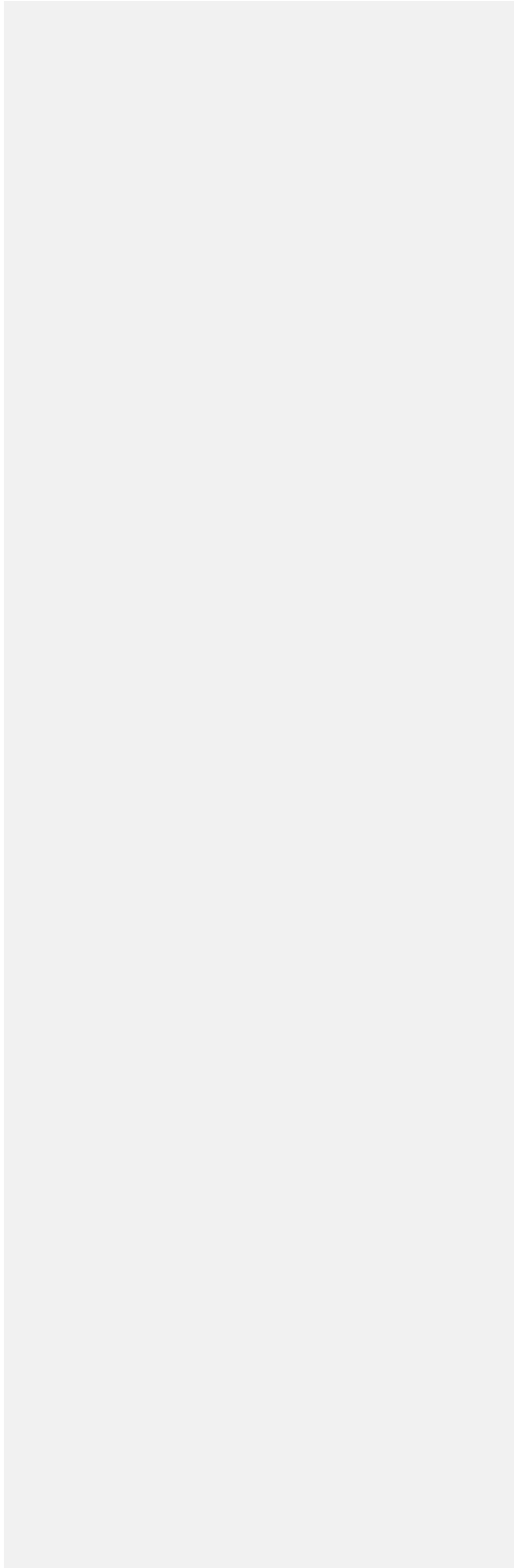
Population Based Share	686.9	447.4	544.0	660.7
Population Share (2030 Estimate) of Total	29.37%	19.13%	23.26%	28.25%

### Notes

- Draft TEP Version 2.2 did not reallocate funding between Funding Category 1 and Funding Category 2, pending reconsideration by WCCTAC
- Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified
- ~~Regional Transportation Priorities~~ — This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs in that subregion. Projects / program descriptions will ultimately be blended in to the final draft TEP
- ~~Commute Alternatives~~ — This program is not proposed in TEP as a countywide funded category. Funds may be assigned from Regional Transportation Priorities category for this type of program.
- ~~TLC~~ — This program not proposed in TEP. A new program (Community Development Transportation Program) is proposed to be included in TEP.
- ~~Community Development Transportation Program~~ is a new category. It is intended ~~to for transportation projects or programs that promote economic development, job creation and housing provide funding for housing incentives and job creation programs/ investments~~ (see details on following pages).
- There are four subregions within Contra Costa: Central, West, Southwest and East County each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West

County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

INITIAL DRAFT - V2.2



## Detailed Descriptions of Funding Categories

---

The Contra Costa Transportation Authority (Authority) is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs. The funding categories detailed below will provide needed improvements to connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.

### Funding Categories

**1. Local Streets Maintenance & Improvements ----- 23.1% (\$540m)**

Funds from this category will fund maintenance and improvement projects on local streets and roads and may be used for any eligible transportation purposes as defined under the Act. The Authority will distribute 23.1 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of \$100,000 for each jurisdiction, the balance will be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's reporting, audit and GMP requirements. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current [information included in the Highway Performance Monitoring System \(HPMS\) State Controller's Annual Report of Financial Transactions for Streets and Roads.](#)

Funds shall be used by each jurisdiction to maintain and enhance existing roadway and other transportation facilities. Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. Local agencies will report on the use of these funds, such as the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements.

**1.a – Additional Local Streets Maintenance & Improvements ---- \$17m**

An additional \$17m will be allocated to Central Contra Costa County jurisdictions based on the formula of 50 percent on relative population and 50 percent on road miles for each jurisdiction and subject to program requirements detailed above.

**2. Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- \$200m**

Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of "smart" parking management programs, separated bike lanes, synchronization of traffic

signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the Authority will adopt a ‘traffic signal synchronization’ program and award grants for installation of ‘state of the art’ technology oriented at smoothing the flow of traffic along major arterial roadways throughout the county. Funding from this program will be prioritized to projects that improve access for all modes to ~~job, commercial and transit~~ job centers, shopping and business districts, transit stations and transit oriented communities, and whose design process included opportunity for public input from existing and potential users of the facility. Priority will be given to projects that can show a high percentage of “other funding” allocated to the project (i.e. – leverage). All projects funded through this program must comply with the Authority’s Complete Streets Policy and include complete street elements whenever possible. 20% of the program funding will be allocated to four Complete Streets demonstration projects within five years of the Measure’s passage, one in each subregion, recommended by the relevant RTPC and approved by Authority, to demonstrate the successful implementation of Complete Streets projects. Demonstration projects will be required to strongly pursue the use of separated bike lane facilities in demonstration project program. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the county. RAMP eligible project.

**3. BART Capacity, Access and Parking Improvements ---- \$300m**

Funds from this category shall be used to ~~construct~~ implement improvements to the BART system such as: station access improvements; infrastructure improvements to facilitate Transit Oriented Development (~~T.O.D.~~) at or near BART stations; station capacity, safety and operational improvements; maintenance facility/infrastructure expansion; additional on or off site parking; development and implementation of last mile shuttle and/or other related improvements (including transit stops); ~~as well as~~ and bicycle/ pedestrian facilities, ~~—complete streets~~ Funding will be oriented at to increasing BART ridership and to while also providing BART users with alternatives to driving single occupant vehicles to BART stations. Funds in this category may be allocated by the Authority used for the acquisition of new BART cars and/or associated advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of \$100 million in Authority identified improvements, such as in BART station, access and parking improvements, in Contra Costa County from other BART revenues over the life of this Measure, and 2) a regional approach, that includes binding commitments of equal funding commitments shares from both Alameda and San Francisco Counties counties is developed, ~~is developed and agreed to prior to any funds from this measure being used to fund the acquisition of BART cars.~~

**Commented [MT4]:** Recommended minimum is consistent with RTPC initial request

**Commented [MT5]:** Additional consideration is to add language to address situation if funding is not used for BART cars or advanced train control, including a deadline for this to occur and optional use for a portion of the funding in this category.

**4. East Contra Costa Transit Extension (BART or alternative) ---- \$70m**

Funding from this category shall be used to extend high capacity transit service easterly from the Hillcrest BART Station in Antioch through Oakley to a new transit

station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood. RAMP eligible project.

**5. High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County ---- \$20m**

Funding from this category shall be allocated by the Authority to projects / programs for high capacity transit improvements along the I-80 corridor. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study and in consultation with the subregion. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.

**6. Interstate 80 Interchange Improvements at San Pablo Dam Road and Central Avenue ---- \$60m**

Funding allocations from this category shall be approved by the Authority to improve the I-80 interchanges at San Pablo Dam Road, Central Avenue, and other locations along I-80 in consultation with the subregion. RAMP eligible project.

**7. Improve traffic flow and implement high capacity transit along the Interstate 680 and State Route 24 corridors in Central and Southwest Contra Costa County ---- \$140m**

Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements in the corridor (including those identified in the I-680 Transit Investment and Congestion Relief Options and other relevant studies). Funding may also be used to complete improvements to the mainline freeway and/or local interchanges along I-680 and SR 24 as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Projects funded from this category must be physically on or ~~near~~ immediately contiguous to the I-680 or the SR 24 corridors. Of the funds assigned to this category in Southwest County, \$20m will be eligible for interchange improvements on the SR 24. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.

**Commented [WG6]:** Reference to SR 24 added to clarify that projects in the SR 24 corridor are eligible for funding out of this category.

**Commented [WG7]:** A number of key stakeholders have suggested that funding for this category/ project be increased to at least \$200m. Increasing the level of funding in this category would necessitate reductions in one or more other categories.

**8. Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- \$70m**

Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Projects funded from this category must be physically on or ~~near immediately contiguous~~ to the SR 242 or SR 4 corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with Authority requirements. RAMP eligible project.

**9. Interstate 680 / State Route 4 Interchange ----- \$60m**

Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Authority shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. RAMP eligible project.

**10. East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- \$117m**

Funding from this category shall be used to complete safety improvements to Vasco Road and safety and / or capacity improvements to the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 205/580 corridors in Alameda and San Joaquin counties. For the Byron Highway (TriLink) corridor, the Authority shall prioritize funding for the design and construction of a new 2-lane limited access Byron Highway / Vasco Road connector south of Camino Diablo Road improving access to the Bryon Airport, and other improvements to the Byron Highway that increase safety and facilitate an improved goods movement network for East Contra Costa County. For the Vasco Road corridor, the Authority shall prioritize funding for safety improvements and other improvements oriented at high-capacity transit or high occupancy carpools. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

**Commented [WRG8]:** Language changed to prioritize completion of a connector roadway between Byron Hwy and Vasco Road north of the Bryon Airport (the 'airport connection).

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection / acquisition of agricultural and open space.



With the exception of the new connection between Vasco Road, the Byron Airport and the Byron Highway, funding from this category is not intended to be used for the construction of new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions. RAMP eligible project.

**11. Advance Mitigation Program ---- TBD**

The Authority will develop a policy supporting the creation of an advance mitigation program ~~that will to establish a program to~~ provide for large-scale acquisition and management of critical habitat areas and ~~to~~ create a reliable approach for funding required mitigation for future transportation projects. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.

**Commented [WG9]:** Authority staff and stakeholders are participating in an effort to establish an East Bay Regional Advance Mitigation Program. Staff/consultant team have identified projects in this draft of the TEP (v2.1) as potential 'RAMP eligible' projects. Considerations regarding the RAMP program include its relationship with the East Contra Costa Habitat Conservation Program (HCP) and the status of the RAMP pilot when the final TEP is adopted. Funding for advance mitigation is included in the allocation amounts for 'RAMP eligible' projects included in this Plan.

**12. Bus Transit and Other Non-Rail Transit Enhancements ---- 9.810.3% (\$230m240m)**

This category ~~of funding~~ is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives ~~that can be shown to reduce total vehicle miles traveled (VMT) and/or greenhouse gas (GHG) emissions.~~ Funding will be provided for bus transit operations to increase ridership, including incentivizing transit use by offsetting fares, and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and for medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people along existing transit corridors efficiently and within the existing transportation infrastructure. Projects in a manner that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered. Funding may be used to deliver transit capital projects or implement service to transit stations, congested corridors, last mile service to transit hubs reduces VMT and established transit integrated communities. GHG.

**Commented [MT10]:** -Mode of "Bus Transit" specified in the category title  
-Additional \$30m added at request of WCCTAC (from the previous I-80 Corridor category)  
-Additional \$10m added at request of WCCTAC (from the previous Innovative Transportation Technology category)

**Commented [MT11]:** Added to reflect comments at March 23 Authority Board meeting.

Funding will be allocated by the Authority ~~to Contra Costa transit operators throughout the County~~ based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and key stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used to deliver for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies ~~including requiring~~ greater coordination; promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed ~~every two years to ensure the goals of the program are being met in accordance with~~ implementing guidelines described in this expenditure plan.

~~Recipients of funding under this category are required to participate in the development of the Accessible Transportation Services Strategic Plan included in Category 13. Transportation for Seniors and People with Disabilities.~~

**13. Transportation for Seniors & People With Disabilities ----- 3.3% (\$78m)**

Funding in this category is to support mobility opportunities for seniors and people with disabilities who, due to age or disability, cannot drive or take other transit options. ~~Projections indicate that people who would be eligible for these services are the fastest growing segment of our population and will likely increase approximately 300% over the next 50 years.~~

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. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. 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 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.

The ATS Strategic Plan will be developed by the Authority with participation from publicly operated transit and paratransit providers and selected non-profit and citizen stakeholders representing seniors and people with disabilities. Public transit operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted within 12 months of the passage of this Measure.

**14. Safe Transportation for Children ----- 2.2% (\$52m)**

Programs and projects which promote safe transportation options for children to access schools or after school programs. Eligible projects include but are not limited to reduced fare transit passes and transit incentive programs, school bus programs, and projects for pedestrian and bicycle safety that provide school-related access.

Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.

**Commented [MT12]:** Moved from Implementation Guidelines

**15. Intercity Rail/ Ferries ---- \$50m**

Funds from this category shall be used to construct station and/or track improvements to the Capitol Corridor and/or the San Joaquin corridors as well as to implement new or improved ferry services (including both capital and operations) in Richmond, Hercules, Martinez and/or Antioch. Projects that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Any projects funded in this category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing VMT and greenhouse gas reductions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Sponsors of projects requesting funding from this category will be required to demonstrate to the Authority that sufficient funding is available to operate the proposed project and/or service over a long period of time.

**16. Pedestrian, Bicycle and Trail Facilities ---- ~~2.72.9%~~ (\$62m67m)**

Two-thirds of the funds from this program will be used implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds will be allocated competitively to projects that improve safety for pedestrians and bicyclists, serve the greatest number of users and significant destinations, and remove missing segments and existing barriers to walking and bicycling. The review process shall also consider project feasibility and readiness and the differing needs of the sub-regions when identifying projects for funding. Funding available through this program shall be primarily used for the construction, maintenance, and safety or other improvements of bicycle, pedestrian and trail projects. Design, project approval, right-of-way purchase and environmental clearance may not be funded as part of a construction project. Planning to identify a preferred alignment for major new bicycle, pedestrian or trail connections may also be funded through this program.

**Commented [MT13]:** -Additional funds identified from funds previously in Regional Transportation Priority category (\$2M)  
- Additional funds identified from funds previously in Regional Transportation Priority category (\$4.7M)

One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and approval of the applicable sub-regional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this component of the funding category.

Consistent with the Countywide Bicycle and Pedestrian Plan and the complete streets policy established in this expenditure plan, project sponsors receiving funding

through other funding categories in this Plan shall incorporate, whenever possible, pedestrian, bicycle, and trail facilities into their projects.

17. **Community Development Transportation Program----- 6.0% (\$140m)**

Funds from this category will be used implement this new Community Development ~~Incentive~~ Transportation ~~program~~Program, administered by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue and the Authority will prioritize funding to projects that demonstrate over 50% funding from other sources. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of housing for all income levels. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program.

**Commented [WG14]:** This is a proposed new grant program developed as an alternative to augmenting the Authority's existing TLC program (created with Measure J). The intent of this program is to stimulate infill housing and job development.

A number of key stakeholders have questioned the feasibility of this approach and have suggested conditioning a portion of a jurisdictions return to source funds as a better approach.

18. **Innovative Transportation Technology / Connected Communities Program ----- ~~2.82.3%~~ (\$5365m)**

Funding from this category will be allocated for the planning and development of projects and programs that include innovative solutions intended to (a) develop and demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions and integrate this approach with other community services such as public safety, public services, water, communications and energy to promote economic development and jobs opportunities by increasing government efficiency and reducing consumption. Examples of eligible projects include but are not limited to expanding opportunities for ~~eleetrie-zero~~ electric-zero emission vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that compliment traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians, bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions Contra Costa County can become a national model in sustainable, technology-enabled transportation.

**Commented [MT15]:** -\$1.8M moved to Regional Transportation Priorities  
- \$10m moved to Bus and Other Non-Rail Transit

A minimum of twenty-five percent shall be allocated to each sub-program (a, b and c above) over the life of the measure. The Authority will prepare guidelines and establish overall criteria for the Innovative Transportation Technology / Connected Communities Program and provide technical resources to project sponsors. The RTPC's will submit programs/projects for the Authority to consider allocating funds to on a competitive basis for each of the sub-programs. Project sponsors must demonstrate that the programs

provide highly efficient services that are cost effective, integrated and responsive to the needs of the community.

**19. Transportation Planning, Facilities and Services ---- 1.0% (\$23m)**

Implement the countywide GMP, prepare the countywide transportation plan; and support the programming and monitoring of federal and state funds, as well as the Authority's Congestion Management Agency functions.

**20. Regional Transportation Priorities ---- \$22m19m**

Funding from this category shall be used for any project or program identified in the Expenditure Plan or eligible under the provisions of the Act, including activities that promote alternatives to commuting in single occupant vehicles. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority. ~~NOTE - these project/ program descriptions will ultimately be blended in to the final draft TEP~~

**Commented [MT16]:** -\$1.8m moved from Innovative Transportation Technology category  
-\$4.7m moved to Pedestrian, Bicycle and Trail Facilities category

**21. Administration ---- 1.0% (\$23m)**

Funds administration of new measure.

INITIAL DRAFT - V2

# The Growth Management Program

## Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.<sup>1</sup>

The objectives of the Growth Management Program are to:

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

## Components

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

### 1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

<sup>1</sup>The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program Activities shall take precedence over Growth Management activities.

**Commented [WRG17]:** This language reflects the current CCTA Growth Management program as approved with Measures C and J and subsequently updated in 2007 (?) by the Authority.

CCTA staff may suggest updates to align this program with current practice.

## 2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

## 3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle

**Commented [MT18]:** Some EPAC members are recommending a review and enhancement of the reporting requirements, such as actual housing production compared against targets.

**Commented [WG19]:** EPAC has suggested a number of edits to align the Authority's requirements related to the provision of Affordable Housing with current statutory requirements.



and pedestrian access in new developments.

#### **4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.**

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

#### **5. Continuously Comply with an Urban Limit Line (ULL)**

In order to be found in compliance with this element of the Authority's Growth Management Program, all jurisdictions must continually comply with an applicable voter approved Urban Limit Line (ULL). Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV-ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein as Attachment A.

**Commented [MT20]:** Though not necessarily needed in the GMP document, propose that the Authority's travel demand model and technical procedures be amended/ updated to reflect current statutory requirements (VMT analysis vs LOS analysis) as well as industry 'best practices'. Explore with EPAC, CCTA staff and technical experts.



Any of the following actions by a local jurisdiction will constitute non-compliance with the Authority's Measure XX Growth Management Program:

1. The submittal of an annexation request to LAFCO for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements (Attachment A).

#### **6. Develop a Five-Year Capital Improvement Program**

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

#### **7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution**

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

#### **Allocation of Funds**

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program as described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of Local Street Maintenance and Improvement funding (**Category 1**). Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of

the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive ~~Contra Costa Transportation for Livable Communities~~ Community Development Transportation Program funds (Category 17) until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

**Commented [MT21]:** This portion of the Authority's Growth Management Program will need to be updated to reflect projects/ programs defined in this new TEP as well as reflect language to reflect any components that supercede Measure J.

INITIAL DRAFT - V2.2

## Attachment A

### Urban Limit Line (ULL) Definitions and Compliance Requirements

---

Definitions - the following definitions apply to the GMP ULL requirement:

1. **Urban Limit Line (ULL):** An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development
2. **Local Jurisdictions:** Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after April 1, 2017.
3. **County ULL:** A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as its applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. **Local Voter ULL (LV-ULL):** A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of San Ramon
City of Pittsburg	

5. **Minor Adjustments:** An adjustment to the ULL of 30 acres or less.
6. **Other Adjustments:** Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

**Revisions to the ULL**

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority’s GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority’s GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
  - a. Accept and approve its existing ULL to continue as its applicable ULL, or
  - b. Accept and approve the revised County ULL as its applicable ULL, or
  - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. Local jurisdictions may, without voter approval, enact a Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction’s legislative body and the following requirements:
  - a. Minor adjustment may include one or several parts that in total shall not exceed 30 acres;
  - b. Adoption of at least one of the findings listed in the County’s Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4);
  - c. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres;
  - d. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments;
  - e. If the local jurisdiction is a City or a Town, then that City or Town shall not have approved another Minor Adjustment without voter approval in the previous 5 years. If the local jurisdiction is the County, then the County shall not approve more than 3 Minor Adjustments in any 5 year period and no more than 1 per subregion of the County.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law, if the revision does not exceed 30 acres and the revision is approved by at least 4/5 of the members of the legislative body.

**Commented [WRG22]:** Added per discussion at 3/16 special mtg of CCTA Board

**Commented [MT23]:** Is limit of 30 acres required for this type of amendment?

### Conditions of Compliance

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.
3. These conditions shall replace the conditions regarding the ULL outlined in Measure J.

**Commented [WRG24]:** GBS proposes that all of these 'conditions of compliance' be moved to Section 5 of the GM plan

INITIAL DRAFT - V2.2

# Complete Streets Policy

## Vision

This Plan envisions a transportation system in which each component provides safe, comfortable and convenient access for every user allowed to use it. These users include pedestrians, bicyclists, transit riders, automobile drivers and their passengers, and truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible ~~streets-facilities~~ for all users and shall be planned, designed, constructed and operated to take advantage of that opportunity.

By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing need to widen roadways.

## Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, ~~and maintenance, and operation~~ of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.

**Commented [MT25]:** Per discussion with Dave Campbell, he spoke with Concord reps. and agreed to remove operations.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design, ~~and construction and operation~~ of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context, and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design, ~~and construction and operation~~ of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or ~~the funding allocation resolution for construction or operation~~.

Recipients of Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

- 1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
- 2) involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
- 3) consider the complete street design standards adopted by the Authority, and
- 4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design, ~~and~~ construction ~~and operation~~ of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

### Exceptions

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility,
2. The cost of new accommodation would be excessively disproportionate to the need or probable use, or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:
  - a. current and projected user demand for all modes based on current and future land use, and
  - b. lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exceptions findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.<sup>1</sup> Prior to this project sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

<sup>1</sup> Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps);

## Regional Advance Mitigation Program

An estimated \$xx million will be used to fund habitat related environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local street and road improvements identified in the Transportation Expenditure Plan. Of this total, an estimated \$xx million is related to mitigation requirements for local transportation projects and an estimated \$xx million is related to mitigation requirements for the major highway and transit projects identified in the Transportation Expenditure Plan. The intent is to establish a program to provide for large scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. If this approach cannot be fully implemented, then these funds shall be used for environmental mitigation purposes on a project by project basis.

[To be developed pending discussion at Authority Special Board Meeting on April 6, 2016.]



## Governing Structure

### Governing Body and Administration

Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC) also referred to as TRANSPAC
- Two members from the East County RTPC, also referred to as TRANSPLAN
- Two members from the Southwest County RTPC, also referred to as SWAT
- Two members from the West County RTPC, also referred to as WCCTAC
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the MTC, BART and the Public Transit Operators in Contra Costa County.

### Public Oversight Committee

The Public Oversight Committee (Committee) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on the:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure ~~ballot measure~~.
- Review of fiscal audits of Measure expenditures.
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines.
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding.
- Review of each jurisdiction's Growth Management Checklist and compliance with the Growth Management Plan policies.

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the expenditure plan. The report will be ~~published~~ noticed in ~~local newspapers and~~ local media outlets throughout Contra Costa County, posted to the Authority Website and continuously available for public inspection at Authority offices. The report shall be composed of easy to understand language not in an overly technical format. The Committee shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

~~Committee members shall be selected to reflect community and business organizations and interests within the County. The Authority Board will solicit statements of interest from the individuals representing the stakeholder groups listed below, and will appoint members to an initial Committee with the goal to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. In establishing the initial Committee, the Authority Board will solicit statements of interest from groups or individuals that represent professional expertise in civil or traffic engineering, accounting, municipal finance, and project management; and groups or individuals that represent taxpayer accountability, voter accountability, business development, labor, senior or paratransit services, non-motorized active transportation, transit advocacy and social justice. The Committee will include one member each appointed by the County Board of Supervisors and the councils of each of the incorporated cities and towns in Contra Costa County. Beginning two years after the appointment of the initial Committee and every two years thereafter, the Authority Board will solicit statements of interest for new appointment or re-appointment of approximately one-third of the Committee membership and will appoint or re-appoint members in an attempt to maintain the diversity of the Committee. Any individual member can serve on the Committee for no more than 6 consecutive years.~~  
[Committee member selection process to be developed pending discussion at Authority Special Board Meeting on April 6, 2016]

Committee members will be private residents who are not elected officials at any level of local government, nor public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is limited to individuals who live in Contra Costa County. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the Committee, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The Committee shall meet up to once a month to carry out its responsibility, and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (Brown Act). Meetings shall be recorded and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

Authority commits to support the oversight process through cooperation with the Committee by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to Authority's independent auditors, and may request Authority staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the Authority Board Chair and Executive Director of any concern

regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The Committee shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the expenditure plan.

The Committee shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (ie this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will include a benchmarking of the Committee's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the Authority Board.

**Commented [MT26]:** Staff is aware of questions and clarification regarding the process for amendments.

The Committee replaces the Authority's existing Citizens Advisory Committee.

#### **Advisory Committees**

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

- The Regional Planning Transportation Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and
- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- The Transit Committee

## Implementing Guidelines

This Transportation Expenditure Plan (Plan) is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this Plan in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sale tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this Plan.

### Duration of the Plan

The duration of the Plan shall be for 25 years from April 1, 2017 through March 31, 2042.

### Administration of the Plan

1. **Funds only Projects and Programs in the Plan:** Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body.
2. **All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.
3. **Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Planning Transportation Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and aAll jurisdictions within the county will be given a 45 day period to comment on any proposed Expenditure Plan amendment.
5. **Augment Transportation Funds:** Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project

in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

### Taxpayer Safeguards, Audits and Accountability

6. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan
7. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements or transit (Non-Rail Transit Enhancements, Transportation for Seniors & People With Disabilities programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.

8. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements (No. 1), Major Streets/Complete Streets/Traffic Signal Synchronization Program (No. 2), Advance Mitigation Program (No. 11), Bus Transit and Other Non-Rail Transit Enhancements (No. 12), Transportation for Seniors and People with Disabilities (No. 13), Safe Transportation for Children (No. 14), Intercity Rail and Ferry Service (No. 15), Pedestrian and Bicycle, and Trail Facilities (No. 16), Community Development Transportation Program (No. 17), and Innovative Transportation Technology / Connected Communities Program (No. 18). Each year, the Authority shall select and perform a focused performance audit on ~~approximately one-fourth~~ two or three of the funding categories ~~of the listed above, so that at the end of the fourth year all funding categories listed above are audited.~~ transportation expenditure plan. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the ~~programs or projects~~ funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category ~~program or project~~ is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

**Commented [MT27]:** Revised per discussion at the March 29, 2016 Authority Special Board Meeting

9. **Maintenance of Effort (MOE):** Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for local streets and roads purposes. The basis of the MOE requirement will be the average of last three full-fiscal years of expenditures of annual transportation funds on local streets, ~~roads and~~

**Commented [MT28]:** Revised per discussion at the March 29, 2016 Authority Special Board Meeting

bridges and roads during 2013-14, 2014-15 and 2015-16 fiscal years, as reported to the Controller pursuant to Streets and Highways Code Section 2151, before the vote on new sales tax measure will be the basis of the MOE. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all ~~local formula money~~ (Local Streets Maintenance and Improvements funds (No. 1 and 1a) until MOE compliance is achieved. The audit of the M.O.E. contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures for the 2013-14, 2014-15 and 2015-16 fiscal years reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

1. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues to support the project during one or more fiscal years.
2. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
3. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.

**9.10. Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

**10.11. Requirements for Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.

**11.12. Geographic Equity:** The proposed projects and programs to be funded through the Plan constitute a "balanced" distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be

infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

### Restrictions On Funds

**12.13. Expenditure Shall Benefit Contra Costa County:** Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.

**13.14. Environmental Review:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA).

**14.15. Performance based review:** Before the allocation of any measure funds for the actual construction of capital projects with an estimated capital construction cost in excess of \$25 million, the Authority will verify that the project was selected using a performance based review of project alternatives.

**15.16. Complete Streets:** The Authority has adopted a policy requiring all recipients of funding through this Plan to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, maintenance, and operation of the transportation system. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.

**16.17. Advance Mitigation Program:** Authority will develop a policy supporting the creation of an advance mitigation program to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.

~~17. Safe Transportation for Children: Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.~~

**Commented [MT29]:** Moved to funding category description



**18. Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Transportation (CDTI) Program funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.

**19. Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.

**20. New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

**Commented [MT30]:** Discussing with representatives of the labor community how to address topics such as:

- oApprentice Program(s)
- oLocal Hiring goals
- oVeteran and DBE Hiring Goals
- oPrevailing Wage

#### **Project Financing Guidelines and Managing Revenue**

**21. Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.

**22. Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

**23. Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.

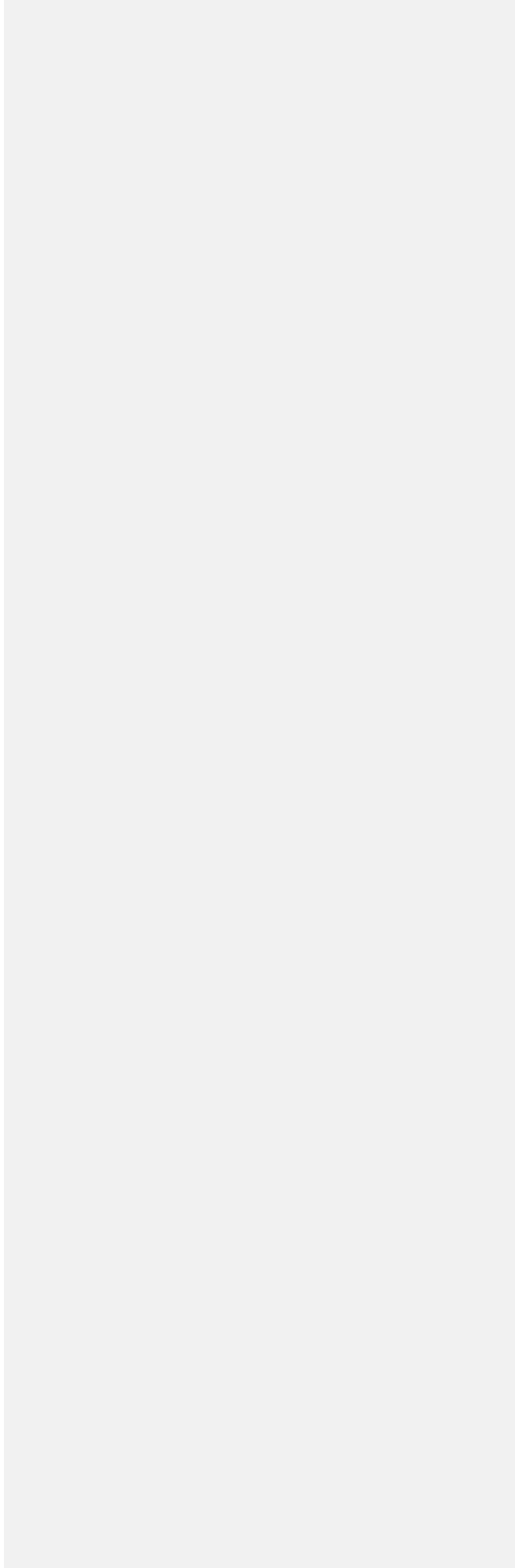
**24. Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for ~~another~~ other modes of travel in the same subregion, 3) other expenditure plan



projects or programs, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.

**25. Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations describe above.

INITIAL DRAFT - V2.2



**INITIAL DRAFT**

**Version 2.2**

**Transportation Sales Tax  
Expenditure Plan (TEP)**

**(April 1, 2016)**

INITIAL DRAFT - V2.2

# TEP Outline

- Preface
- Executive summary (**to be completed at a later date**)
- The Contra Costa Transportation Sales Tax Expenditure Plan
  - Table of Expenditure Plan Allocations
  - Summary of Projects and Programs (**to be completed at a later date**)
  - Detailed Descriptions of Funding Categories
  - Growth Management Program
    - Attachment A - Principles of Agreement for Establishing the Urban Limit Line
  - Complete Streets Program
  - Regional Advance Mitigation Program
  - Governing Structure
  - Implementing Guidelines

INITIAL DRAFT 2022

## Preface

This Sales Tax Augmentation promotes a healthy environment and strong economy that will benefit all Contra Costa residents through: 1) enhancing a balanced, safe and efficient transportation network; 2) facilitating cooperative planning among the regions of Contra Costa County and with surrounding counties, and 3) managing growth and sustaining the environment. The Sales Tax Augmentation helps to build and operate a transportation network that includes all transportation modes used by Contra Costa residents.

To achieve this vision, the Sales Tax Augmentation enhances our ability to achieve six goals that are embodied in the current work of the Contra Costa Transportation Authority.

1. Support the efficient, safe, and reliable movement of people and goods using all available transportation modes
2. Maintain the current transportation system
3. Influence how growth occurs to build Contra Costa's economy, preserve our environment, and support local communities;
4. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
5. Promote environmental sustainability;
6. Invest wisely to maximize the benefits of available funding.

INITIAL DRAFT

# TABLE OF EXPENDITURE PLAN ALLOCATIONS

Version 2.2

No.	Funding Category	\$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West County	20.0	0.9%			20.0	
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%			60.0	
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
11	Advance Mitigation Program	TBD	TBD				
12	Bus and Non-Rail Transit Enhancements	240.0	10.3%	50.0	50.0	90.0	50.0
13	Transportation for Seniors and People with Disabilities	77.6	3.3%	20.1	4.7	22.9	29.9
14	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
15	Intercity Rail and Ferry Service	50.0	2.1%	8.0		35.0	7.0
16	Pedestrian, Bicycle and Trail Facilities	66.7	2.9%	12.4	24.7	21.5	8.1
17	Community Development Incentive Program	140.0	6.0%	41.1	26.8	32.6	39.5
18	Innovative Transportation Technology / Connected Communities Grant Program	53.2	2.3%	20.0	5.5	16.7	11.0
19	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
20	Regional Transportation Priorities	18.7	0.8%	5.0	3.7	5.0	5.0
21	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
<b>TOTAL</b>		<b>2339.0</b>	<b>100.0%</b>	<b>686.9</b>	<b>447.4</b>	<b>544.0</b>	<b>660.7</b>

Population Based Share	<b>686.9</b>	<b>447.4</b>	<b>544.0</b>	<b>660.7</b>
Population Share (2030 Estimate) of Total	<b>29.37%</b>	<b>19.13%</b>	<b>23.26%</b>	<b>28.25%</b>

## Notes

- Draft TEP Version 2.2 did not reallocate funding between Funding Category 1 and Funding Category 2, pending reconsideration by WCCTAC
- Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified
- Community Development Transportation Program is a new category. It is intended for transportation projects or programs that promote economic development, job creation and housing (see details on following pages).
- There are four subregions within Contra Costa: Central, West, Southwest and East County each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

# Detailed Descriptions of Funding Categories

---

The Contra Costa Transportation Authority (Authority) is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs. The funding categories detailed below will provide needed improvements to connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go.

## Funding Categories

- 1. Local Streets Maintenance & Improvements ----- 23.1% (\$540m)**  
Funds from this category will fund maintenance and improvement projects on local streets and roads and may be used for any eligible transportation purposes as defined under the Act. The Authority will distribute 23.1 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of \$100,000 for each jurisdiction, the balance will be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's reporting, audit and GMP requirements. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current information included in the Highway Performance Monitoring System (HPMS)

Funds shall be used by each jurisdiction to maintain and enhance existing roadway and other transportation facilities. Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. Local agencies will report on the use of these funds, such as the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements.

### **1.a – Additional Local Streets Maintenance & Improvements ---- \$17m**

An additional \$17m will be allocated to Central Contra Costa County jurisdictions based on the formula of 50 percent on relative population and 50 percent on road miles for each jurisdiction and subject to program requirements detailed above.

- 2. Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- \$200m**  
Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of "smart" parking management programs, separated bike lanes, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and

pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the Authority will adopt a 'traffic signal synchronization' program and award grants for installation of 'state of the art' technology oriented at smoothing the flow of traffic along major arterial roadways throughout the county. Funding from this program will be prioritized to projects that improve access for all modes to job, commercial and transit, and whose design process included opportunity for public input from existing and potential users of the facility. Priority will be given to projects that can show a high percentage of "other funding" allocated to the project (i.e. – leverage). All projects funded through this program must comply with the Authority's Complete Streets Policy and include complete street elements whenever possible. 20% of the program funding will be allocated to four Complete Streets demonstration projects within five years of the Measure's passage, one in each subregion, recommended by the relevant RTPC and approved by Authority, to demonstrate the successful implementation of Complete Streets projects. Demonstration projects will be required to strongly pursue the use of separated bike lane facilities in demonstration project program. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the county. RAMP eligible project.

**3. BART Capacity, Access and Parking Improvements ---- \$300m**

Funds from this category shall be used to implement improvements to the BART system such as station access improvements; infrastructure improvements to facilitate Transit Oriented Development at or near BART stations; station capacity, safety and operational improvements; maintenance facility/infrastructure expansion; additional on or off site parking; development and implementation of last mile shuttle and related improvements (including transit stops); and bicycle/pedestrian facilities. Funding will be oriented to increase BART ridership and to provide BART users with alternatives to driving single occupant vehicles to BART stations. Funds in this category may be allocated by the Authority for the acquisition of new BART cars and associated advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of \$100 million in BART station, access and parking improvements, in Contra Costa County from other BART revenues over the life of this Measure, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties is developed..

**4. East Contra Costa Transit Extension (BART or alternative) ---- \$70m**

Funding from this category shall be used to extend high capacity transit service easterly from the Hillcrest BART Station in Antioch through Oakley to a new transit station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood. RAMP eligible project.

INITIAL DRAFT - V2.2



- 5. High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County ---- \$20m**

Funding from this category shall be allocated by the Authority to projects / programs for high capacity transit improvements along the I-80 corridor. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study and in consultation with the subregion. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.
- 6. Interstate 80 Interchange Improvements at San Pablo Dam Road and Central Avenue ---- \$60m**

Funding allocations from this category shall be approved by the Authority to improve the I-80 interchanges at San Pablo Dam Road, Central Avenue, and other locations along I-80 in consultation with the subregion. RAMP eligible project.
- 7. Improve traffic flow and implement high capacity transit along the Interstate 680 and State Route 24 corridors in Central and Southwest Contra Costa County ---- \$140m**

Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements in the corridor (including those identified in the I-680 Transit Investment and Congestion Relief Options and other relevant studies). Funding may also be used to complete improvements to the mainline freeway and/or local interchanges along I-680 and SR 24 as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Projects funded from this category must be physically on or near the I-680 or the SR 24 corridors. Of the funds assigned to this category in Southwest County, \$20m will be eligible for interchange improvements on the SR 24. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.
- 8. Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- \$70m**

Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of

connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Projects funded from this category must be physically on or near the SR 242 or SR 4 corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with Authority requirements. RAMP eligible project.

**9. Interstate 680 / State Route 4 Interchange ----- \$60m**

Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Authority shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. RAMP eligible project.

**10. East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- \$117m**

Funding from this category shall be used to complete safety improvements to Vasco Road and safety and / or capacity improvements to the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 205/580 corridors in Alameda and San Joaquin counties. For the Byron Highway (TriLink) corridor, the Authority shall prioritize funding for the design and construction of a new 2-lane limited access Byron Highway / Vasco Road connector south of Camino Diablo Road improving access to the Bryon Airport, and other improvements to the Byron Highway that increase safety and facilitate an improved goods movement network for East Contra Costa County. For the Vasco Road corridor, the Authority shall prioritize funding for safety improvements and other improvements oriented at high-capacity transit or high occupancy carpools. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection / acquisition of agricultural and open space. With the exception of the new connection between Vasco Road, the Byron Airport and the Byron Highway, funding from this category is not intended to be used for the construction of new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions. RAMP eligible project.

**11. Advance Mitigation Program ---- TBD**

The Authority will develop a policy supporting the creation of an advance mitigation program that will provide for large-scale acquisition and management of critical habitat

areas and create a reliable approach for funding required mitigation for future transportation projects. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.

**12. Bus Transit and Other Non-Rail Transit Enhancements ---- 10.3% (\$240m)**

This category is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives. Funding will be provided for bus transit operations to increase ridership, including incentivizing transit use by offsetting fares; and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people efficiently and in a manner that reduces VMT and GHG.

Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and key stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies requiring greater coordination, promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed in accordance with implementing guidelines described in this expenditure plan.

**13. Transportation for Seniors & People With Disabilities ----- 3.3% (\$78m)**

Funding in this category is to support mobility opportunities for seniors and people with disabilities who, due to age or disability, cannot drive or take other transit options.

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. No

funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. 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 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.

The ATS Strategic Plan will be developed by the Authority with participation from publicly operated transit and paratransit providers and selected non-profit and citizen stakeholders representing seniors and people with disabilities. Public transit operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted within 12 months of the passage of this Measure.

**14. Safe Transportation for Children ----- 2.2% (\$52m)**

Programs and projects which promote safe transportation options for children to access schools or after school programs. Eligible projects include but are not limited to reduced fare transit passes and transit incentive programs, school bus programs, and projects for pedestrian and bicycle safety that provide school-related access.

Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.

**15. Intercity Rail/ Ferries ---- \$50m**

Funds from this category shall be used to construct station and/or track improvements to the Capitol Corridor and/or the San Joaquin corridors as well as to implement new or improved ferry services (including both capital and operations) in Richmond, Hercules, Martinez and/or Antioch. Projects that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Any projects funded in this category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing VMT and greenhouse gas reductions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Sponsors of projects requesting funding from this category will be required to demonstrate to the Authority that sufficient funding is available to operate the proposed project and/or service over a long period of time.

**16. Pedestrian, Bicycle and Trail Facilities ---- 2.9% (\$67m)**

Two-thirds of the funds from this program will be used implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds will be allocated competitively to projects that improve safety for pedestrians and bicyclists, serve the greatest number of users and significant destinations, and remove missing segments and existing barriers to walking and bicycling. The review process shall also consider project feasibility and readiness and the differing needs of the sub-regions when identifying projects for funding. Funding available through this program shall be primarily used for the construction, maintenance, and safety or other improvements of bicycle, pedestrian and trail projects. Design, project approval, right-of-way purchase and environmental clearance may not be funded as part of a construction project. Planning to identify a preferred alignment for major new bicycle, pedestrian or trail connections may also be funded through this program.

One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and approval of the applicable sub-regional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this component of the funding category.

Consistent with the Countywide Bicycle and Pedestrian Plan and the complete streets policy established in this expenditure plan, project sponsors receiving funding through other funding categories in this Plan shall incorporate, whenever possible, pedestrian, bicycle, and trail facilities into their projects.

**17. Community Development Transportation Program----- 6.0% (\$140m)**

Funds from this category will be used implement this new Community Development Transportation Program, administered by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue and the Authority will prioritize funding to projects that demonstrate over 50% funding from other sources. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of housing for all income levels. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program.

**18. Innovative Transportation Technology / Connected Communities Program ----- 2.3% (\$53m)**

Funding from this category will be allocated for the planning and development of projects and programs that include innovative solutions intended to (a) develop and



demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions and integrate this approach with other community services such as public safety, public services, water, communications and energy to promote economic development and jobs opportunities by increasing government efficiency and reducing consumption. Examples of eligible projects include but are not limited to expanding opportunities for zero emission vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that compliment traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians, bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions Contra Costa County can become a national model in sustainable, technology-enabled transportation.

A minimum of twenty-five percent shall be allocated to each sub-program (a, b and c above) over the life of the measure. The Authority will prepare guidelines and establish overall criteria for the Innovative Transportation Technology / Connected Communities Program and provide technical resources to project sponsors. The RTPC's will submit programs/projects for the Authority to consider allocating funds to on a competitive basis for each of the sub-programs. Project sponsors must demonstrate that the programs provide highly efficient services that are cost effective, integrated and responsive to the needs of the community.

- 19. Transportation Planning, Facilities and Services ---- 1.0% (\$23m)**  
Implement the countywide GMP, prepare the countywide transportation plan; and support the programming and monitoring of federal and state funds, as well as the Authority's Congestion Management Agency functions.
- 20. Regional Transportation Priorities ---- \$19m**  
Funding from this category shall be used for any project or program identified in the Expenditure Plan or eligible under the provisions of the Act, including activities that promote alternatives to commuting in single occupant vehicles. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.
- 21. Administration ---- 1.0% (\$23m)**  
Funds administration of new measure.

# The Growth Management Program

## Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.<sup>1</sup>

The objectives of the Growth Management Program are to:

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

## Components

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

### 1. **Adopt a Growth Management Element**

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

<sup>1</sup> The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program Activities shall take precedence over Growth Management activities.

## 2. **Adopt a Development Mitigation Program**

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

## 3. **Address Housing Options**

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle



and pedestrian access in new developments.

#### **4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.**

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

#### **5. Continuously Comply with an Urban Limit Line (ULL)**

In order to be found in compliance with this element of the Authority's Growth Management Program, all jurisdictions must continually comply with an applicable voter approved Urban Limit Line (ULL). Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV-ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein as Attachment A.

Any of the following actions by a local jurisdiction will constitute non-compliance with the Authority's Measure XX Growth Management Program:

1. The submittal of an annexation request to LAFCO for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements (Attachment A).

## **6. Develop a Five-Year Capital Improvement Program**

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

## **7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution**

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

## **Allocation of Funds**

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program as described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of Local Street Maintenance and Improvement funding (Category 1). Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of

the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Community Development Transportation Program funds(Category 17) until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

INITIAL DRAFT - V12.2

# Attachment A

## Urban Limit Line (ULL) Definitions and Compliance Requirements

---

Definitions - the following definitions apply to the GMP ULL requirement:

1. **Urban Limit Line (ULL):** An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development
2. **Local Jurisdictions:** Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after April 1, 2017.
3. **County ULL:** A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as its applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. **Local Voter ULL (LV-ULL):** A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of San Ramon
City of Pittsburg	

5. **Minor Adjustments:** An adjustment to the ULL of 30 acres or less.
6. **Other Adjustments:** Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

### Revisions to the ULL

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
  - a. Accept and approve its existing ULL to continue as its applicable ULL, or
  - b. Accept and approve the revised County ULL as its applicable ULL, or
  - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. Local jurisdictions may, without voter approval, enact a Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and the following requirements:
  - a. Minor adjustment may include one or several parts that in total shall not exceed 30 acres;
  - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4);
  - c. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres;
  - d. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments;
  - e. If the local jurisdiction is a City or a Town, then that City or Town shall not have approved another Minor Adjustment without voter approval in the previous 5 years. If the local jurisdiction is the County, then the County shall not approve more than 3 Minor Adjustments in any 5 year period and no more than 1 per subregion of the County.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law, if the revision does not exceed 30 acres and the revision is approved by at least 4/5 of the members of the legislative body.

## **Conditions of Compliance**

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.
3. These conditions shall replace the conditions regarding the ULL outlined in Measure J.

INITIAL DRAFT - V2.2

# Complete Streets Policy

## Vision

This Plan envisions a transportation system in which each component provides safe, comfortable and convenient access for every user allowed to use it. These users include pedestrians, bicyclists, transit riders, automobile drivers and their passengers, and truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users and shall be planned, designed, constructed and operated to take advantage of that opportunity.

By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing need to widen roadways.

## Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context, and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

- 1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,

- 2) involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
- 3) consider the complete street design standards adopted by the Authority, and
- 4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

## Exceptions

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility,
2. The cost of new accommodation would be excessively disproportionate to the need or probable use, or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:
  - a. current and projected user demand for all modes based on current and future land use, and
  - b. lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exceptions findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.<sup>1</sup> Prior to this project sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

<sup>1</sup> Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps);



# Regional Advance Mitigation Program

[To be developed pending discussion at Authority Special Board Meeting on April 6, 2016.]

INITIAL DRAFT - V2.2

# Governing Structure

## Governing Body and Administration

Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC) also referred to as TRANSPAC
- Two members from the East County RTPC, also referred to as TRANSPLAN
- Two members from the Southwest County RTPC, also referred to as SWAT
- Two members from the West County RTPC, also referred to as WCCTAC
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the MTC, BART and the Public Transit Operators in Contra Costa County.

## Public Oversight Committee

The Public Oversight Committee (Committee) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on the:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure.
- Review of fiscal audits of Measure expenditures.
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines.
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding.
- Review of each jurisdiction's Growth Management Checklist and compliance with the Growth Management Plan policies.

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the expenditure plan. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority Website and continuously available for public inspection at Authority offices. The report shall be composed of easy to understand language not in an overly technical format. The Committee shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

[Committee member selection process to be developed pending discussion at Authority Special Board Meeting on April 6, 2016]

Committee members will be private residents who are not elected officials at any level of local government, nor public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is limited to individuals who live in Contra Costa County. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the Committee, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The Committee shall meet up to once a month to carry out its responsibility, and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (Brown Act). Meetings shall be recorded and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

Authority commits to support the oversight process through cooperation with the Committee by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to Authority's independent auditors, and may request Authority staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The Committee shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the expenditure plan.

The Committee shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (ie this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will include a benchmarking of the Committee's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the Authority Board.

The Committee replaces the Authority's existing Citizens Advisory Committee.

### **Advisory Committees**

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

- The Regional Planning Transportation Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and
- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- The Transit Committee

INITIAL DRAFT - V22

# Implementing Guidelines

This Transportation Expenditure Plan (Plan) is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this Plan in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sale tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this Plan.

## Duration of the Plan

The duration of the Plan shall be for 25 years from April 1, 2017 through March 31, 2042.

## Administration of the Plan

- 1. Funds only Projects and Programs in the Plan:** Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body.
- 2. All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.
- 3. Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
- 4. Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Planning Transportation Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the county will be given a 45 day period to comment on any proposed Expenditure Plan amendment.
- 5. Augment Transportation Funds:** Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project

in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

### **Taxpayer Safeguards, Audits and Accountability**

6. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan
7. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements or transit (Non-Rail Transit Enhancements, Transportation for Seniors & People With Disabilities programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
8. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements (No. 1), Major Streets/Complete Streets/Traffic Signal Synchronization Program (No. 2), Advance Mitigation Program (No. 11), Bus Transit and Other Non-Rail Transit Enhancements (No. 12), Transportation for Seniors and People with Disabilities (No. 13), Safe Transportation for Children (No. 14), Intercity Rail and Ferry Service (No. 15), Pedestrian and Bicycle, and Trail Facilities (No. 16), Community Development Transportation Program (No. 17), and Innovative Transportation Technology / Connected Communities Program (No. 18). Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.
9. **Maintenance of Effort (MOE):** Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for local streets and roads purposes. The basis of the MOE requirement will be the average of expenditures of annual transportation funds on local streets and roads during 2013-14, 2014-15 and 2015-16 fiscal years, as reported to the Controller pursuant to Streets and Highways

Code Section 2151, . The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds (No. 1 and 1a) until MOE compliance is achieved. The audit of the M.O.E. contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures for the 2013-14, 2014-15 and 2015-16 fiscal years reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

1. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues to support the project during one or more fiscal years.
  2. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
  3. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
- 10. Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.
- 11. Requirements for Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.
- 12. Geographic Equity:** The proposed projects and programs to be funded through the Plan constitute a “balanced” distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund



Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

### **Restrictions On Funds**

- 13. Expenditure Shall Benefit Contra Costa County:** Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.
- 14. Environmental Review:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA).
- 15. Performance based review:** Before the allocation of any measure funds for the actual construction of capital projects with an estimated capital construction cost in excess of \$25 million, the Authority will verify that the project was selected using a performance based review of project alternatives.
- 16. Complete Streets:** The Authority has adopted a policy requiring all recipients of funding through this Plan to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, maintenance, and operation of the transportation system. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.
- 17. Advance Mitigation Program:** Authority will develop a policy supporting the creation of an advance mitigation program to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.
- 18. Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Transportation (CDTI) Program funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.



- 19. Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.
- 20. New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

### **Project Financing Guidelines and Managing Revenue**

- 21. Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.
- 22. Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
- 23. Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.
- 24. Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for other modes of travel in the same subregion, 3) other expenditure plan projects or programs, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.
- 25. Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations describe above.



DATE: April 1, 2016

TO: Contra Costa Transportation Authority TEP Chairman Don Tatzin

FROM: East Bay Leadership Council President and CEO Kristin Connelly  
Bay Area Council Senior Vice President for Public Policy Michael Cunningham  
BIA|Bay Area East Bay Governmental Affairs Executive Director Lisa Vorderbrueggen

RE: Draft Transportation Expenditure Plan, Version 2.1

Dear Chair Tatzin,

In an effort to help develop consensus around a potential \$2.3 billion transportation expenditure plan (TEP) measure, we were among six members of CCTA’s Expenditure Plan Advisory Committee who have been meeting weekly during the past several months.

Despite intense efforts, the six sub-EPAC members were unable to reach agreement on a comprehensive TEP proposal. But we are confident that the sub-EPAC’s hard work has not been for naught. Our discussions helped us understand each other’s diverse perspectives and will serve as a solid foundation based on mutual respect in the upcoming deliberations around the development of a final TEP.

Priorities for the measure are diverse among stakeholders, but all can agree on the need to improve mobility in our county in a way that facilitates the residents of Contra Costa County getting to work, to school and to all the places they need to be in a safe, efficient manner that helps our region’s economy thrive while protecting our extraordinary environmental assets. To achieve these objectives, the jurisdictions in Contra Costa need to plan for the future in a manner that begins to address the nearly four decades of inadequate housing production at all income levels while encouraging economic development. Strategies that support the creation of high-skill and high-wage jobs across Contra Costa can have transformational benefits on infrastructure when commutes are shortened, placing fewer burdens on roads, highways and all forms of transit.

In the spirit of continued collaboration and our common pursuit of an improved quality of life for all Contra Costa residents, our three organizations recommend the following changes to the draft TEP Version 2.1:

## Funding allocation

In summary, we recommend linking a portion of return to source dollars to housing production, increasing funds for the I-680 and I-80 corridors, eliminating the Community Development and Investment Grant Program, and increasing funding for the Pedestrian, Bicycle and Trail categories. Our recommended changes are shown in red below.

#	FUNDING CATEGORY	QUALITY OF LIFE ALLOCATION	
		\$ millions	%
1a	Local Streets Maintenance and Improvements: return to source formula	\$ 423.00	18.1%
1b	Local Streets Maintenance and Improvements: housing production return to source	\$ 117.00	5.0%
1c	Local Streets Maintenance and Improvements: increase for Central County	\$ 17.00	0.7%
2	Major Streets/Complete Streets/Traffic Signal Synchronization Grants Program	\$ 200.00	8.6%
3	BART Capacity, Access and Parking Improvements	\$ 300.00	12.8%
4	East Contra Costa Transit Extension	\$ 70.00	3.0%
5	Optimize HOV and express transit on I-80	\$ 66.50	2.8%
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Ave.	\$ 60.00	2.6%
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	\$ 230.00	9.8%
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	\$ 70.00	3.0%
9	Interstate 680 and State Route 4 Interchange Improvements	\$ 60.00	2.6%
10	East County Corridor (Vasco Road, Byron Highway, airport connector)	\$ 117.00	5.0%
11	Advance Mitigation Program	TBD	TBD
12	Bus Transit and Other Non-Rail Transit Enhancements	\$ 230.00	9.8%
13	Transportation for Seniors and People with Disabilities	\$ 77.80	3.3%
14	Safe Transportation for Children	\$ 52.00	2.2%
15	Intercity Rail and Ferry Service	\$ 50.00	2.1%
16	Pedestrian, Bicycle and Trail Facilities	\$ 117.00	5.0%
17	Community Development Investment Grant Program	\$ -	0.0%
18	Innovative Transportation Technology / Connected Communities Grant Program	\$ 35.00	1.5%
19	Transportation Planning, Facilities & Services	\$ 23.40	1.0%
20	Regional Transportation Priorities	\$ -	0.0%
21	Administration	\$ 23.40	1.0%
	<b>Total</b>	<b>\$ 2,339.10</b>	<b>100.0%</b>

### Add funds for I-680 corridor improvements

There is broad support within the business community for the measure to facilitate enhanced connectivity for multiple travel modes along the I-680 corridor. This corridor is a critical link between many communities and employment centers, and the ever-increasing congestion along the corridor has widespread effects. Funding improvements on the I-680 corridor with at least \$230 million in the measure is critical to providing needed improvements to achieve this important goal. Using the latest technology as a strategy to increase the capacity of all of the major commute corridors in Contra Costa, including the I-680 corridors and encouraging the inclusion of conduits (for broadband and other technologies) with the construction or reconstruction of highway improvements to facilitate connectivity will have significant benefits on economic developments. In order to realize the mobility benefits so badly needed along I-680, funding must be included in the measure to implement any recommendations the Authority wants to implement from the most recent study of the corridor.

### Add funds to Improve Commutes in I-80 Corridor

Interstate 80 is a critical commute corridor for Contra Costa residents to access growing job centers, yet it is consistently rated as the worst commute corridor in the Bay Area. The I-80 Integrated Corridor Mobility project should, when fully implemented, provide a degree of improvement. It must, however, be combined with an ambitious effort to optimize the performance and throughput of the HOV lane. We believe that the proposed \$20 million allocation for High Capacity Transit Improvements in the corridor reflects an insufficient ambition and commitment to improve commutes in this corridor. Accordingly, we propose that the allocation be increased to \$50 million and that CCTA develop a plan for, and leverage this funding to implement, a world-class HOV or express lane system with attractive and reliable express transit service.

### Add infill incentives to increase housing production

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, \$117 million (5%) of Local Streets Maintenance and Improvement funds should be allocated to address transportation impacts in communities that undertake new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each housing unit permitted will be rewarded with corresponding increments of local streets and road maintenance funds. Affordable units and those located within ½-mile of quality transit will receive double increments. Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

### Maintain funds for East Contra Costa County corridor

We strongly support the identified funding for the design and construction of a new two-lane limited access Byron Highway that will improve goods movement into a region that needs to attract jobs. We also strongly endorse funding for a Vasco Road connector to the Byron airport and Vasco road safety and high-occupancy vehicle enhancements. These projects will save lives and directly improve the quality of life for thousands of Contra Costans who commute or live along these critical transportation routes.

### Increase funds for pedestrian, bicycle and trail facilities

Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to improve and construct walking and bicycling facilities throughout the county through projects such as the Marsh Creek Trail between Brentwood and Clayton.

### Increase senior/disabilities funding

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

### Reduce Transportation Technology/Connected Communities

Tremendous opportunities exist to use technology to improve transportation performance, and as technology continues to develop rapidly there will be even greater opportunity over time. We believe that every project and investment made by the Authority should fully embrace opportunities of technology and that, therefore, there is little need for a dedicated allocation for technology projects. Recognizing that there may be some technology investments, such as electric vehicle charging, that would not be covered by existing projects, we propose to leave a reduced allocation of \$30 million that the Authority would use for an open and competitive grant program to deploy truly innovative and advanced technology.

### Eliminate the Community Development Grant program

While the intent of this fund is laudable, grant programs of this type (such as the Transportation For Livable Communities) have not proven to be very effective at achieving their stated objectives. To the extent that local jurisdictions identify transportation investments that will spur job and housing

creation, we propose that CCTA and local jurisdictions focus the use of existing Measure J TLC and One Bay Area Grant funds for <sup>this</sup> purpose.

### Strengthen the Urban Limit Line

Contra Costa County's Urban Limit Line is popular with voters and must remain an integral part of the new measure. We support the draft TEP language that tightens and standardizes the conditions under which jurisdictions may seek a 30-acre ULL exemption. However, we are concerned that setting a cap on the number of exemptions a jurisdiction may approve within a five-year period may actually encourage its use. Given that the exemption has been used only once since its inception, we recommend that CCTA remove the caps and rely on the strengthened rules. Otherwise, we support maintaining the Growth Management Program as specified in TEP Version 2.1.

### Make the performance criteria count

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer highways. The local needs must also account for mandates to reduce greenhouse gas emissions. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO2 by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project.

We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a mutually agreed upon set of performance criteria and scoring system. Sub-regions would still be free to allocate funds as they see fit but CCTA would prioritize funding based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide a higher local match, depending on the score. Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores.

## Advance mitigation

We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County.

We again thank you for the opportunity to participate in the planning for this critical source of funding for Contra Costa County's transportation improvements. We look forward to working with CCTA in the coming weeks as the agency finalizes the TEP. To that end, we have attached the East Bay Leadership Council's "East Bay Transportation Vision." Please don't hesitate to contact us individually if you have additional questions.

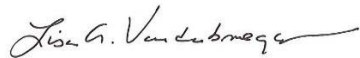
Sincerely yours,



Kristin Connelly  
President and CEO, East Bay Leadership Council  
[kconnelly@eblcmail.org](mailto:kconnelly@eblcmail.org) or 925-246-1880



Michael Cunningham  
Senior Vice President for Public Policy, Bay Area Council  
[mcunningham@bayareacouncil.org](mailto:mcunningham@bayareacouncil.org) or 415-981-6600



Lisa Vanderbruegge  
East Bay Executive Director for Governmental Affairs, BIA|Bay Area  
[lvorderbruegge@biabayarea.org](mailto:lvorderbruegge@biabayarea.org) or 925-348-1956

cc:

Ron Brown, Save Mount Diablo  
Joel Devalcourt, Greenbelt Alliance  
Dave Campbell, Bike East Bay  
Dave Hudson, CCTA Board of Directors  
Ross Chittenden, CCTA  
Bill Gray, Gray Bowen Scott

Attachment: "East Bay Transportation Vision," by the East Bay Leadership Council Transportation Task Force

April 6, 2016

Contra Costa Transportation Authority  
Attn: TEP Chairman Don Tatzin

RE: Draft Transportation Expenditure Plan (TEP)

Dear Chairman Tatzin,

We are concerned about lack of vision, goals or clarity in the development of a new ½ cent transportation sales tax in Contra Costa. This lack of focus and direction have made it difficult, if not impossible, for the Authority Board, the cities, the stakeholders, or the EPAC to achieve consensus on the creation of a Transportation Expenditure Plan (TEP).

We have been representing a diverse coalition that is a cross-section of the community that is supported by tens of thousands of residents of Contra Costa County. We have been participating faithfully in CCTA's process to develop the Countywide Transportation Plan (CTP) and a new TEP, taking advantage of every opportunity for public participation, and spending hundreds of collective hours to provide thoughtful responses and input to CCTA, RTPCs, and the public. We very much are in favor of creating a measure that can and will be approved by the county's voters this November.

However, we believe that this measure must go well beyond "business as usual." A new TEP must make a significant contribution to reduce VMT and GHGs, creating vibrant, livable communities, and help to protect our community's farms, rangelands, watersheds and open spaces. The State of California's transportation and land use policy framework, as well as the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy provide clear direction on how to achieve these goals. The current CCTA TEP v2.2 is going down the wrong path for Contra Costa County, the Bay Area region, and the State of California.

We provide the following TEP allocations and rationale for our policy and funding recommendations. This is reflective of funding the priorities in our **Community Vision and Transformative Policy** document.

## FUNDING ALLOCATION

We are recommending a series of changes to the funding allocations presented in the draft TEP.

<b>SUB-EPAC PROPOSED FUNDING ALLOCATION</b>		
<b>Funding category</b>	<b>\$ millions</b>	<b>%</b>
Local Streets Maintenance and Improvements (5% dedicated to infill incentives)	\$ 538.00	23.0%
Major Streets and Complete Streets Project Grants	\$ 200.00	8.6%
BART Capacity and Access Improvements	\$ 400.00	17.1%
East County High Performance Corridor (Express Bus from Antioch E-BART/Brentwood to Tri-Valley Transit stations; Goods movement by rail; safety improvements)	\$ 100.00	4.3%
West County High Performance Corridor (Transit improvements along I-80; interchange improvements)	\$ 110.00	4.7%
South County High Performance Corridor (680 Express Bus from West Dublin/Pleasanton BART to Martinez)	\$ 150.00	6.4%



Central County High Performance Corridor (including 680 Express Bus from West Dublin/Pleasanton BART to Martinez (approx. \$75 million); I-680/SR 4 interchange improvements)	\$ 150.00	6.4%
Advance Mitigation Program (6% of entire measure)	To be calculated	
Bus and Other Non-Rail Transit Enhancements	\$ 300.00	12.8%
Transportation for Seniors and People with Disabilities	\$ 117.00	5.0%
Safe Transportation for Children	\$ 46.00	2.0%
Pedestrian, Bicycle and Trail Facilities	\$ 117.00	5.0%
Community Development Investment Grant Program	\$ 69.00	2.9%
Innovative Transportation Technology / Connected Communities Grant Program	\$ 14.03	0.6%
Transportation Planning, Facilities & Services	\$ 29.70	1.3%
Administration	\$ 23.40	1.0%

## Add Infill Incentives to Local Streets and Roads

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, the TEP will allocate 5 percent of the measure to address transportation impacts in communities that are undertaking new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each unit of infill housing will be rewarded with corresponding increments of local streets and road maintenance funds. In addition, units that fall into the following categories will be given additional weight:

- Affordable units to very-low to low income families (2x base allocation)
- Located within ½-mile of quality transit (2x base allocation)
- Multi-family units with parking ratios of 1:1 or less (1.5x base allocation)

Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

## Revise Community Development Incentive Grant Program

Some jurisdictions may find it difficult to develop infill housing based on certain market conditions, while other jurisdictions may need exemplary projects — such as enhanced transportation infrastructure to reduce traffic concerns — to achieve community support for new infill development. Likewise, some jurisdictions may want to attract quality jobs that help to address a jobs-housing imbalance and reduce congestion throughout the county. Therefore, we recommend that the CDI Grant Program fund infrastructure that supports specific infill development projects near existing transit and transportation networks. Priority shall be given to projects that provide affordable homes for low- and/or very low-income people, leverage California Affordable Housing and Sustainable Communities Program resources, and/or improve the jobs-housing balance within sub-regions by increasing quality job density that can be accessible by transit.

Projects will compete countywide. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

## **High Performance Corridor Improvements**

There is broad support for a measure that facilitates enhanced transit connectivity along important corridors in Contra Costa County. CCTA must now operate within the new era of transportation funding as shaped by CalTrans' new framework, including the California Transportation Plan 2040. This new state approach has correctly identified that highway expansions are counterproductive to solving our complex transportation issues, especially with severely constrained financial resources.

Contra Costa now has a great opportunity to shape our entire transportation system to meet this challenge head on. By adding transit ridership to our existing highway system, we can make it function better, reduce congestion, and broadly serve commuters/residents/workers in the county.

Much of the current corridor studies have pointed to the express bus model as best serving residents in each part of the county. This will help to alleviate traffic and feed the BART transit system so that ridership can increase on a variety of modes other than single-occupant vehicles. As an example, our TEP recommendation for the 680 corridor is to have express bus service from Martinez Amtrak to the West Dublin/Pleasanton BART station. This provides for enhanced bus service throughout the entire Central/South County Corridor, closes gaps in service, and makes BART stations more accessible to transit riders throughout the county.

This is a more complete package that gives commuters and transit-dependent riders competitive options. This high performance corridor approach creates transit options that are more viable and dependable.

## **Make the Performance Criteria Count**

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer streets and roads. The local needs must also account for mandates to reduce greenhouse gas emissions and state directives to invest within the existing transportation system. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO2 by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project. We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a scoring system based on the 10 performance criteria. All RAMP-eligible projects and those within the Major Streets and Complete Streets category will be subject to a competitive performance review process.

Sub-regions would still be free to allocate funds as they see fit but CCTA will adjust the eligible dollar amounts based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide 50 percent to 100 percent local funding, depending on the score.

Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores to achieve better projects and reduce the potential for sprawl-inducing projects. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

## **Revise Major Streets and Complete Streets Project Grants**

The current draft TEP contemplates awarding funds from this category based on existing project requests and unequal sub-regional project submissions. We recommend CCTA allocate the funds in the four regions based on CCTA's geographic and population distribution formula; establish a competitive grant cycle and award the funds based on the performance criteria described above. We also support the language in the Major Streets Complete Streets Program version 2.2 released to the CCTA Board on March 16, 2016, with the pilot program requiring protected bike lanes.

## **Increase Pedestrian, Bicycle & Trail Facilities**

Many communities throughout California are dedicating between 5 to 10 percent of their transportation sales tax measure proceeds to pedestrian, bicycle and trail facilities. We believe Contra Costa County should do the same. Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to complete and maintain a trail network and improve walking and bicycling throughout the county.

## **Increase Senior/Disabilities Funding**

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

## **Increase BART and Bus Transit Funding**

We support \$400 million for BART that will ensure access improvements at stations throughout the county, which polls well with voters. This includes the \$300 million that is being negotiated between CCTA and BART.

We also support \$300 million for capital and operating costs for bus and non-rail transit that relieves congestion, provides commute alternatives, serves transit-dependent residents, reduces pollutant emissions, supports infill housing and employment, demonstrates innovative approaches, and/or improves service effectiveness and efficiency.

In order to ensure the most beneficial use of these funds, CCTA should prepare a Countywide Transit Strategic Plan that identifies goals, strategies and metrics, and should allocate transit funds to the projects, services and providers in accordance with the plan. High priority should be given to achieving 15-minute headways in high-ridership travel corridors. Because the transit needs of county residents, as well as transportation technology

and means of servicing transit needs, will evolve over time, CCTA should update its strategic plan and re-evaluate its allocations on a regular cycle.

## **Strengthen the Urban Limit Line & Growth Management Program**

Contra Costa County's Urban Limit Line (ULL) and Growth Management Program (GMP) are popular with voters and must be enhanced as part of the new measure.

We recommend that CCTA remove the 30-acre exemption policy for all jurisdictions in Contra Costa. The policy has not proven useful and removing it will provide clarity for all stakeholders and provide direction for focusing development within the ULL.

Protecting Contra Costa County's farms and rangelands is a high priority for county voters and for consumers around the region. To build on previous efforts in Contra Costa County, namely the City of Brentwood, all jurisdictions with agricultural land within their planning area, including rangelands, must adopt a model **Agricultural Protection Ordinance**, with the intent to permanently preserve farms and rangelands and mitigate for impacts and the loss of those lands. Applicable jurisdictions will be required to adopt Agricultural Protection Ordinances to receive Return to Source funding as part of an amended Growth Management Checklist. In addition, any loss of farmland outside of the current boundaries of the ULL should be required to be mitigated through permanent protection of farmland in Contra Costa at a rate of three acres preserved for every acre lost.

We also recommend that smart planning policies be considered in the checklist for public information as affirmed by the CCTA board. This will help to provide consistency between jurisdictions and reduce land use conflicts. These policies include: a) Hillside development ordinance b) Ridgeline protection ordinance c) Open space system with major ridgelines defined d) Protection of wildlife corridors e) Plan to conserve buffers around open space and agriculture f) Prohibitions on culverting blue-line creeks for anything more than road crossings in the shortest length possible g) No development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas.

## **Support RAMP**

The Advanced Mitigation Program is a win-win solution for Contra Costa County. It saves time for project delivery. It is cost-effective. And it also ensures the proactive and strategic conservation of species, habitats (including watershed protection), as well as farms and rangelands, impacted by publicly subsidized transportation projects. We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County with the additional inclusion of agricultural mitigations, recognizing that transportation and development projects may significantly impact these lands and they are otherwise unprotected by state and federal policy.

Sincerely yours,

Ron Brown, Save Mount Diablo, Retired Executive Director

Joel Devalcourt, Greenbelt Alliance, East Bay Regional Representative

Dave Campbell, Bike East Bay, Advocacy Director

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

March 15, 2016

Hisham Noemi, P.E., Engineering Manager  
Contra Costa Transportation Authority (“CCTA”)  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: Initial Draft Transportation Expenditure Plan (“TEP”) Version 1.1 (3/1/16)**

Dear Mr. Noemi:

At their March 10, 2016 meeting, the TRANSPLAN Committee (“Committee”) authorized the TRANSPLAN Technical Advisory Committee (“TAC”) to submit comments on the subject item on behalf of TRANSPLAN. The TAC met to discuss the matter on March 15, 2016 and would like to provide the following comments (TRANSPLAN’s previous comment letter, dated February 17, 2016 is also enclosed for reference):

1. TRANSPLAN would like to reiterate that the James Donlon Extension and State Route 239 are priority projects for East County. These projects are essential for transportation circulation and goods movement for the County and Bay Area region. TRANSPLAN will not support policies that prohibit East County’s priority capital improvements.
2. TRANSPLAN will oppose over-reaching land use controls or other policies (e.g. hillside ordinances, funding contingent on housing production, etc.) in the growth management program and TEP that prohibit a jurisdiction’s ability to receive return-to-source funds.
3. BART has requested a \$300 million line item intended to support BART capacity increases, access and parking improvements. As CCTA and its member jurisdictions continue to implement projects improving access to BART stations which may induce increased ridership, TRANSPLAN understands the need for improving system performance. The program category in the Initial Draft TEP contains language making these funds contingent on 1) BART agreeing to fund CCTA identified improvements from other BART revenues, and 2) a fully developed regional approach that includes funding commitments from both Alameda and San Francisco Counties be developed and implemented prior to funds from this measure being released for the acquisition of BART cars. TRANSPLAN recommends the funds from this category be allocated to “Regional Choice” where further allocation would be determined by the Regional Transportation Planning Committees if the aforementioned funding commitments are not met by a time certain, set by CCTA.

4. TRANSPLAN recommends allocating the East County “Regional Choice” (\$16.7 million) category to augment other proposed funding categories as follows:

<b>Fund Category</b>	<b>Original Fund Total</b>	<b>Augmentation</b>	<b>New Fund Total</b>
Transportation for Seniors and People with Disabilities	\$22.2 million	\$7.7 million	<b>\$29.9 million</b>
Safe Transportation for Children	\$5.4 million	\$2 million	<b>\$7.4 million</b>
Pedestrian, Bicycle and Trail Facilities	\$6.1 million	\$2 million	<b>\$8.1 million</b>
Regional Choice	\$16.7 million	<b>(\$11.7 million)</b>	<b>\$5.0 million</b> (remainder)

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).

Sincerely,



Jamar Stamps  
TRANSPLAN staff

Enclosure

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

February 17, 2016

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

**RE: Transportation Expenditure Plan (“TEP”)**

Dear Mr. Iwasaki:

TRANSPLAN has reviewed CCTA’s revised approach for development of a TEP which includes special meetings of the CCTA Board, a revised strategy to re-engage the EPAC, and continuing engagement with the RTPCs, cities and the County, other stakeholders and members of the public. TRANSPLAN considered new polling information from November 2014, and a document developed by the EPAC titled “A Community Vision for a New Transportation Tax” (“Community Vision”) to inform the TEP process, policies and investment goals. After review and discussion of the revised TEP process and new information, TRANSPLAN would like to provide the following comments for the Authority’s consideration (Note: CCTA staff provided an update to the Committee on February 11, 2016 indicating most of the following issues have been resolved, which were largely comprised prior to the Committee meeting):

1. The James Donlon Extension and State Route 239 are priority projects for East County. These projects are essential for transportation circulation and goods movement for the County and Bay Area region. TRANSPLAN will not support policies that prohibit East County’s priority capital improvements.
2. TRANSPLAN jurisdictions have taken actions to protect natural and agricultural lands. A few examples include: City of Antioch preserving 2,000-acre Roddy Ranch as open space; member jurisdictions establishing a voter-approved Urban Limit Line (“ULL”); member jurisdictions participating in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan. The James Donlon Extension and State Route 239 are specifically listed as covered projects in the HCP/NCCP<sup>1</sup>.
3. TRANSPLAN supports the existing 30-acre ULL exemption and does not feel any change or deviation from the existing policy is warranted, especially given the fact the policy has been enforced effectively since inception and has not abused.

---

<sup>1</sup> HCP/NCCP Section 2.3- Covered Activities and Projects: Activities and projects within the inventory area for which the HCP/NCCP will provide compensation, avoidance, and minimization of impacts for covered species.

4. A new expenditure plan should embrace new and emerging technology. TRANSPLAN recently authorized a Measure J strategic plan amendment to support development of the State Route 4 Integrated Corridor Mobility (“ICM”) study and implementation of potential future ICM improvements.
5. TRANSPLAN strongly recommends a 30% return-to-source allocation for local streets and road maintenance, but will keep an open mind about a lesser allocation (not below current 18%).
6. TRANSPLAN supports BART’s expansion into East County. In order to assess BART’s financial need to support and maintain said expansion, TRANSPLAN requests funding estimates from BART that are specific to Contra Costa County and East County’s share of services.
7. TRANSPLAN will amend the draft East County TEP to include “Complete Streets.”

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact TRANSPLAN staff, Jamar Stamps at (925) 674-7832 or email at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).

Sincerely,



Doug Hardcastle  
TRANSPLAN Chair