

Sean Wright, Chair
Antioch
City Council

Robert Taylor, Vice-Chair
Brentwood
City Council

Kevin Romick
Oakley
City Council

Juan Banales
Pittsburg
City Council

Diane Burgis
Contra Costa County
Board of Supervisors

Kerry Motts
Antioch
Planning Commission

Emily Cross
Brentwood
Planning Commission

Doug Hardcastle
Oakley Planning
Commission

James Coniglio
Pittsburg
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Staff Contact:
Jamar Stamps, AICP
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, June 13, 2019 – 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 5/9/19 TRANSPLAN Meetings ◆ **Page 2**
- 4. ACCEPT** Correspondence ◆ **Page 8**
- 5. ACCEPT** Status Report on Major Projects ◆ **Page 15**
- 6. ACCEPT** Calendar of Events ◆ **Page 22**
- 7. ACCEPT** Environmental Register ◆ **Page 24**
- 8. REAPPOINT** Paul Reinders (Pittsburg) and Bruce Ohlson (Pittsburg) to the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Advisory Committee, as recommended by the TRANSPLAN Technical Advisory Committee. ◆ **PAGE 26**

Action/Discussion Items (see attachments where noted [◆])

- 9. STANDING ITEM:** *Concord Community Reuse Project (former Concord Naval Weapons Station) Update. (Information)*
- 10. CONSIDER** *the Contra Costa Transportation Authority's ("CCTA") development of a potential New Countywide Transportation Expenditure Plan ("TEP"), provide direction to staff on potential Draft TEP comments and DIRECT the TRANSPLAN TAC to develop Draft TEP comments for the TRANSPLAN Committee's consideration. (Discussion) ◆ PAGE 28*

List of Attachments:

- 1) New TEP Work Program – Page 32
- 2) County Voter Survey – Page 41
- 3) TEP Development Schedule – Page 73
- 4) Capital Projects Funding Shortfall – Page 83
- 5) TEP Revenue Estimates – Page 84
- 6) Draft TEP (6/5/19) – Page 93

11. TRANSPLAN Committee Member Comments/Updates.

12. ADJOURN to next meeting on Thursday, July 11, 2019 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
5/9/19 MEETING MINUTES

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

MINUTES

May 9, 2019

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 Sean Wright at 6:37 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Juan Banales (Pittsburg), Diane Burgis (Contra Costa County), Emily Cross (Brentwood), Kerry Motts (Antioch), Kevin Romick (Oakley), Robert (Bob) Taylor (Vice Chair, Brentwood), and Sean Wright (Chair, Antioch)

ABSENT: James Coniglio (Pittsburg), Doug Hardcastle (Oakley), and Duane Steele (Contra Costa Planning Commission)

STAFF: Jamar Stamps, Senior Transportation Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members adopted the Consent Calendar, as follows:

1. Adopted Minutes from the February 14, 2019 TRANSPLAN Meeting
2. Accepted Correspondence
3. Accepted Status Report on Major Projects
4. Accepted Calendar of Events
5. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Banales, Burgis, Cross, Motts, Romick, Taylor, and Wright

Noes: None

Abstain: None

Absent: Coniglio, Hardcastle, and Steele

STANDING ITEM: CONCORD COMMUNITY REUSE PROJECT (FORMER CONCORD NAVAL WEAPONS STATION) UPDATE

Jamar Stamps, TRANSPLAN Staff, advised that there was nothing new to report other than the City of Concord was working on its Specific Plan and had consulted other jurisdictions with respect to the traffic study.

APPROVE THE EAST COUNTY REGIONAL TRANSPORTATION PLAN PROJECT LIST FOR THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) REGIONAL TRANSPORTATION PLAN (RTP), PLAN BAY AREA 2050, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE (TAC)

Mr. Stamps referred to the memo in the packet dated May 9, 2019 that identified what the TRANSPLAN TAC had done to develop the recommendations for consideration.

Hisham Noeimi, Engineering Manager, Contra Costa Transportation Authority (CCTA), advised that MTC updated the RTP every four years and the last update had occurred in 2017. The current RTP, which had been named Plan Bay Area 2050, would be updated in 2021 and would cover 30 years through 2050. As part of the RTP, there was a project list constrained to the amount of funds expected to be available during those 30 years, and being on the list allowed sponsors to compete for federal and state funds. While not all the projects needed to be individually listed in the RTP in that there were programmatic categories to deal with bike/ped improvements, Complete Streets and the like, regionally significant projects such as widening a major freeway or an arterial or a major transit extension were regionally significant and could impact the system individually or impact air quality. As such, those regionally significant projects had to be included on the list.

Mr. Noeimi explained that CCTA staff had met with the RTPC TACs in April, had identified what was on the prior list and had made corrections, received updates, and updated the costs. While the needs for East County far exceeded the funding anticipated, in this case the identified projects slightly exceeded the East County target of \$809 million. He sought approval of the list to be able to submit to MTC. The list included all the high priority projects in East County, 17 individually listed projects anticipated to be completed over the next 30 years, and hopefully sooner. He added that whatever could not fit on the financially constrained list had been shown on the vision list, which included an eBART extension to Brentwood, widening the Highway 4 Bypass from two to three lanes, and other projects that were a lower priority at this time. If new funding sources became available over and above the \$809 million, projects on the vision list could be considered for funding.

On motion by Bob Taylor, seconded by Juan Banales, TRANSPLAN Committee members approved the East County Regional Transportation Plan Project List for the Metropolitan Transportation Commission Regional Transportation Plan, Plan Bay Area 2050, as recommended by the TRANSPLAN Technical Advisory Committee. The motion carried by the following vote:

Ayes: Banales, Burgis, Cross, Motts, Romick, Taylor, and Wright

Noes: None

Abstain: None

Absent: Coniglio, Hardcastle, and Steele

APPROVE THE 2019 MEASURE J STRATEGIC PLAN UPDATE, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE

Mr. Stamps referred to the staff memo dated May 9, 2019 which summarized the TAC's process for updating the Measure J Strategic Plan and its recommendation for the 2019 Measure J Strategic Plan Update in light of lower revenue projections based on a slower economy that required a reduction in programs and projects in East County. He explained that the TAC's recommendation did not impact projects already under construction or projects already programmed. In addition to the suggested funding adjustments, the TAC had recommended programming some of TRANSPLAN'S share of Major Streets funds to the James Donlon Extension project.

Hisham Noeimi presented an update on Measure J, which had become effective on April 1, 2009, and the delivery of Measure J projects. Given the importance of subregional equity, the Expenditure Plan had been drafted based on shares of population, with money set aside for projects and programs. Some regions had put most of the revenue into programs (West County) while others had put most of the revenue into projects (East County). Under Measure J, each jurisdiction received 18 percent of revenue as return to source. CCTA had issued bonds against future revenues to take advantage of one-time funding sources, which had helped to deliver projects such as the Highway 4 Widening project, which had allowed benefits to the public much sooner than would otherwise have been possible, and which had been able to take advantage of a good construction bid environment. He explained that the Strategic Plan had identified how much a Measure J project would get, and in what year.

Mr. Noeimi stated the CCTA Board of Directors had committed to update the Strategic Plan every two years and this would be the sixth update to the Measure J Strategic Plan since the first that had been adopted in 2007. With each update, bid service costs, revenue projections, and project schedules had been evaluated. Given that most economists expected an economic slowdown in a few years due to high interest rates, the tariff situation that would be passed to consumers, and the impact of the tax plan where people were not able to deduct as much as had previously been deducted which was expected to reduce spending in the next three years, lower revenues were expected.

With respect to the delivery of Measure J projects, Mr. Noeimi stated one third of the program had passed although two thirds of the projects had been delivered and 77 percent of Measure J funds had already been spent. He identified some of those projects that had been completed along with those that remained. Because of the expected revenue reductions, the amount of funding for projects had to be reduced. In East County that needed reduction had been identified as \$56 million.

Mr. Noeimi explained that there had been an effort not to impact projects that were ongoing or had been committed. The projects recommended for reduction were identified, areas where savings could occur were noted, and reserves had been removed.

Mr. Noeimi responded to questions and advised that the passage of a new measure would involve a new program of projects; and it would be up to the TRANSPLAN Committee to identify what projects to be restored and the process that could be used if additional funding became available.

On motion by Kevin Romick, seconded by Kerry Motts, TRANSPLAN Committee members approved the 2019 Measure J Strategic Plan Update, as recommended by the TRANSPLAN Technical Advisory Committee. The motion carried by the following vote:

Ayes: Banales, Burgis, Cross, Motts, Romick, Taylor, and Wright

Noes: None

Abstain: None

Absent: Coniglio, Hardcastle, and Steele

RECEIVE REPORT ON DEVELOPMENT OF POTENTIAL NEW TRANSPORTATION EXPENDITURE PLAN (TEP)

Mr. Noeimi stated that Measure X, which had been on the ballot in November 2016, had fallen short to get the two thirds vote for passage. At the request of the CCTA Board, a Work Plan and schedule had been presented to develop a new Transportation Expenditure Plan (TEP), to be placed on the March 2020 primary or the November 2020 ballot. For various reasons, the Board preferred a March 2020 ballot, but in order to meet the schedule staff would have to develop the initial draft of the TEP at the June CCTA Board meeting, to then be distributed to the RTPCs for consideration. There was a need for adoption by August 2019 with city and county support to be able to place it on the March 2020 ballot. He acknowledged the quick timeline and sought information from the TRANSPLAN Committee as to how to proceed with the process. He noted the potential need for special meetings to accommodate the schedule.

Mr. Noeimi stated that EMC had done some public research and had held five focus group meetings to identify what people were thinking about transportation. He presented a document to identify some of the takeaways from those meetings and reported that EMC was currently doing polling and would present the information to the CCTA Board on May 15, 2019.

While Bob Taylor wanted to see what had been produced prior to considering the next step, Kevin Romick suggested the TAC should get started immediately to be ready by June for adoption and referral to the CCTA Board to allow its action by August 2019.

Mr. Stamps reported that the TAC had already planned to meet this month to discuss the TEP and other items prior to the July deadline. He noted there were two regularly scheduled TRANSPLAN Board meetings between now and the end of July, although special meetings could be considered.

Chair Wright agreed with the need to consider extra meetings. He also acknowledged the need for East County to allocate money for infrastructure.

ADOPT PROPOSED FISCAL YEAR (FY) 2019/20 WORK PLAN AND BUDGET AND DIRECT STAFF TO DELIVER INVOICES TO THE MEMBER AGENCIES, AS RECOMMENDED BY THE TRANSPLAN TECHNICAL ADVISORY COMMITTEE

Mr. Stamps presented the 2019/20 operating budget which was supported by the member payments from all Member Agencies. He stated this year there had been a small surplus and the member payments would be reduced somewhat; however, he added that TRANSPLAN staff and the TAC would be very busy with all the plans being updated and extra meetings might be required. Each jurisdiction's contribution would be \$5,263. He recommended approval of the budget.

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members adopted the Fiscal Year 2019/20 Work Plan and Budget and directed staff to deliver invoices to the Member Agencies, as recommended by the TRANSPLAN Technical Advisory Committee. The motion carried by the following vote:

Ayes: Banales, Burgis, Cross, Motts, Romick, Taylor, and Wright

Noes: None

Abstain: None

Absent: Coniglio, Hardcastle, and Steele

TRANSPLAN COMMITTEE MEMBER COMMENTS/UPDATES

There were no comments.

ADJOURNMENT

Chair Wright adjourned the meeting of the TRANSPLAN Committee at 7:18 P.M. to Thursday, June 13, 2019 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**

TRANSPAC

Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
(925) 937-0980

May 10, 2019

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

Re: Status Letter for TRANSPAC Meeting – May 9, 2019

Dear Mr. Iwasaki:

At its regular meeting on May 9, 2019, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Held a Closed Session to discuss Public Employee Performance Evaluation Pursuant to Government Code §54957 for Managing Director, and scheduled another Closed Session at 8:30 A.M. prior to the next meeting on June 13, 2019.
2. Approved the list of projects for submittal for the Plan Bay Area 2050 Update, as recommended by the TRANSPAC Technical Advisory Committee.
3. Discussed scheduling a special meeting in early July, specific date yet to be determined, to discuss TRANSPAC strategic planning.
4. Received report on the development of a potential new Transportation Expenditure Plan (TEP).
5. Received TRANSPAC Quarterly Financial Reports.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Matthew Todd
TRANSPAC Managing Director

CC: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann and Hisham Noeimi (CCTA)
Jamar I. Stamps, TRANSPLAN; Sean Wright, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; David Hudson, Chair, SWAT
John Nemeth, WCCTAC; Chris Kelly, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)



SWAT

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

May 16, 2019

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

RE: SWAT Meeting Summary Report for May 2019

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, May 6, 2019. The following is a summary of the meeting and action items:

1. Received presentation from MTC on Bay Area Express Lanes, specifically related to I-680 Contra Costa.
2. Approved SWAT Project List for inclusion in the next Regional Transportation Plan.
3. Received update on the development of a Potential New Transportation Expenditure Plan (TEP).

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you need additional information.

All the best,

A handwritten signature in black ink, appearing to read "Lisa", is written over the typed name.

Lisa Bobadilla
SWAT Administrator

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



COMMISSIONERS

Robert Taylor,
Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Teresa Gerring

Federal Glover

Loella Haskew

David Hudson

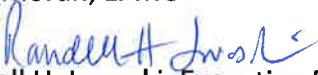
Karen Mitchoff

Kevin Romick

Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: May 20, 2019

Re: Item of interest for circulation to the Regional Transportation Planning
Committees (RTPCs)

At its May 15, 2019 meeting, the Authority discussed the following item, which may be of interests to the Regional Transportation Planning Committees:

1. **Consideration of Development of a New Transportation Expenditure Plan (TEP) and Next Steps.** Staff sought direction from the Authority Board to proceed with the development of a new TEP for placement on the March 2020 ballot. The Authority Board received a report from EMC Research regarding the results of a public survey conducted in April/May 2019. *After receiving comments from key stakeholders and members of the public, the Authority Board authorized staff to proceed with the development of a new TEP for possible placement on the March 2020 ballot, authorized staff to initiate preparation of technical and informational material for a new TEP, and authorized the Chair to execute consultant agreement amendments in the amount of \$900,000 to assist in the TEP development.*

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

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1211 Newell Avenue, Suite 200
Walnut Creek, CA 94596
(925) 937-0980

June 3, 2019

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

RE: 2019 Strategic Plan Update

Dear Mr. Iwasaki:

At its regular meeting on April 11, 2019, the TRANSPAC Board of Directors reviewed the proposed amendments to the 2019 Measure J Strategic Plan and approved the CCTA recommendations. The attached spreadsheet indicates the funding reductions.

Please contact me (925-937-0980 extension 215, matt@graybowenscott.com) if you have any comments or questions.

Sincerely,



Matthew Todd
TRANSPAC Managing Director

Attachment

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann and Hisham Noeimi (CCTA)
Jamar I. Stamps, TRANSPLAN; Sean Wright, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; David Hudson, Chair,
SWAT John Nemeth, WCCTAC; Chris Kelly, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)

ATTACHMENT A: MEASURE J CAPITAL PROJECTS FUNDING BY SUB-REGION

CENTRAL COUNTY CAPITAL PROJECTS		(x \$1,000)		SUGGESTED REDUCTION IN PROGRAMMED FUNDS	PROGRAMMED MEASURE J FUNDS IN 2019 STRATEGIC PLAN (SUGGESTED)	COMPLETED OR UNDER CONSTRUCTION (1 = yes)	TOTAL NUMBER OF PROJECTS
MEASURE J FUNDS PROGRAMMED IN 2016 STRATEGIC PLAN	COMMITTED/ APPROPRIATED						
CALDECOTT TUNNEL FOURTH BORE							
1001 Caldecott Tunnel Fourth Bore (Central County Share)	62,500	60,750	1,750	60,750	1	1	
CAPITOL CORRIDOR IMPROVEMENTS							
4002 Martinez Intermodal Station - Phase 3	7,770	7,770	-	7,770	1	1	
INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242							
6001 I-680/SR4 Interchange Improvements - Phase 3	35,055	35,055	-	35,055	1	1	
6002/04 SR242/Clayton Road Southbound Off-Ramp and Northbound On-Ramp	4,995	2,790	2,205	2,790	-	1	
6006 State Route 4 Operational Improvements - Phase 1	4,515	2,948	1,567	2,948	-	1	
I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.							
8001 I-680 Carpool Lane Completion/Express Lanes (Central County)	36,900	36,900	-	36,900	1	1	
8002 I-680 Southbound Carpool Lane Extension (Restripe)	1,575	1,571	4	1,571	1	1	
8009 Innovate 680 (Central County Share)	23,002	10,350	12,652	10,350	-	-	
BART PARKING, ACCESS, and OTHER IMPROVEMENTS							
10001 BART Parking, Access and Other Improvements - Central County	14,762	10,105	1,157	13,605	-	-	
10001-02 TOD Central County (placeholder)	1,157	-	1,157	-	-	-	
10001-03 Wayfinding Central County	2,600	2,600	-	2,600	1	1	
10001-04 Bike facility - Central County	1,805	1,805	-	1,805	1	1	
10001-05 Concord BART plaza/station improvements	4,500	4,500	-	4,500	1	1	
10001-06 Shared Autonomous Vehicles	250	250	-	250	1	1	
10001-07 Pleasant Hill BART Elevator Renovations	600	600	-	600	1	1	
10001-08 Walnut Creek TOD	3,850	350	-	3,850	-	1	
CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ							
27001 Capitol Corridor Rail Station Improvements at Martinez	2,888	2,870	-	2,888	-	-	
MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.							
24001 Marsh Creek Road Upgrade (Clayton)	27	27	-	27	1	1	
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	5,844	-	-	5,844	-	1	
24004 Kirker Pass Road Truck Lanes - Northbound (Contra Costa County)	6,351	6,351	-	6,351	1	1	
24005 Court Street Overcrossing Study - Phase 1 (Martinez)	127	127	-	127	1	1	
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	11,131	11,131	-	11,131	1	1	
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	9,404	9,404	-	9,404	1	1	
24012 Farm Bureau Road Safe Route to School Improvements (Concord) - Phase 1	300	300	-	300	1	1	
Farm Bureau Road Safe Route to School Improvements (Concord) - Phase 2	3,780	3,780	-	3,780	1	1	
24013 Salvio Street Complete Streets - Sidewalk (Concord)	232	232	-	232	1	1	
New Ygnacio Valley Road ITS Project (Walnut Creek)	366	-	-	366	-	1	
24026 Contra Costa Blvd Improvements (Pleasant Hill)	1,250	1,250	-	1,250	1	1	
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)	2,542	2,542	-	2,542	1	1	
24028 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	2,330	2,330	-	2,330	1	1	
24029 Old Marsh Creek Road Overlay (Clayton)	370	370	-	370	1	1	
24031 Alhambra Creek Bridge and Ferry Street Improvements (Martinez) - Phase 1	3,600	3,600	-	3,600	1	1	
Alhambra Creek Bridge and Ferry Street Improvements (Martinez) - Phase 2	6,971	6,196	-	6,971	1	1	
24032 Clayton Major Streets Improvements (Clayton) - Phase 1	849	849	-	849	1	1	
Clayton Major Streets Improvements (Clayton) - Phase 2	375	29	-	375	-	1	
24036 Pleasant Hill Road Improvements	741	-	-	741	-	1	
CONSTRUCTION RESERVE							
Construction Reserve - Central County	5,081	-	2,865	2,216	-	-	
TOTAL	255,632	219,627	22,200	233,432	25	32	

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 (former) “Bypass”
- State Route 239 • eBART

Quarterly Status Report: January – March 2019

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

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: Completed.

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 **COMPLETED**

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: Completed.

Project Status: Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

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 (landscape).*

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 2: Contra Loma Interchange & G St. Overcrossing

Construction began in March 2012 and was completed in February 2016.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and was accepted as complete in May 2017.

Segment 3B: Hillcrest Avenue to SR160

Construction began in March 2013 and was substantially completed in September 2016 and closeout activities are ongoing. Bike safety improvements have been implemented.

Corridor-wide:

Ribbon cutting ceremony held on July 20, 2016.

Corridor Landscaping:

- *Contract 1 (Loveridge to Century) bids were opened in December 2017. Construction started in early 2018 with project completion, inclusive of the plant establishment period, in 2021.*
- *Contract 2 (Somersville to Cavallo) was advertised on March 12, 2018 and construction has started. Completion, inclusive of plant establishment, is anticipated to be in 2022/23.*
- *Contract 3 (Hillcrest to Laurel Rd. and on SR 160) design was completed and construction bid opened in December 2018. The contract was awarded in February 2019 and completion, inclusive of plant establishment, is anticipated to be in 2022/23.*

Issues/Areas of Concern:

- No issues

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

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: Completed.

Project Status:

- The project opened to traffic on February 29, 2016.
- Final paving is complete and a ribbon cutting was held on February 29, 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

Project Description: Extend rail service eastward from the Pittsburg/Bay Point BART Station to Hillcrest Avenue within the median of SR 4 (Project 1). In addition, the parking lot at Antioch BART station at Hillcrest Avenue will be expanded by 800 spaces (Project 2).

Current Project Phase: Post Construction.

Project Status:

- *Project #1: Revenue service started in May 2018.*
- *Project #2: Currently in the environmental clearance and design phase.*

Issues/Areas of Concern: None.

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

CCTA Fund Source: Measure J

Lead Agency: Contra Costa Transportation Authority/City of Concord

Project Description: Improve SR4 between (b/w) I-680 & Bailey Road. Improvements to be evaluated include:

Eastbound:

B/w Port Chicago Hwy Interchange (I/C) and Willow Pass Rd I/C

- 1) *Add Aux lane b/w PCH on ramp & Willow Pass Rd off ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 2) *Add Aux lane b/w Willow Pass Rd on ramp & San Marco Blvd off ramp. At San Marco I/C*
- 3) *Add new mixed flow lane from San Marco Blvd off ramp to San Marco Blvd on ramp.*

B/w San Marco Blvd I/C and Bailey Rd I/C

- 4) *Add Aux lane from San Marco Blvd loop on ramp to existing deceleration lane at Bailey Rd off ramp.*

From SR 242 off ramp to Port Chicago Highway off ramp

- 5) *Extend existing mixed flow lane from I-680 on ramp to PCH off ramp.*

Westbound:

At SR242/SR4 I/C

- 6) *Modify one of the existing mandatory exit lanes to SR242 to an optional exit lane, allowing 3 lanes to both SR242 exit and WB SR4.*

From Port Chicago Hwy I/C to Willow Pass Rd I/C

- 7) *Add mixed flow lane from Willow Pass Rd on ramp to existing mainline lane just east of Port Chicago Hwy (PCH) off ramp.*
- 8) *Add second exit lane at Port Chicago Highway off ramp.*
- 9) *Add Aux lane from Willow Pass Road on ramp to second exit to PCH.*

At Willow Pass Rd I/C

- 10) *Add mixed flow lane b/w Willow Pass off ramp & Willow Pass on ramp. B/w Willow Pass Rd I/C and San Marco Blvd I/C*
- 11) *Add Aux lane b/w San Marco Blvd on ramp and Willow Pass off ramp. At San Marco Blvd I/C & b/w San Marco Blvd I/C and Bailey Rd I/C*
- 12) *Extend existing acceleration lane at Bailey Rd on ramp to existing Aux lane b/w San Marco on ramp & Willow Pass off ramp.*

Current Project Phase: *Initial Phase (Eastbound): 1) Replace the existing acceleration lanes at Port Chicago Highway (PCH) on ramp with an auxiliary (Aux) lane from PCH on ramp to Willow Pass Road off ramp. 2) Extend this Aux lane from Willow Pass Road off ramp to Willow Pass Road on ramp. 3) Add second exit lane San Marco Blvd off ramp.*

Project Status:

- PSR-PDS was approved in May 2017.
- The Initial Phase of the project is in the Project Approval/Environmental Document (PA/ED) Phase.

Issues/Areas of Concern: The Overall Project has significant funding shortfall.

STATE ROUTE 4 (FORMER “BYPASS” PROJECT)

G. SR-4: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 **COMPLETED**

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: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

H. SR-4: 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: Construction.

Project Status:

- *Project is in the construction closeout phase.*
- *The notice-to-proceed (NTP) for the construction contract was issued on February 6, 2017.*
- *PG&E, Kinder Morgan, and AT&T utility relocation activities are complete.*
- *Ribbon cutting was held on December 10, 2018.*
- *All interchange paving work was completed in January 2019.*

Issues/Areas of Concern:

None.

I. SR-4: 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, Right of Way and Utilities.

Project Status:

- *The CEQA clearance is complete.*
- *Right of Way appraisals are underway.*

Issues/Areas of Concern:

- Construction funding for the project has not been secured.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART's eBART Next Segment Study identifies a potential future station in the vicinity of the Mokelumne Trail POC.

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

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

September 2017 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

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.

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**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Date	Location	Event
		(none)

*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic 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

ITEM 7
ENVIRONMENTAL REGISTER

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE
City of Oakley	east of the Wilbur Avenue and Bridgehead Road intersection	Notice of Preparation	Oakley Logistics Center Contact: Joshua McMurray, Planning Manager mcmurray@ci.oakley.ca.us	1) Development Agreement (DA 01-18); 2) General Plan Amendment to remove the Utility Energy and Business Park land use designations from the project site 3) Rezone (RZ 08-18) to rezone the property from Specific Plan (SP-3 pending) to the Planned Development (P-1) District; 4) A Tentative Map to create 7 industrial parcels and 4 open space lots; and 5) Design Review for the site development and building design of an approximately 2,249,544 square foot light industrial logistic center.	3/21/19	Yes
City of Concord	Multiple	Notice of Preparation	Concord Reuse Project Specific Plan Contact: Joan Ryan, AICP (925) 671-3370 joan.ryan@cityofconcord.org	Notice of Preparation of a Draft Environmental Impact Report Concord Reuse Specific Plan	12/20/18	Yes
City of Oakley	APN037-100-048, 037-100-049, 037-100-13, 19 and 23	Request for Comments/Conditions of Approval	The Village at Main	1) General Plan Amendment from Commercial (CO) to Multi-Family, Low Density (ML); 2) Rezone from the General Commercial (C) District to Multi-Family Residential (M-9) District; 3) a Tentative Map to subdivide the 21.3-acre site consisting of 5 parcels into 153 single family lots; and 4) Design Review for the home designs, site landscaping, fence plans and site design.	10/16/18	No Comments
City of Brentwood	APN007-380-002 007-380-003	Request for Comments/Conditions	Cowell Ranch	140 unit subdivision	9/22/2017	No Comments
City of Brentwood	APN019-020-071	Request for Comments/Conditions	Lone Tree Way Commercial Contact: Planning@brentwoodca.gov	Commercial/retail center	9/8/2017	No Comments

**ITEM 8
CBPAC APPOINTMENTS**

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee

FROM: TRANSPLAN Technical Advisory Committee (“TAC”)

DATE: June 13, 2019

SUBJECT: **Appointment to Countywide Bicycle and Pedestrian Advisory Committee**

Recommendation

REAPPOINT Paul Reinders (Pittsburg) and Bruce Ohlson (Pittsburg) to the Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Advisory Committee, as recommended by the TRANSPLAN Technical Advisory Committee.

Background

The Contra Costa Transportation Authority (“CCTA”) established the Countywide Bicycle and Pedestrian Advisory Committee (“CBPAC”) to help oversee the preparation of the Countywide Bicycle and Pedestrian Plan (“CBPP”), review applications for funding bicycle and pedestrian projects, and review complete streets checklists required by the Metropolitan Transportation Commission (“MTC”).

The CBPAC is composed of representatives from the following agencies and organizations:

- One citizen, one staff person, one alternate appointed by each of the four Regional Transportation Planning Committees
- One staff person, one alternate appointed by the County
- One representative, one alternate appointed by East Bay Regional Park District
- One citizen, one alternate appointed by Bike East Bay
- Two citizen representatives appointed by CCTA (one representing youth and one representing seniors and people with disabilities)

CBPAC members are appointed to two-year terms. There is no consecutive term limit. The CBPAC generally meets on the fourth Monday of every other month at CCTA.

In 2017, TRANSPLAN appointed Paul Reinders (staff) and Bruce Ohlson (citizen). Both representatives have indicated they are interested in continuing to serve on the CBPAC. Therefore, the TRANSPLAN TAC recommends reappointing Bruce Ohlson and Paul Reinders as TRANSPLAN’s representatives to the CBPAC.

cc: TRANSPLAN TAC

ITEM 10
NEW TRANSPORTATION SALES TAX MEASURE

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN Technical Advisory Committee (“TAC”)
DATE: June 13, 2019
SUBJECT: **Consideration of Development of a New Transportation Expenditure Plan**

Recommendation

CONSIDER the Contra Costa Transportation Authority’s (“CCTA”) development of a potential New Countywide Transportation Expenditure Plan (“TEP”), provide direction to staff on potential Draft TEP comments and **DIRECT** the TRANSPLAN TAC to develop Draft TEP comments for the TRANSPLAN Committee’s consideration.

Background

May 5, 2019, the TRANSPLAN Committee received a presentation from CCTA staff on a new TEP to be placed on the March 2020 ballot. CCTA intends to use 2016 Measure X as a starting point and guide to develop the new TEP. The Committee directed the TAC to review the previous effort and return to the Committee with points to begin the discussion.

May 21, 2019, the TAC met to discuss the proposed TEP. The discussion included a review of the Measure X TEP (Attachment 1) as well as the proposed TEP work program and polling results (Attachment 2). The TAC developed an initial list of potential priorities for the Committee’s consideration (in no particular order):

- State Route 4 (“SR-4”) Integrated Corridor Analysis implementation (e.g. SR-4 Operational Improvements, express lanes)
- SR-239; Byron-Vasco Connector
- Oakley Train Station
- Priority Production Areas
- New eBART cars
- Brentwood Intermodal Station
- Local street maintenance
- Electric Vehicle Infrastructure (“Innovative Transportation Technology”)
- Traffic signal coordination (“Major Streets”)
- Implement recommendations from impending East County Integrated Transit Study (Caltrans grant funded) and East County Infrastructure Strategic Plan

The TAC discussed other considerations that could affect TEP development, such as the passage of Senate Bill 1 and Regional Measure 3 (which funds the Mokelumne Trail Overcrossing and Vasco Road Safety Improvements Phase 2 projects). Additionally, passage of BART’s Measure RR provides funds for station access improvements.

The TAC seeks direction from the Committee on the list of initial priorities. It should be noted that TRANSPLAN will have additional information to guide this exercise by the June 18 TAC meeting and the July 11 TRANSPLAN Committee meeting after the Authority releases a Draft TEP later this month. At the time of preparation of this report CCTA held a special Board meeting on 6/5/19.

June 5, 2019 CCTA Special Board Meeting

CCTA convened a special Board meeting to discuss various items related to the development of a new Transportation Expenditure Plan, including the TEP development schedule (Attachment 3), public outreach plan, summary of transportation funding needs (Attachment 4), revenue estimates from the new measure (Attachment 5) and an initial Draft TEP (Attachment 6). A brief summary of these topics is provide below.

All of this information was made available during the preparation of this report and therefore has not been reviewed by the TRANSPLAN TAC. The TAC will convene on June 18 to discuss the aforementioned information, and June 13 TRANSPLAN Committee comments. It should be noted the initial Draft TEP (Attachment 6) is the first iteration and will undergo several changes over the next few months.

Public Outreach

From now until September 2019, the Authority will be utilizing a variety of public outreach tools to solicit direct input from the public on a draft TEP, including: telephone town halls, community meetings, online/printed survey, informational materials (e.g. fact sheets, videos, articles), general and social media. The Authority will incorporate public input into the Final TEP, which will be adopted at the September CCTA Board meeting.

Unmet Funding Need

The passage of Measure J allowed CCTA to leverage that sales tax revenue to obtain other State and federal funding sources which helped deliver projects almost twice as fast as expected (66% of Measure J capital projects are complete or under construction, 14 years ahead of Measure J's expiration). Despite that, the County still has a funding shortfall for remaining capital projects.

TRANSPLAN's Regional Transportation Plan ("RTP") financially constrained project list has an approximately \$907 million shortfall. In addition, East Contra Costa Regional Fee and Financing Authority capital projects have funding needs, and local agencies are backlogged with street pavement maintenance projects, as well as bicycle and pedestrian project and transit enhancement needs. A new local fund source will not only help address some of those needs, but will also ensure that Contra Costa County is well positioned to attract State and federal funds that would otherwise go to other counties that are able to provide the required match for these sources.

Revenue Estimate

The new Measure would start on July 1, 2020 if passed in March 2020. For a start date of July 1, 2020 (March 2020 ballot), a new ½ cent 30-year Measure is estimated to generate \$3.06 billion (approximately \$863.7 million for the TRANSPLAN sub-region).

Timeline

The compressed timeline requires Regional Transportation Planning Committees ("RTPCs") to respond relatively quickly. The TRANSPLAN TAC will reconvene on June 18, 2019 to discuss refinements to East County's recommendations for the Draft TEP based on the Committee's June 13 discussion. In addition, CCTA will officially release a Draft TEP at their June 19 Board meeting for RTPC review.

The TRANSPLAN Committee will reconvene on July 11 to discuss final comments on the Draft TEP, and if necessary the TAC can discuss non-substantive changes to TRANSPLAN's Draft TEP comments at the July 16 TAC meeting. The table below summarizes the important dates. A more comprehensive schedule is in Attachment 3.

Date	Event
June 13, 2019	TRANSPLAN Committee meeting
June 18, 2019	TRANSPLAN TAC meeting
June 19, 2019	CCTA Board anticipated to authorize release of Draft TEP for RTPC review
July 11, 2019	TRANSPLAN Committee Meeting
July 16, 2019	TRANSPLAN TAC meeting
July 31, 2019	RTPC comments due on Draft TEP to CCTA
August 2019	CCTA adopts Final TEP
October 2019	Cities and County adoptions of Final TEP
November 2019	County Board of Supervisors place new measure on the March 2020 ballot.

att: 1) New TEP Work Program
 2) County Voter Survey
 3) TEP Development Schedule
 4) Capital Projects Funding Shortfall
 5) TEP Revenue Estimates
 6) Draft TEP (6/5/19)

cc: TRANSPLAN TAC

MISSION

To advance transportation, ease congestion, and prepare Contra Costa County for future safe mobility.

VISION

Strive to preserve and enhance the quality of life of local communities with integrated, reliable, and accessible transportation that optimizes the existing transportation system, leverages emerging technologies and provides seamless multimodal choices.

BUILDING A NEW TRANSPORTATION FUTURE

We strive to achieve this vision and fulfill our mission by focusing on the following goals:

- ✓ **Ease traffic congestion**, improve freeway traffic flow, and reduce bottlenecks.
- ✓ **Make public transportation more accessible**, convenient, and affordable for seniors, students, commuters, and the disabled; and provide better mobility options for all.
- ✓ **Optimize the transportation system**, enhance local, regional, and express bus service; improve connections between modes; and leverage technology.
- ✓ **Improve air quality, create jobs, and generate economic benefits**; increase personal quality time and overall quality of life.
- ✓ **Repave local streets, repair potholes, and synchronize signals**; smooth traffic flow, improve neighborhood streets and intersections, and enhance bike and pedestrian connections.

A ROADMAP TO THE FUTURE

The Contra Costa Transportation Authority (Authority) will apply the following principles to meet the goals of a potential new local transportation sales tax measure for Contra Costa County:



Defined Benefits. Use transportation sales tax to achieve defined outcomes and benefits.



Public Participation. Conduct a public outreach program to collect input from stakeholders, residents and the communities throughout Contra Costa County.



Accountability and Transparency. Protect and monitor the public's investment.



Balanced Approach. Balance the needs and benefits for all people and areas of Contra Costa County to provide an equitable and sustainable transportation system.



Maximize Available Funding. Use transportation sales tax to leverage regional, state, and federal funding opportunities and private investments to maximize the amount of overall funds available for transportation projects in Contra Costa County.



Commitment to Technology and Innovation. Continue to incorporate advanced technologies and emerging innovations into the transportation system.



Commitment to Growth Management. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities.

BENEFITS OF FUTURE MOBILITY

Investments will be well defined to achieve the following defined benefits of a potential new local transportation sales tax measure. While specific benefits will be developed upon conducting public opinion research, possible benefits may include:



Improve Pavement Condition. Smoother roads in Contra Costa.



Improve Air Quality. Reduce the number of vehicles on the road and encourage the use of zero emission vehicles.



Mode Share and Increased Transit Trips. Expand safe, convenient and affordable alternatives to the single occupant vehicle.



Improve Transit Efficiency and Accessibility. Provide more frequent, reliable and on-demand transit services.



Improve Mobility. Maximize efficiency of the transportation system by increasing movement of more people and goods through vital congested corridors.



Reduce Travel Times and Improve Travel Time Reliability on Congested Corridors.



Improve Economic Activity and Create Jobs. Transportation sales tax investments could result in direct and indirect economic benefits, including jobs, business expansion and attract new businesses.



Principles for Development of a Transportation Expenditure Plan

The Principles for Development of a Transportation Expenditure Plan (TEP) will guide the preparation of a TEP. The mission, vision, goals, and principles will be identified, as well as potential benefits from the TEP investments.

Deliverables:

- ✓ Draft Document, Final Document.

Key Milestones:

- ✓ Draft Principles were presented to the Contra Costa Transportation Authority (Authority) Board for input at the April 17, 2019 Authority Board meeting.
- ✓ Receive comments, revise and approve Principles for Development of a TEP at the May 15, 2019 Authority Board meeting.



Outreach Plan

The Outreach Plan graphic shows the general flow of information among the participants involved in the development of a TEP.

Deliverables:

- ✓ Outreach Plan graphic.

Key Milestones:

- ✓ Draft Outreach Plan graphic was presented to the Authority Board for input at the April 17, 2019 Authority Board meeting.
- ✓ Receive comments and revise Outreach Plan graphic for the May 15, 2019 Authority Board meeting.



Schedules, Budget, and Funding

- 1 **Schedule** | A schedule has been developed in consideration of the March 2020 election. The schedule includes key dates and milestones for a TEP development process and placing it on the ballot.

- 2 **Budget for TEP Development** | Estimated costs and budget have been developed for consideration of the March 2020 election. The costs include consultant support services and outreach efforts.
- 3 **Budget to place a TEP on Ballot** | Estimated costs and budget have been developed to place a potential TEP on the March 2020 ballot.
- 4 **Funding** | A potential funding source has been identified to support the budget for potential TEP Development and to place a TEP on the March 2020 ballot.

Deliverables:

- ✓ March 2020 election schedule
- ✓ Cost estimate for TEP development
- ✓ Cost estimate for placing a TEP on the ballot
- ✓ Proposal for funding necessary activities

Key Milestones:

- ✓ The schedule for the March 2020 ballot was presented to the Authority Board for input at the April 17, 2019 Authority Board meeting.
- ✓ The schedule, budget, and funding will be presented to the Authority Board for approval at the May 15, 2019 Authority Board meeting.



Public Outreach

- 1 **Community Conversations** | The Authority will use an innovative approach to reach residents and seek input from the public through a variety of methods throughout the County.
- 2 **Public Opinion Research** | The Authority will conduct public opinion research including focus groups and polling.
- 3 **Informational Materials** | Informational materials will be created to educate residents and the public about the proposed TEP.

Deliverables:

- ✓ Public Outreach Plan
- ✓ Public Opinion Research
- ✓ Informational Materials

Key Milestones:

- ✓ A focus group update was presented to the Authority Board at the April 17, 2019 Authority Board Meeting.

- ✓ An update on public opinion research will be presented to the Authority Board at the May 15, 2019 Authority Board Meeting.



Stakeholder Outreach

The Authority will reach out to key stakeholder groups and key elected officials to schedule meetings and not form an Expenditure Plan Advisory Committee.

- 1 **Key Stakeholder Groups** | Authority Board members, staff and other designated individuals will reach out early in a TEP development process to groups representing various interests.
- 2 **Key Elected Officials** | Authority Board members, staff and other designated individuals will reach out throughout a TEP development process to key elected officials to provide updates for the development of a proposed TEP.

Deliverables:

- ✓ Stakeholder Toolkits (including overview of Work Plan and schedule, informational materials, etc.).

Key Milestones:

- ✓ Initial Stakeholder Toolkit with work plan and schedule to be available after the May 15, 2019 Authority Board meeting, and updated throughout the TEP development process.



Regional Input

- 1 **Public Managers Association (PMA) and Contra Costa Engineers Advisory Committee (CCEAC)** | Authority staff will provide updates on TEP development and seek input from the PMA (and CCEAC through the PMA) through regularly scheduled monthly PMA meetings.
- 2 **County** | Authority staff will coordinate outreach, seek input and provide updates on TEP development to the County Board of Supervisors and County staff, including presentations as requested at scheduled Board of Supervisors meetings.
- 3 **Cities/Towns** | Authority staff will coordinate outreach, seek input and provide updates on TEP development to the Cities/Towns in Contra Costa County including presentations as needed at City/Town Council meetings.
- 4 **Regional Transportation Planning Committees (RTPCs)** | Authority staff will coordinate outreach, seek input and provide updates on TEP development to the RTPCs at scheduled Technical Advisory Committees (TACs) and Board meetings. When possible, the outreach will be coordinated with the Authority's effort to seek input on the Regional Transportation Plan (RTP) development.

RTPC Review/Comment on subsequent Draft TEPs | Authority staff will make presentations and solicit input from RTPC TACs and Boards throughout a TEP development process.

- 5 Transit Operators** | Authority staff will coordinate outreach, seek input and provide updates on TEP development to transit operators through Authority Standing Committees (such as the Bus Transit Coordinating Committee).

Deliverables:

- ✓ As needed Presentations.

Key Milestones:

- ✓ Initial Presentations and materials to be developed and presented for regional input after the Authority Board approves an initial Draft TEP.



TEP Development

- 1 Authority Board, Staff and Designated Individuals** | If the Authority Board approves the TEP Guiding Principles and Work Plan at the May 2019 Authority Board meeting, Authority staff and other designated individuals will begin development of an initial draft of a TEP. The Authority will hold Special Authority Board meetings to guide the development and approve a TEP. An initial draft TEP will be presented to the Authority Board for consideration and input. After input is received on the initial draft TEP, Authority staff and other designated individuals will seek regional input into the draft TEP through outreach efforts including presentations to Cities/Towns, County, RTPCs, PMA, Transit Operators and Stakeholders. A final TEP will be presented to the Authority Board at a special meeting in August 2019 for consideration and approval.
- 2 Consultant Assistance** | Consultant resources will be used to support Authority staff efforts for development of a TEP, schedules and budget; informational materials, technical support for projects and programs costs and schedules, presentations, and administrative tasks.
- 3 Updates to Transportation Needs and Funding Outlook** | The Authority will update the 2016 TEP and prepare an initial draft TEP based on unfunded transportation needs, focus group and survey data received in April/May 2019, and anticipated funding amounts of recently approved transportation funding programs such as Senate Bill 1 (SB1), Regional Measure 3 (RM3), etc.

TEP Strategies | Authority staff will review other recently approved TEPs, new methods for balancing flexibility and accountability, investing for new mobility solutions, planning for emerging technologies, and maximizing funding leverage opportunities. Staff may present information regarding strategies to developing a TEP, such as:

- ✓ Programmatic funding categories of project and program investments (i.e. transit, return to source)
 - ✓ Performance-based and incentive-based funding programs
 - ✓ Emerging mobility and technologies
 - ✓ Intelligent transportation systems
- 4 **Final TEP** | Authority staff will update a draft TEP based on Authority Board, regional and stakeholder input. A final TEP will be presented to the Authority Board for consideration and approval at a special meeting in August 2019.
 - 5 **Update Revenue Forecast** | Authority staff will update revenue forecasts for various scenarios of a possible new sales tax measure.
 - 6 **Update Costs/Schedules for Current and Future Projects/Programs** | Authority staff and project sponsors will update costs and schedules for projects and programs to be considered for inclusion in a TEP. When possible, this task will be coordinated with the RTP Call for Projects currently underway.

Deliverables:

- ✓ Authority staff report on Transportation Needs and Funding Outlook (may be consolidated with other staff report topics).
- ✓ Authority staff report on TEP Strategies for consideration (may be consolidated with other staff report topics).
- ✓ Draft and final TEP.
- ✓ Revenue forecasts for various scenarios.
- ✓ Updated projects and programs costs and schedules.

Key Milestones:

- ✓ Draft Work Plan was presented to the Authority Board for input at the April 17, 2019 Authority Board meeting.
- ✓ Final Work Plan will be presented to the Authority Board for approval at the May 15, 2019 Authority Board meeting.
- ✓ Initial draft TEP will be presented to the Authority Board for consideration and input at the June 19, 2019 Authority Board meeting.
- ✓ The final TEP will be presented to the Authority Board for approval at a special meeting of the Authority Board in August 2019.



March 2020 Ballot Election Schedule Authority Board Actions

- April 17, 2019** Provide input on Guiding Principles and Work Plan.
- May 15, 2019** Approve Guiding Principles, development of a TEP, Work Plan and funding.
- June 19, 2019** Approve circulation of initial and subsequent draft TEP for review and comment.
- August 2019** Adoption of proposed TEP, approve circulation to Cities/Towns and County for approval - SPECIAL AUTHORITY BOARD MEETING in August 2019.
- Oct. 30, 2019** Approve TEP, authorization to put Measure on ballot - SPECIAL AUTHORITY BOARD MEETING on October 30, 2019.

Other Agency Actions

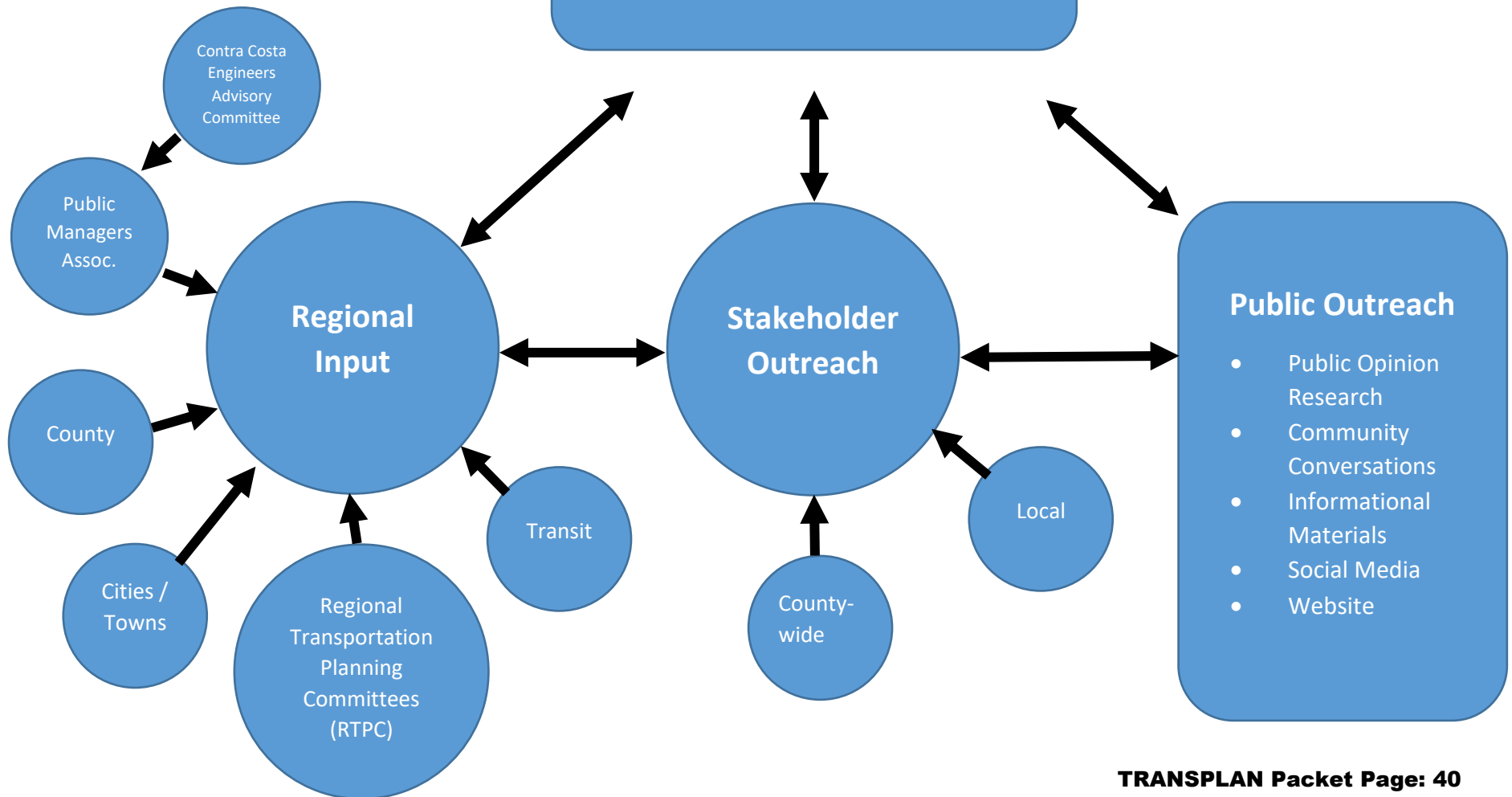
- Sep. – Oct. 2019** **City/Town and County Consider Proposed TEP** | Cities and Towns with majority population and the County Board of Supervisors must approve the TEP.
- Nov. 19, 2019** **County Board of Supervisors Considers County Ordinance to Place a TEP on Ballot** | County Board of Supervisors would consider and adopt potential County Ordinance to consolidate special election on Authority Tax measure for the March 2020 election.
- December 6, 2019** **Registrar of Voters** | If approved by Cities/Towns and Counties, consolidate election, place Measure on Ballot.

Attachments

- ✓ Outreach Plan graphic

Authority Board

+ Standing and Advisory Committees





Contra Costa County Voter Survey Conducted for Contra Costa Transportation Authority

Executive Summary

TRANSPLAN Packet Page: 41

Presented to CCTA Board – May 15, 2019

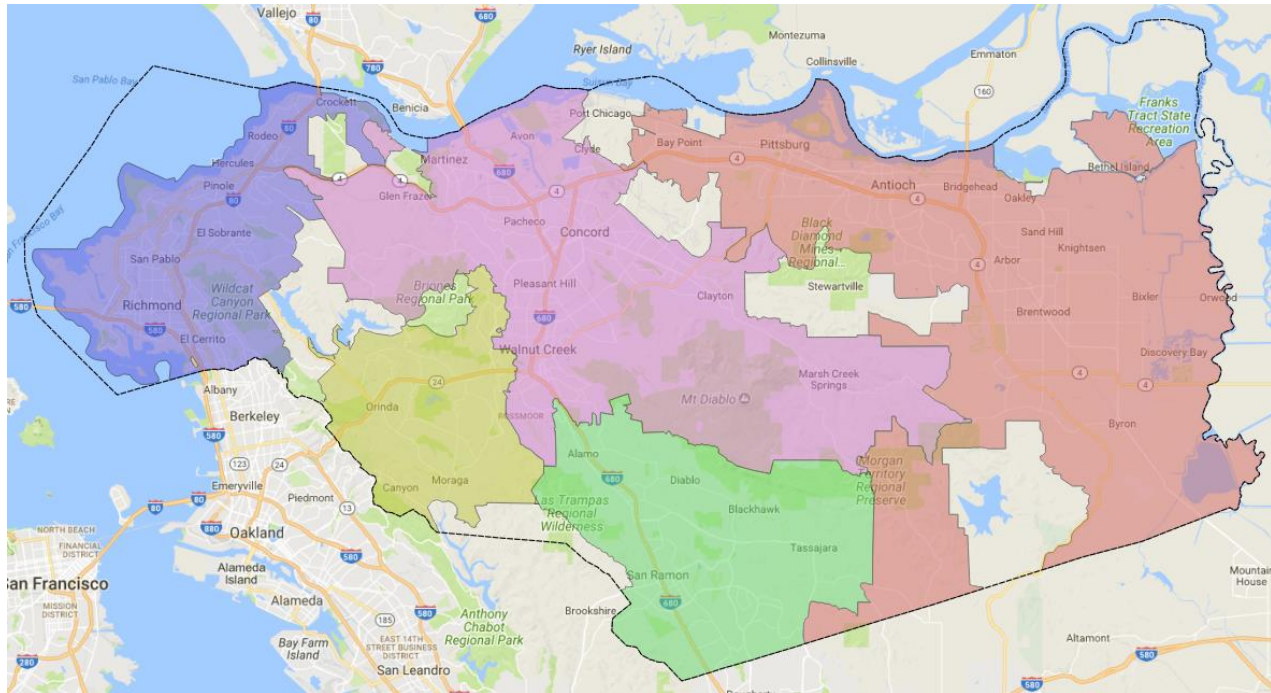


- ▶ Hybrid email-to-web and live telephone survey of likely March 2020 voters
- ▶ Survey conducted May 1-9, 2019
- ▶ 1,333 interviews; effective overall margin of error ± 3.2 percentage points
- ▶ Split sample methodology used to test two different styles of ballot questions, both for the same rate, term, and revenue raised:
 - Sample A; Traditional ballot question, similar to format of Measure X: 678 interviews; effective MoE ± 4.6 percentage points
 - Sample B; Outcomes-focused ballot question, with more emphasis on potential outcomes: 655 interviews; effective MoE ± 4.4 percentage points
 - Samples balanced to control for demographic and attitudinal differences
- ▶ Where applicable, results compared with past research in the county
- ▶ Weighted to reflect overall countywide likely March 2020 voter population on key demographics

Please note that due to rounding, some percentages may not add up to exactly 100%.

Region

Region	Number of Interviews	Margin of Error (+/-)	Weighted % of Population
Central	309	5.6	32%
East	295	5.7	23%
Lamorinda	244	6.3	9%
San Ramon Valley	211	6.7	15%
West	274	5.9	21%



- Central
- East
- Lamorinda
- San Ramon Valley
- West
- Contra Costa County Border

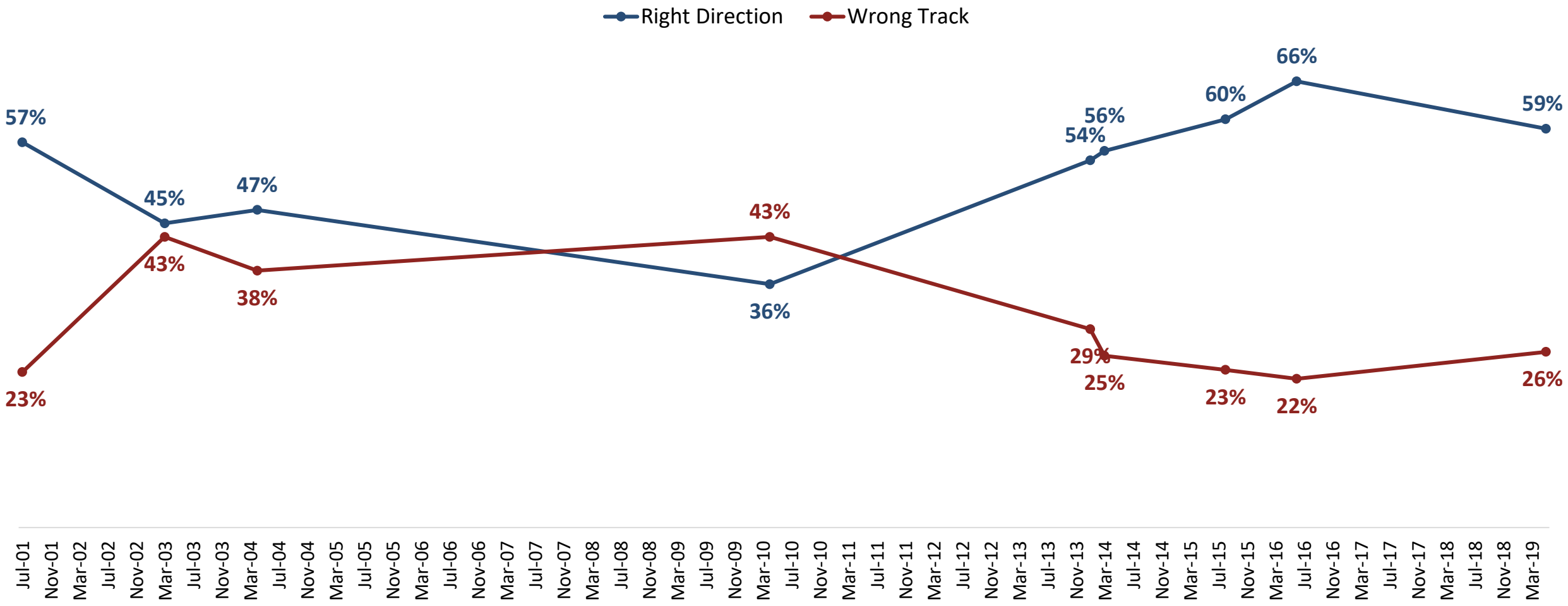
Key Findings

- ▶ Awareness of the need for local transportation funding remains high, even with concerns about housing on the rise.
- ▶ A potential half cent sales tax measure for transportation improvements in Contra Costa County is supported by nearly two-thirds of likely voters.
 - Congestion reduction and improvements to public transit, including BART, are the elements that generate the most interest.
 - Support is highest in West County and Lamorinda, and lowest in the San Ramon Valley.
- ▶ Voters have some concern that transportation tax revenues do not always benefit them; strong accountability that requires expenditures show real benefits is a very attractive component.
- ▶ An outcomes-focused measure fares better than a traditional project/program oriented format once additional information is presented that emphasizes the project and program elements.
 - The outcomes-oriented model is also more resistant to opposition messaging.

Contra Costa County: Right Direction/Wrong Track



While most voters still feel optimistic about the direction of the County, optimism has declined some since 2016.

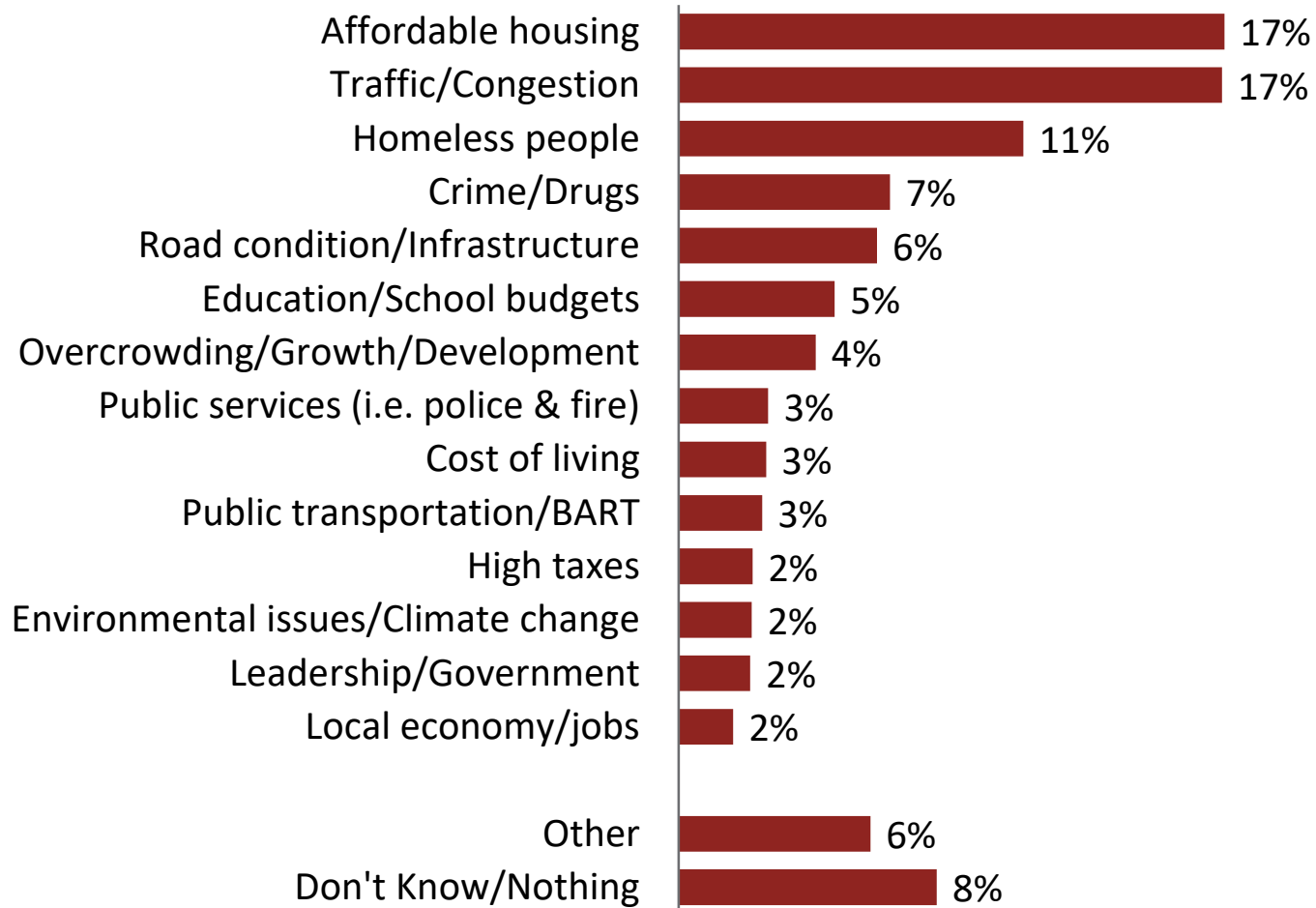


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Q4. Do you feel that things in Contra Costa County are generally going in the right direction or do you feel things have gotten pretty seriously off on the wrong track?

Contra Costa County: Most Important Problem

Concerns about housing affordability and homelessness are growing, but traffic and roads are still top of mind.

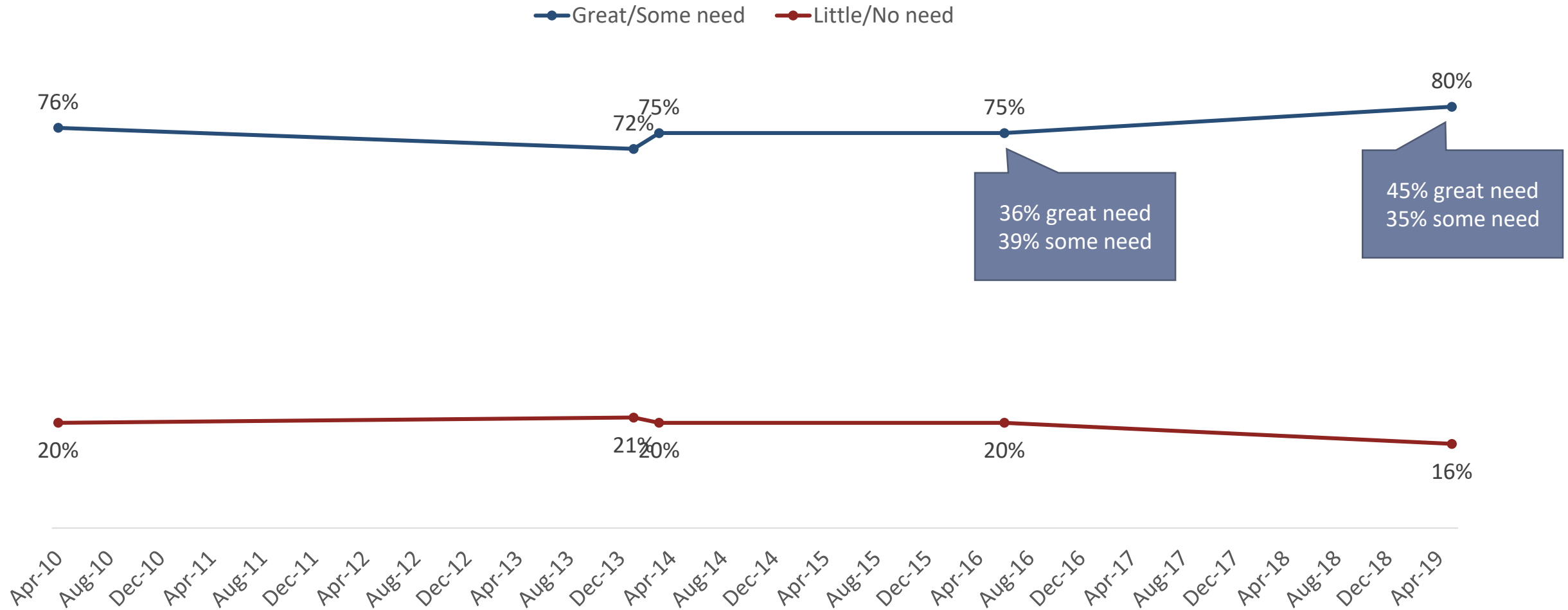


September 2015:

Traffic/transportation	16%
Water	12%
Crime/safety	11%
Education/schools	8%
Road conditions	6%
Overpopulation/development	5%
Housing availability/affordability	5%
Government spending	4%
Homelessness	4%

Need for Transportation Funding

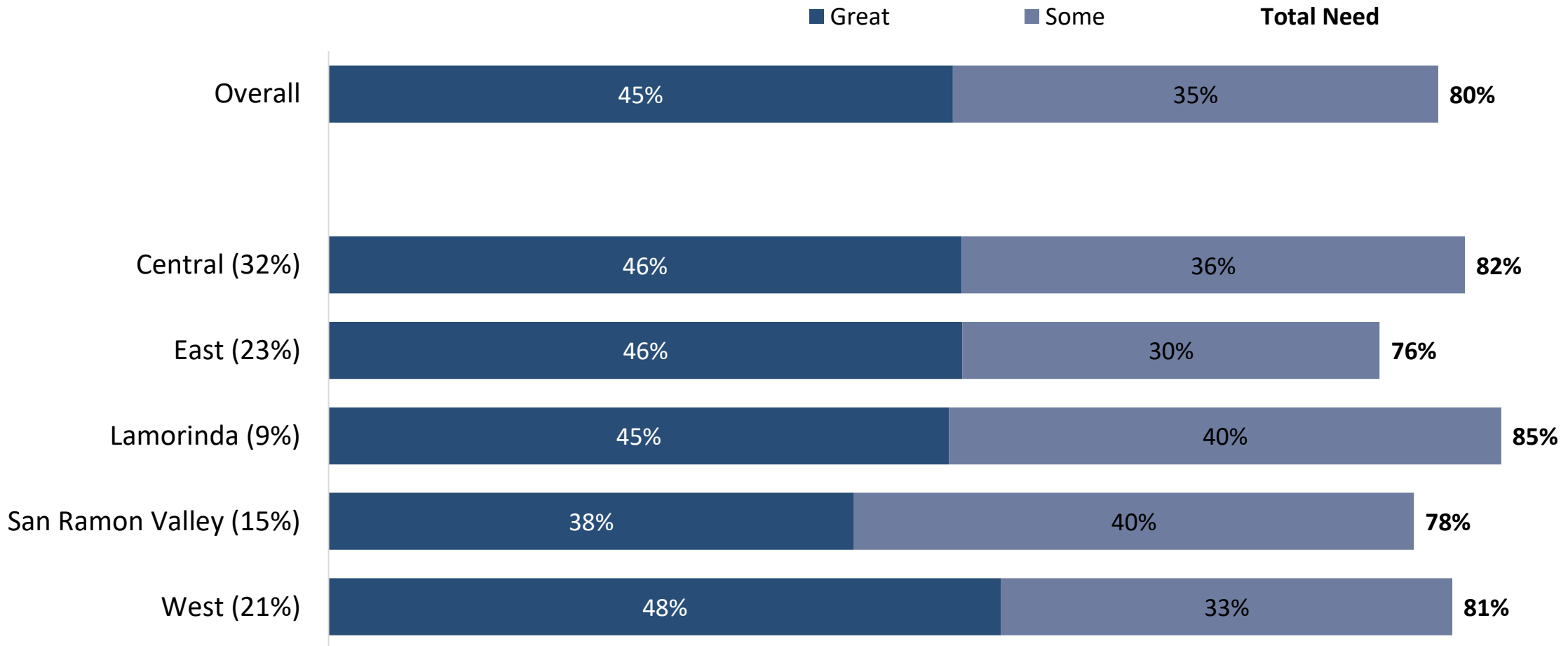
Perceived need for transportation funding has risen since 2016, and intensity is growing.



Q6. Thinking about the roads, highways, BART, buses, ferries, bike paths, and sidewalks in Contra Costa County, that is, the entire county transportation network, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?

Need for Transportation Funding by Region

Perception of need for funding is pervasive across the county, though intensity is lowest in the San Ramon Valley.

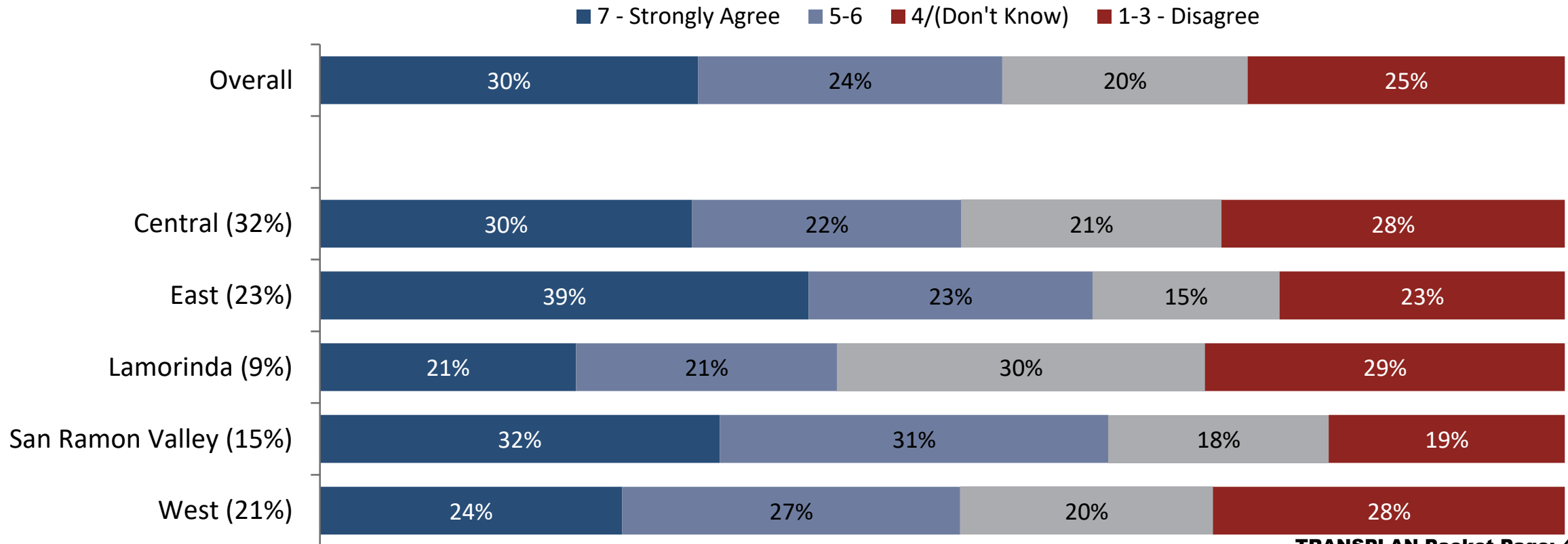


Q6. Thinking about the roads, highways, BART, buses, ferries, bike paths, and sidewalks in Contra Costa County, that is, the entire county transportation network, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?

Perception of Tax Waste By Region

Voters in East County and the San Ramon Valley are the most likely to feel transportation tax dollars are spent on things that don't benefit them.

Most of the taxes I currently pay for local transportation improvements are wasted on things that don't benefit people like me.



Q17. Next, I'm going to read you some statements. Please rate how much you agree with them on a scale of 1 to 7, where 1 means you strongly disagree, and 7 means you strongly agree.

Initial Vote: Traditional Ballot Question

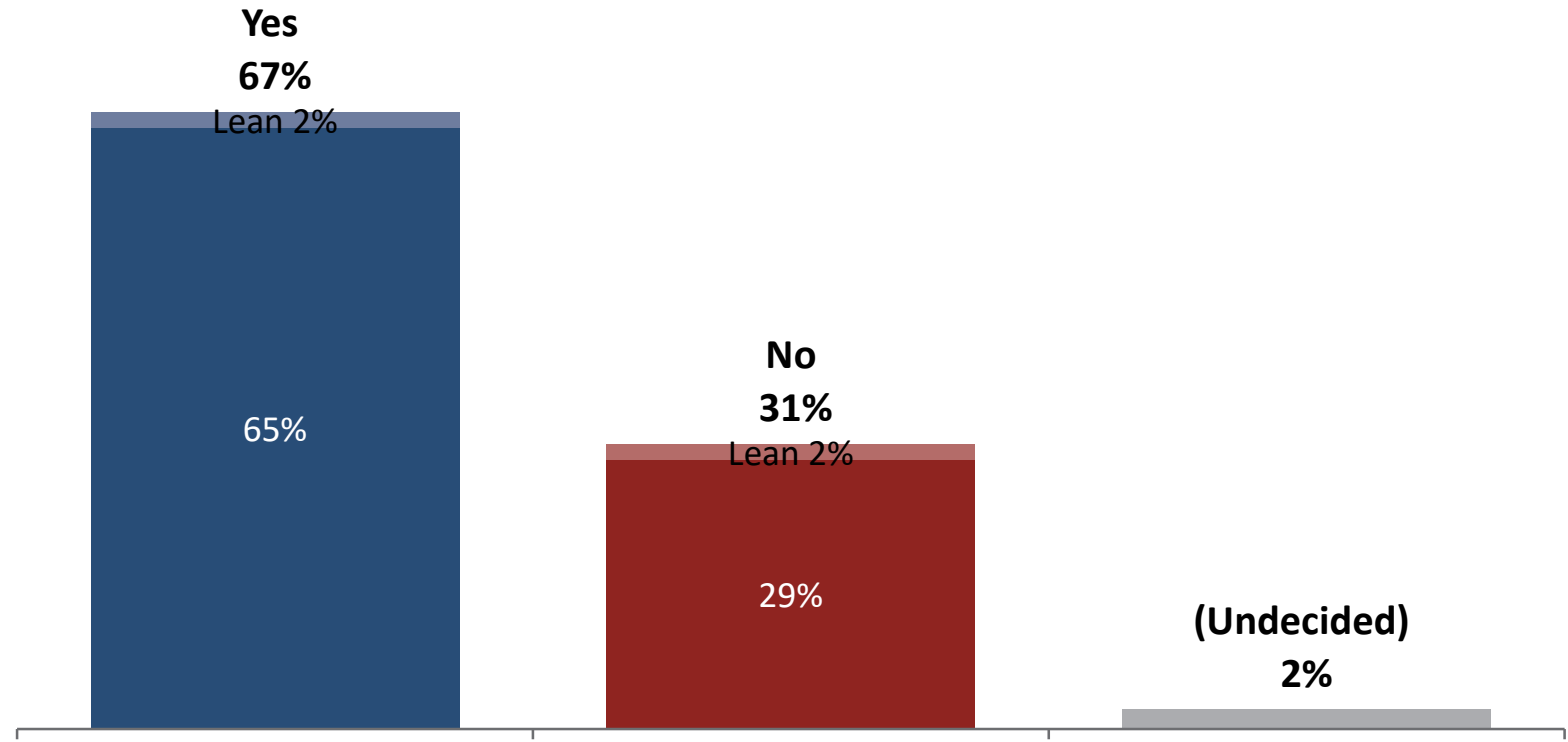
A potential half cent sales tax measure for transportation that lists out the projects and programs that would be funded is supported by nearly two-thirds of the county's voters.

n=678

To implement a 30-Year Transportation Improvement Plan to:

- Reduce congestion on Highways 680, 80, 24, and 4;
- Improve BART safety, cleanliness, and access;
- Enhance ferry/bus transit, including for seniors, veterans, people with disabilities, students;
- Improve bicycle/pedestrian safety;
- Improve air quality;
- Fix potholes;

shall the ordinance levying a 1/2 cent sales tax, providing an estimated \$97 million for transportation annually that the state cannot take, requiring funds directly benefit Contra Costa County residents/commuters be adopted?



Initial Vote: Outcomes-Focused Ballot Question

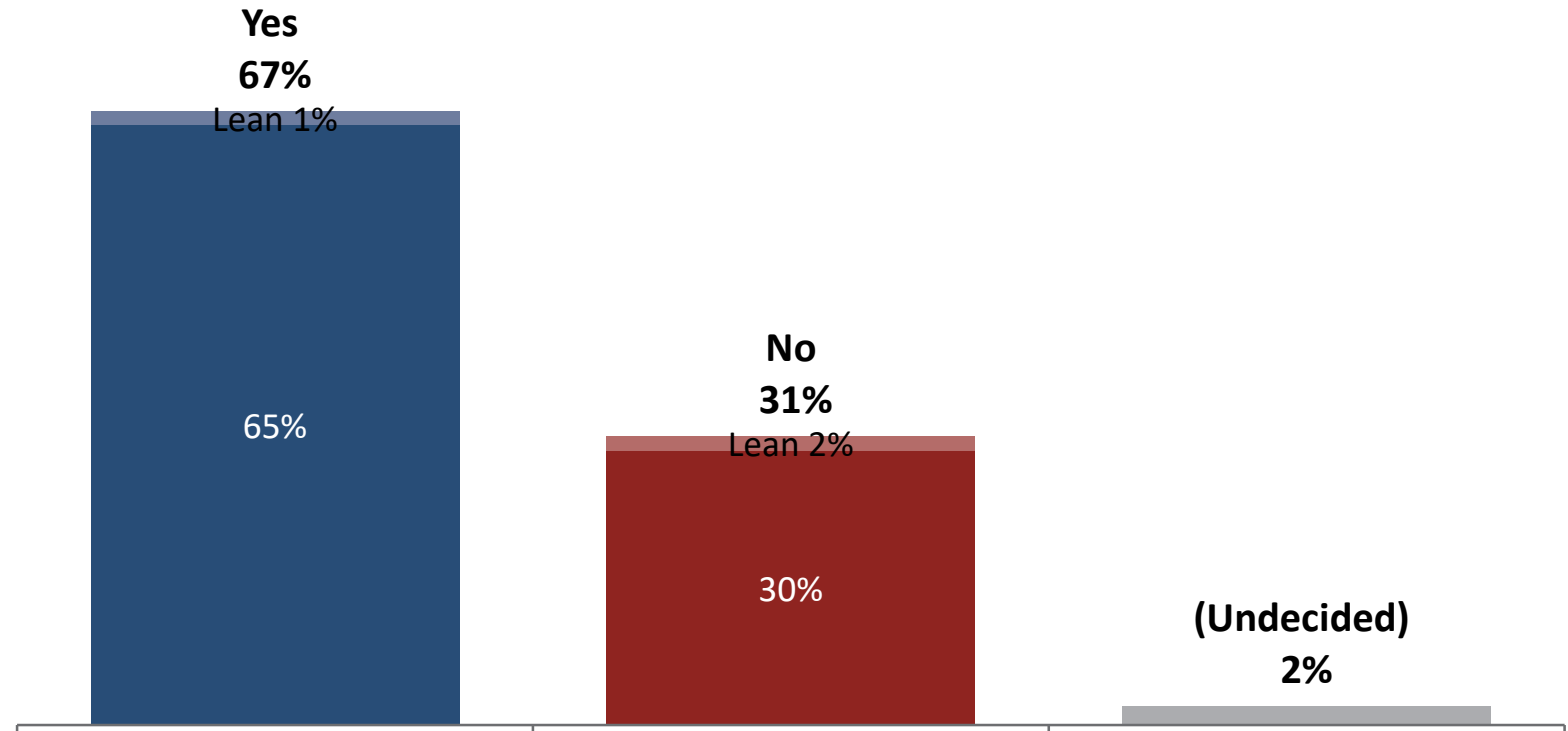
A potential half cent sales tax measure that focuses more on the outcomes is also supported by nearly two-thirds of voters.

n=655

To:

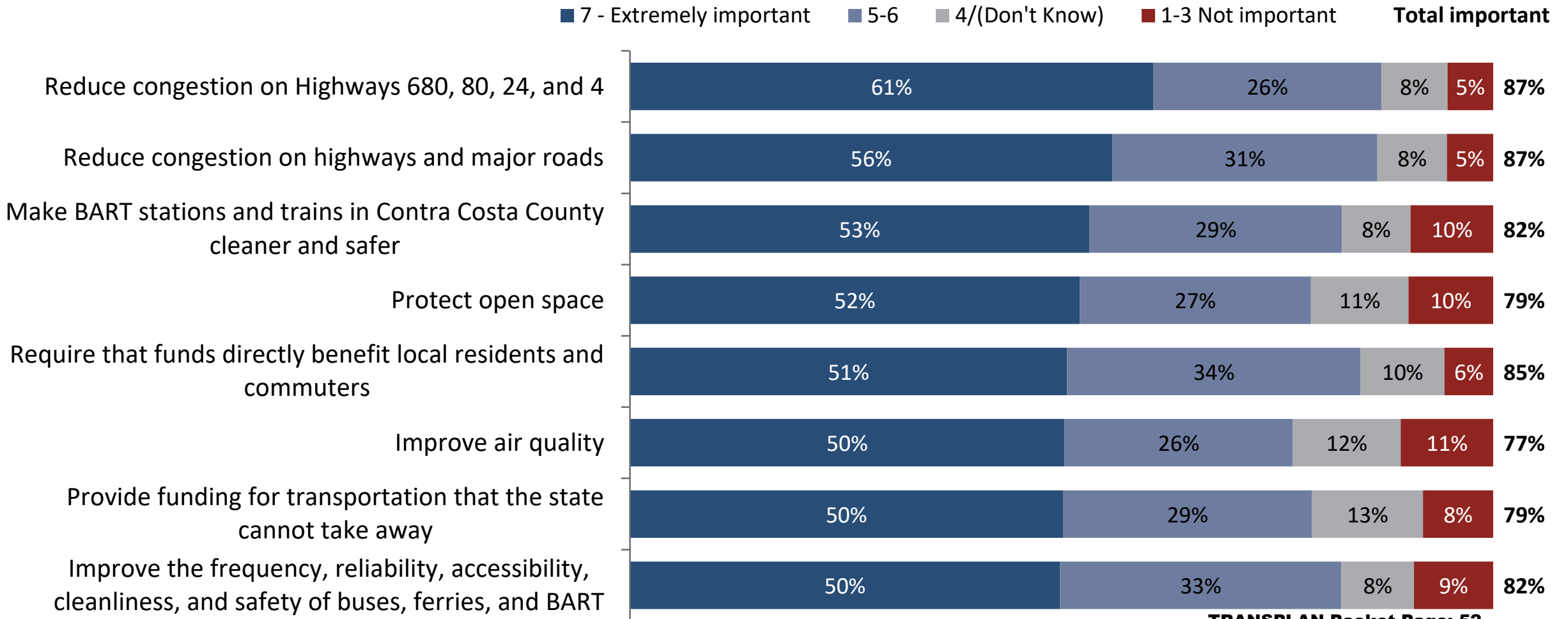
- Reduce congestion on highways and major roads;
- Make commutes faster and more predictable;
- Improve the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART;
- Make biking/walking safer;
- Improve air quality;
- Fix potholes;

shall the ordinance implementing a 30-Year Transportation Improvement Plan, levying a 1/2 cent sales tax, providing an estimated \$97 million for transportation annually that the state cannot take, requiring funds directly benefit Contra Costa County residents/commuters be adopted?



Top Potential Measure Elements

Top-tier elements include congestion reduction, BART and other transit improvements, and environmental protections. Requiring funds directly benefit local residents and commuters is a key feature.

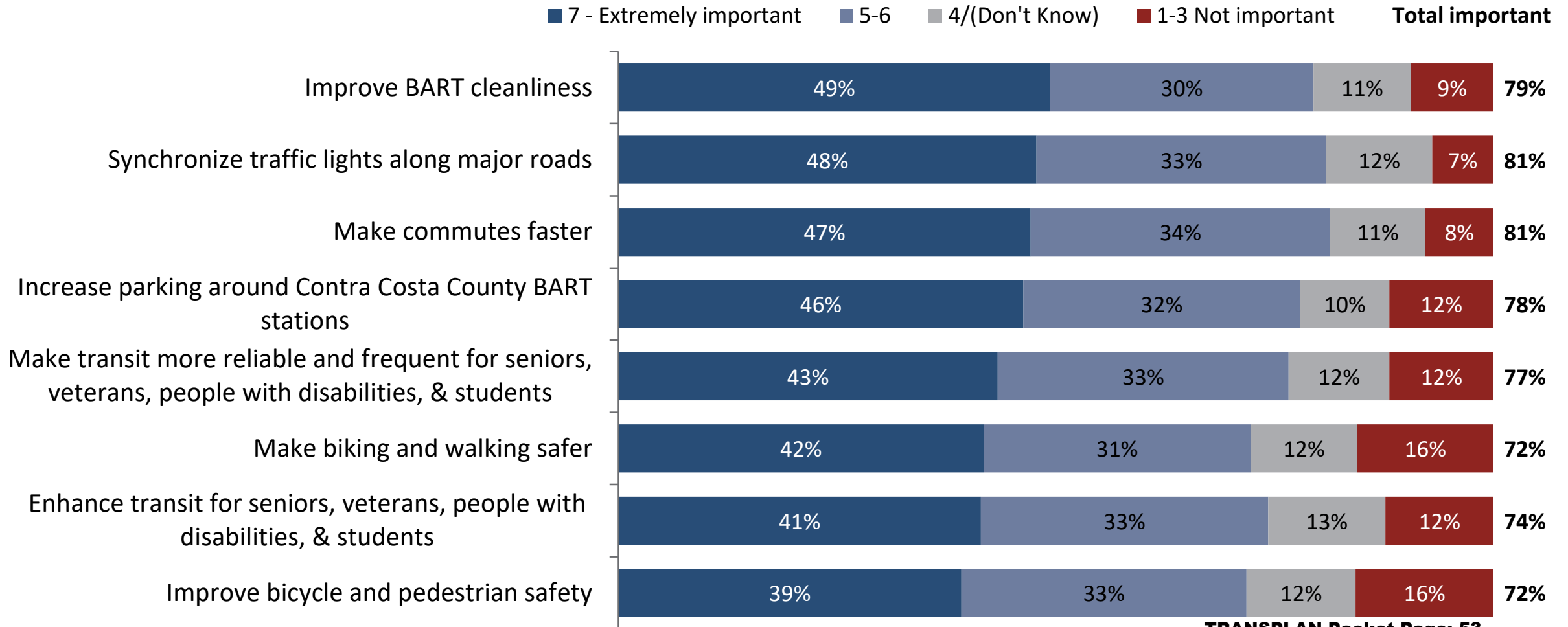


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Q19-43. Next, I'd like to read you some items that may be included in this measure. After each one, please rate how important it is to you that it is included in the measure, using a scale of 1 to 7, where 1 means not at all important, and 7 means extremely important.

Potential Measure Elements (cont.)

BART parking, better transit for seniors, veterans, people with disabilities, and students, and bike/ped improvements also hold appeal.

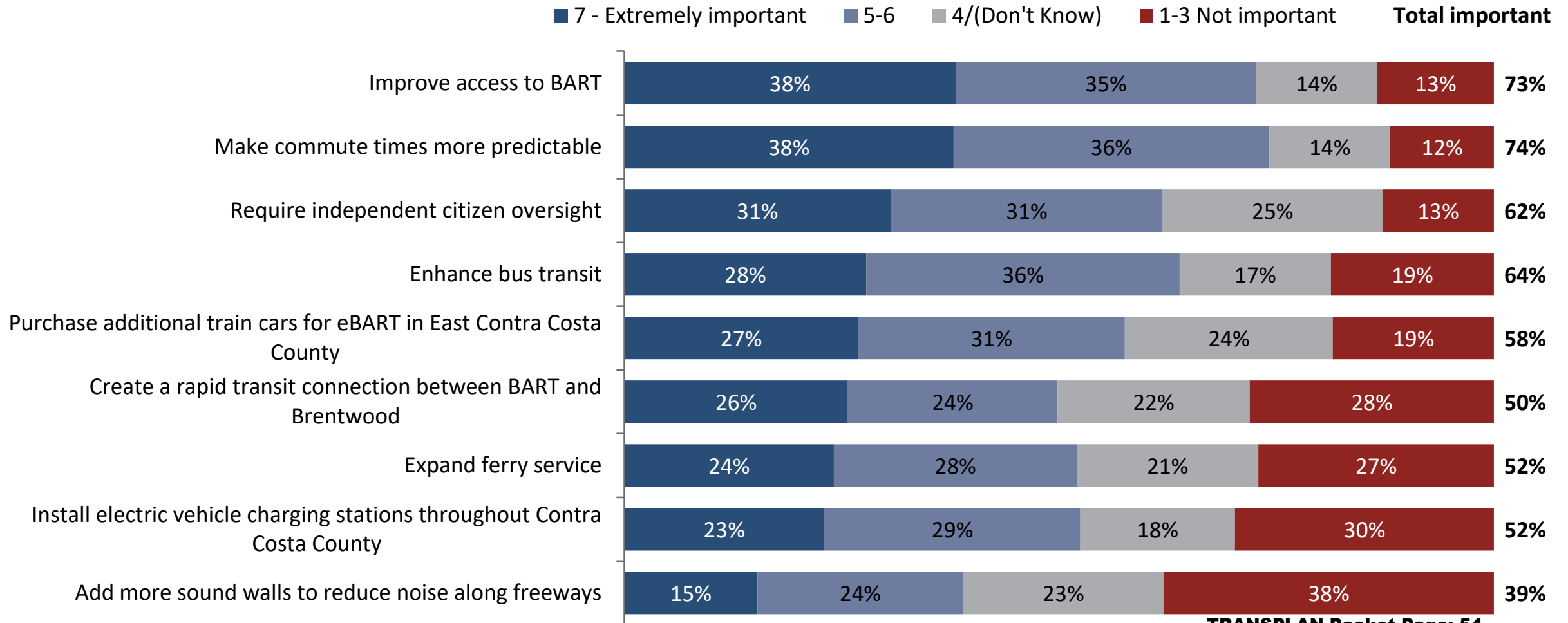


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Q19-43. Next, I'd like to read you some items that may be included in this measure. After each one, please rate how important it is to you that it is included in the measure, using a scale of 1 to 7, where 1 means not at all important, and 7 means extremely important.

Potential Measure Elements (cont.)

Some other elements have a narrower audience.



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Q19-43. Next, I'd like to read you some items that may be included in this measure. After each one, please rate how important it is to you that it is included in the measure, using a scale of 1 to 7, where 1 means not at all important, and 7 means extremely important.

Top % Important by Region

Central

Reduce congestion on Highways 680, 80, 24, and 4	90%
Reduce congestion on highways and major roads	87%
Require that funds directly benefit local residents and commuters	87%
Make BART stations and trains in Contra Costa County cleaner and safer	85%
Improve the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART	84%

Lamorinda

Improve the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART	87%
Reduce congestion on highways and major roads	85%
Reduce congestion on Highways 680, 80, 24, and 4	84%
Improve BART cleanliness	83%
Make BART stations and trains in Contra Costa County cleaner and safer	81%
Increase parking around Contra Costa County BART stations	81%

East

Require that funds directly benefit local residents and commuters	89%
Reduce congestion on highways and major roads	88%
Reduce congestion on Highways 680, 80, 24, and 4	87%
Make commutes faster	85%
Make BART stations and trains in Contra Costa County cleaner and safer	82%
Synchronize traffic lights along major roads	82%

San Ramon Valley

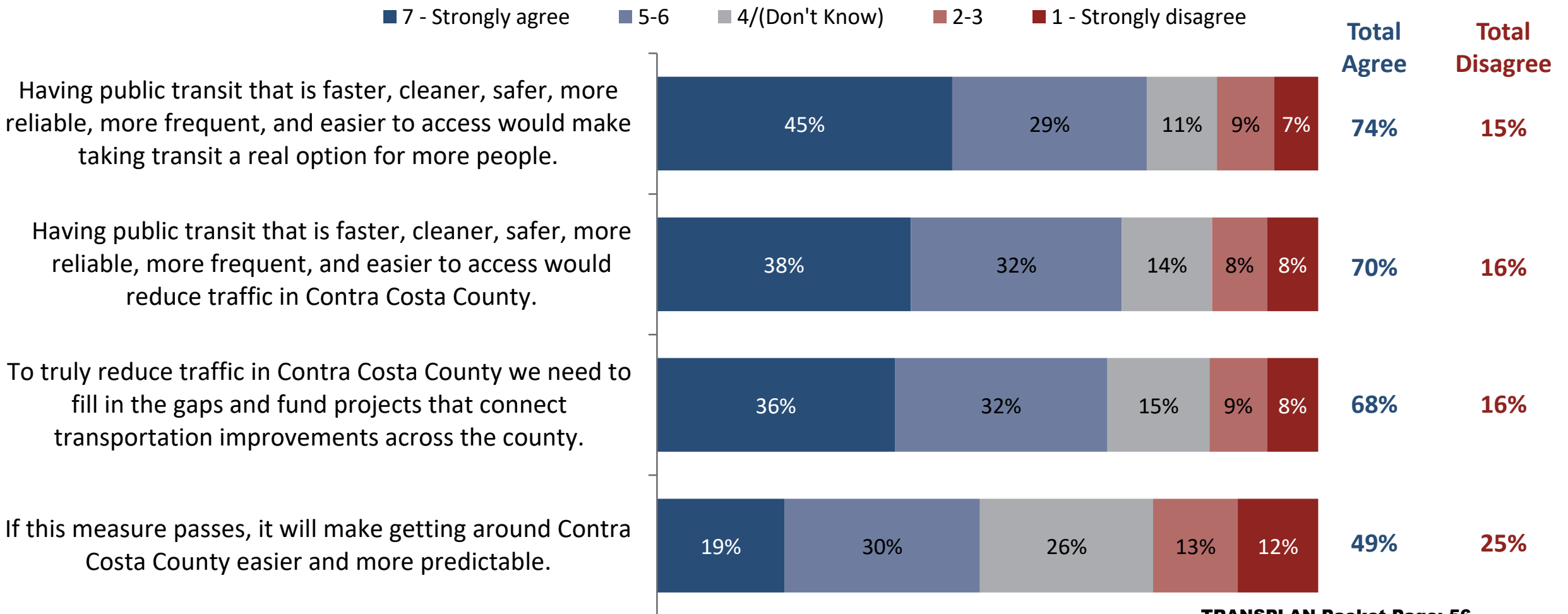
Reduce congestion on Highways 680, 80, 24, and 4	90%
Reduce congestion on highways and major roads	87%
Increase parking around Contra Costa County BART stations	83%
Make commutes faster	82%
Make BART stations and trains in Contra Costa County cleaner and safer	81%
Require that funds directly benefit local residents and commuters	81%

West

Reduce congestion on highways and major roads	84%
Improve the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART	83%
Improve air quality	83%
Reduce congestion on Highways 680, 80, 24, and 4	82%
Make commutes faster	82%
Require that funds directly benefit local residents and commuters	82%

Attitudes Toward Potential Measure Outcomes

Strong majorities agree improving transit would make it a more viable option and reduce traffic; voters are less convinced the measure will make getting around easier.



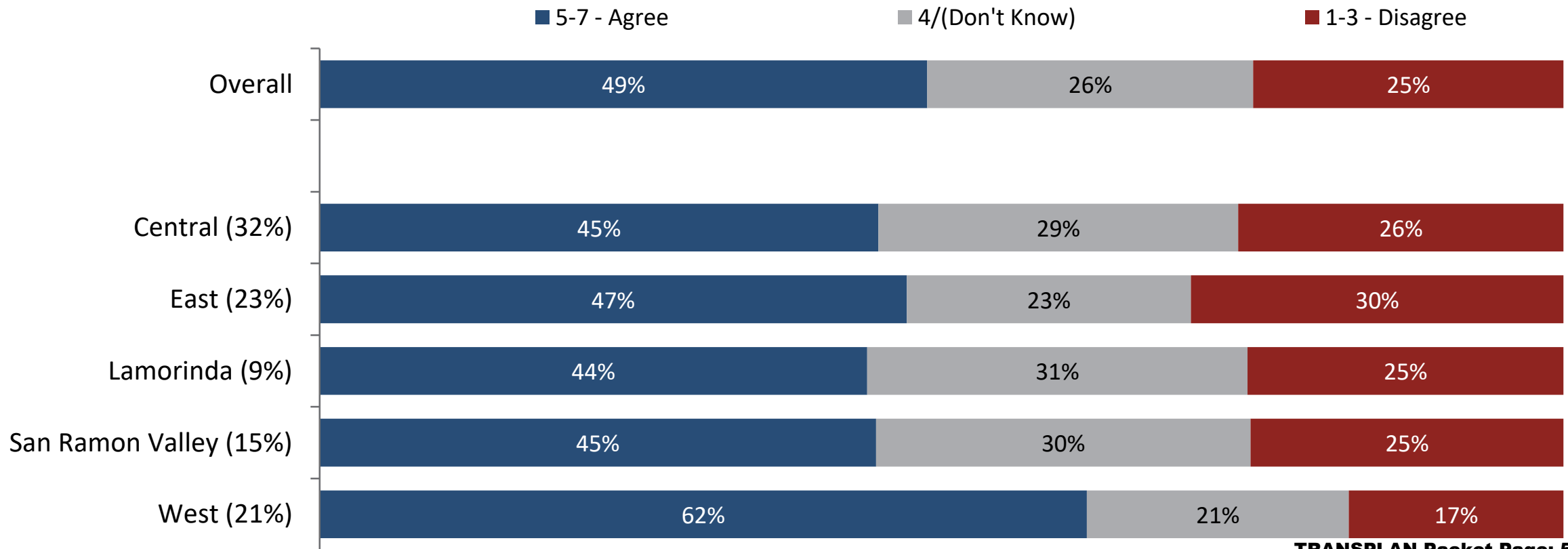
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Q9-17. Next, I'm going to read you some statements. Please rate how much you agree with them on a scale of 1 to 7, where 1 means you strongly disagree, and 7 means you strongly agree.

Measure Impact by Region

Voters in West County are the most likely to believe the measure will make getting around easier.

If this measure passes, it will make getting around Contra Costa County easier and more predictable.



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Q11. Next, I'm going to read you some statements. Please rate how much you agree with them on a scale of 1 to 7, where 1 means you strongly disagree, and 7 means you strongly agree.

Transportation Improvement Funding Forced Choice

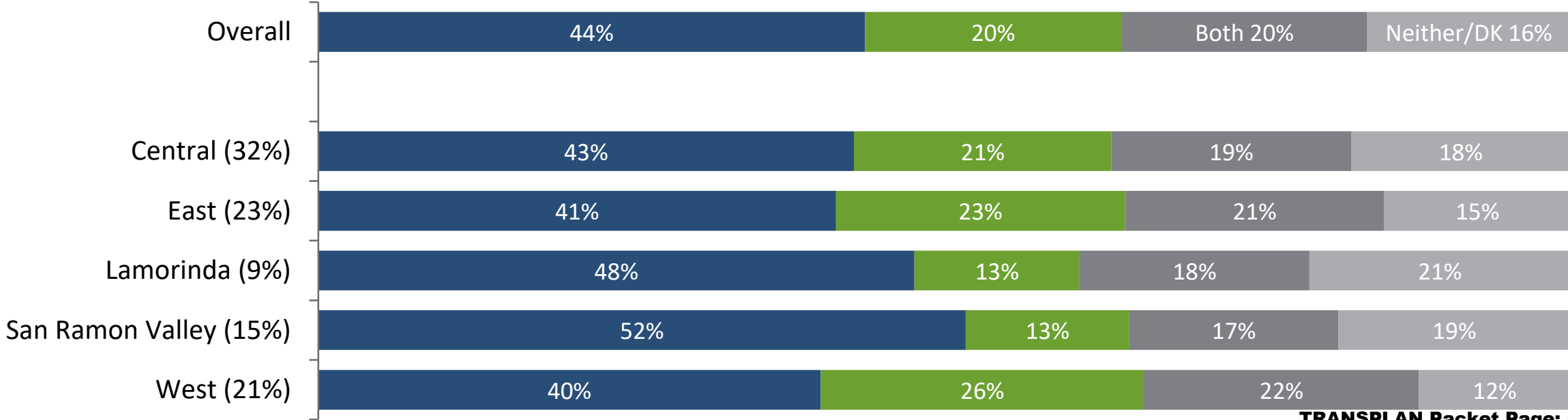


A plurality prioritize funding a smaller number of major projects in the most congested parts of the County over making minor improvements all over.

Thinking about a measure to improve transportation in Contra Costa County, is it more important to fund...

A smaller number of major improvements focused on the most congested parts of the County

A larger number of minor improvements in communities all over the County



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Q18. Thinking about a measure to improve transportation in Contra Costa County, is it more important to fund...

Top Measure Information

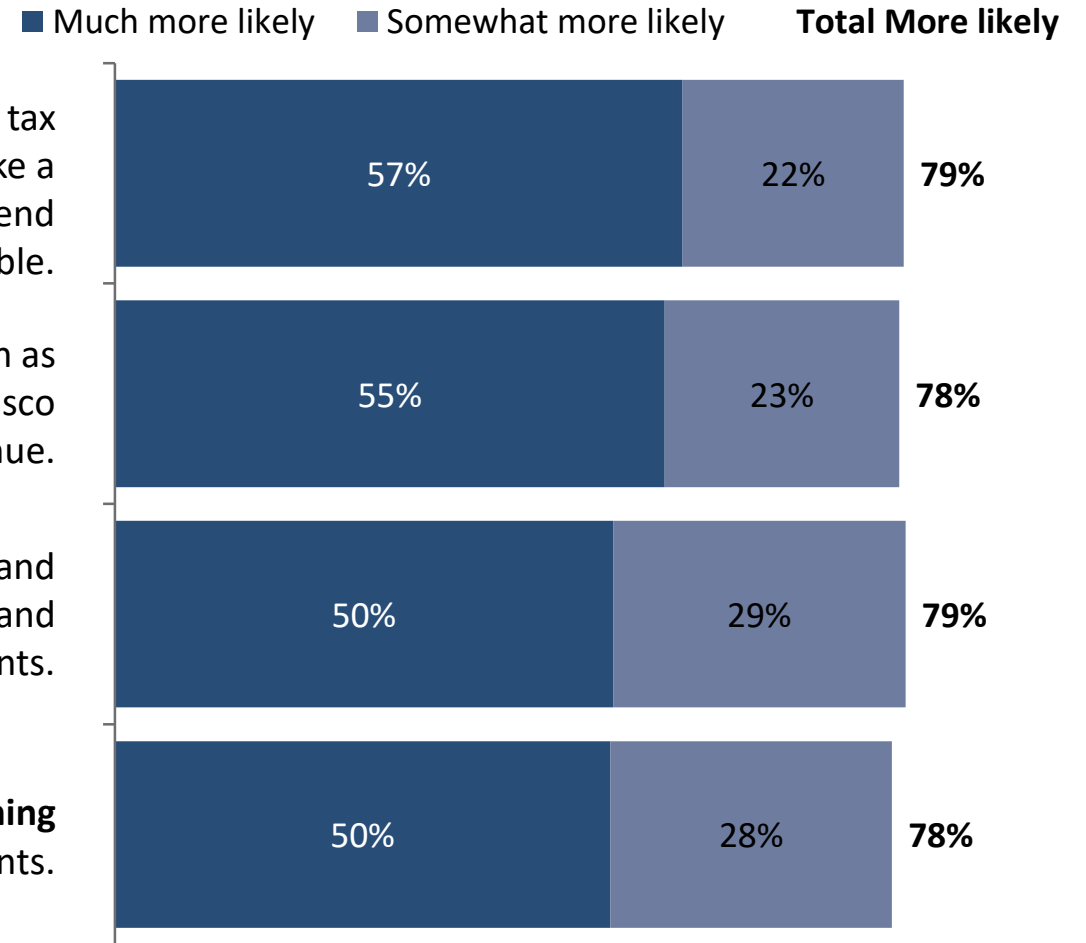
Voters like the idea of an accountability mechanism that requires funds go to things that impact congestion.

This measure will make our elected officials **accountable** for how they spend our tax money by requiring proof that anything that is funded with the revenue will make a real impact on congestion in Contra Costa County. They will not be allowed to spend any money on things that don't make our commutes faster and more predictable.

This measure will focus improvements in areas with the **worst bottlenecks**, such as Highways 680, 80, 24, and 4, as well as Ygnacio Valley Road, Kirker Pass Road, Vasco Road, San Pablo Dam Road, and Central Avenue.

This measure uses **technology** that makes getting around faster, easier, safer, and more reliable, like synchronized traffic lights to keep traffic moving, on-demand shuttles to BART, and smart freeway signs to steer drivers around accidents.

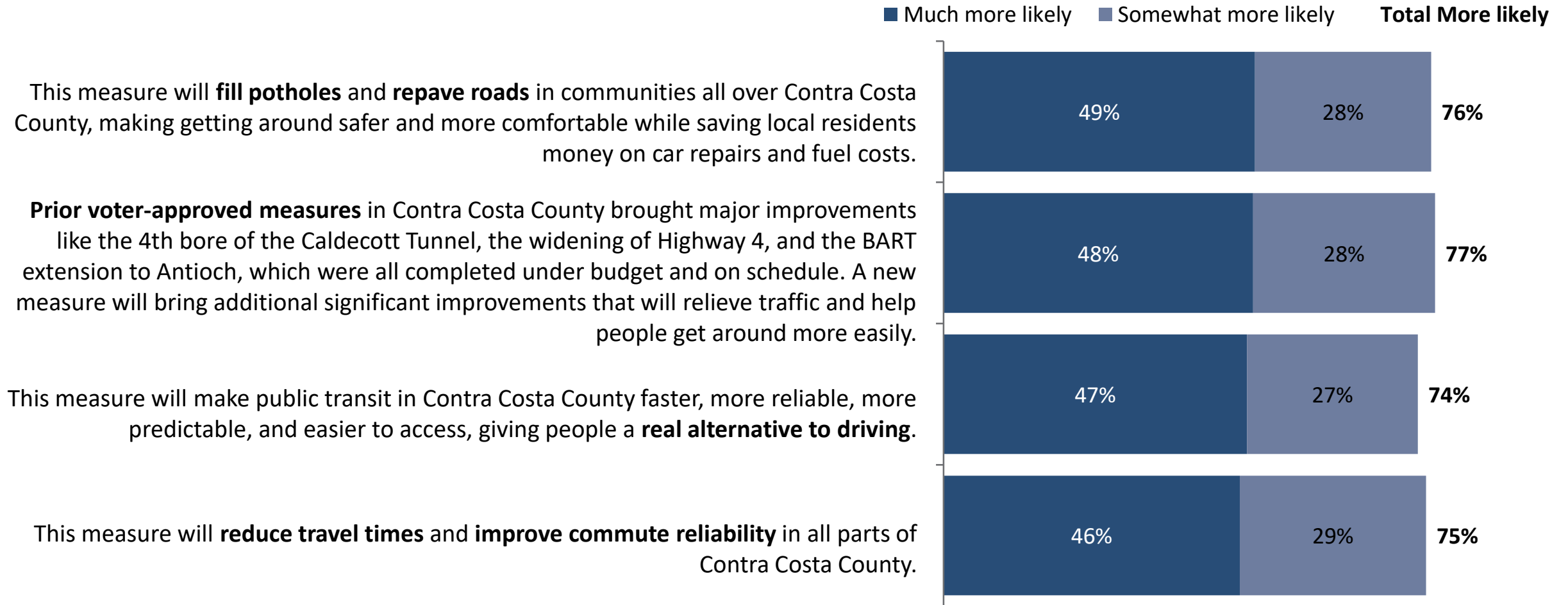
This measure allows Contra Costa County to qualify for state and federal **matching funds**, providing more money for badly-needed local transportation improvements.



Q44-58. Next, I'd like to read you some things people might say about the about the Contra Costa County Transportation Improvement Plan. After you hear each statement, please tell me if it makes you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the measure, or if it makes no difference.

Measure Information (cont.)

Other information themes are also compelling, but with less intensity.



Q44-58. Next, I'd like to read you some things people might say about the about the Contra Costa County Transportation Improvement Plan. After you hear each statement, please tell me if it makes you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the measure, or if it makes no difference.

Measure Information (cont.)

Focusing on BART or bus improvements are appealing to a narrower segment of voters.

■ Much more likely ■ Somewhat more likely **Total More likely**

This measure will make **significant improvements to BART** in Contra Costa County by increasing safety and cleanliness at local stations and on trains, helping expand BART in East County, and increasing access to BART stations with things like additional nearby parking, improved bike and scooter shares, on-demand shuttles, and discounted Uber and Lyft rides.



This measure **protects open space** by imposing severe penalties on jurisdictions if they approve housing beyond a voter approved boundary line.



This measure will help to **address climate change** and **improve air quality** by reducing the number of cars on the road, encouraging the use of zero-emission vehicles, and installing a network of electric vehicle charging stations.



This measure addresses **the next 30 years** of transportation planning in Contra Costa County by investing in things that will help with today’s problems while providing the flexibility needed to take advantage of future innovations.



This measure will **make bus travel faster and more reliable** by creating lanes on major roads and freeways that allow buses to bypass slow or stopped traffic, something that already works in other parts of the country.



Q44-58. Next, I'd like to read you some things people might say about the about the Contra Costa County Transportation Improvement Plan. After you hear each statement, please tell me if it makes you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the measure, or if it makes no difference.

Measure Information: Split Sample

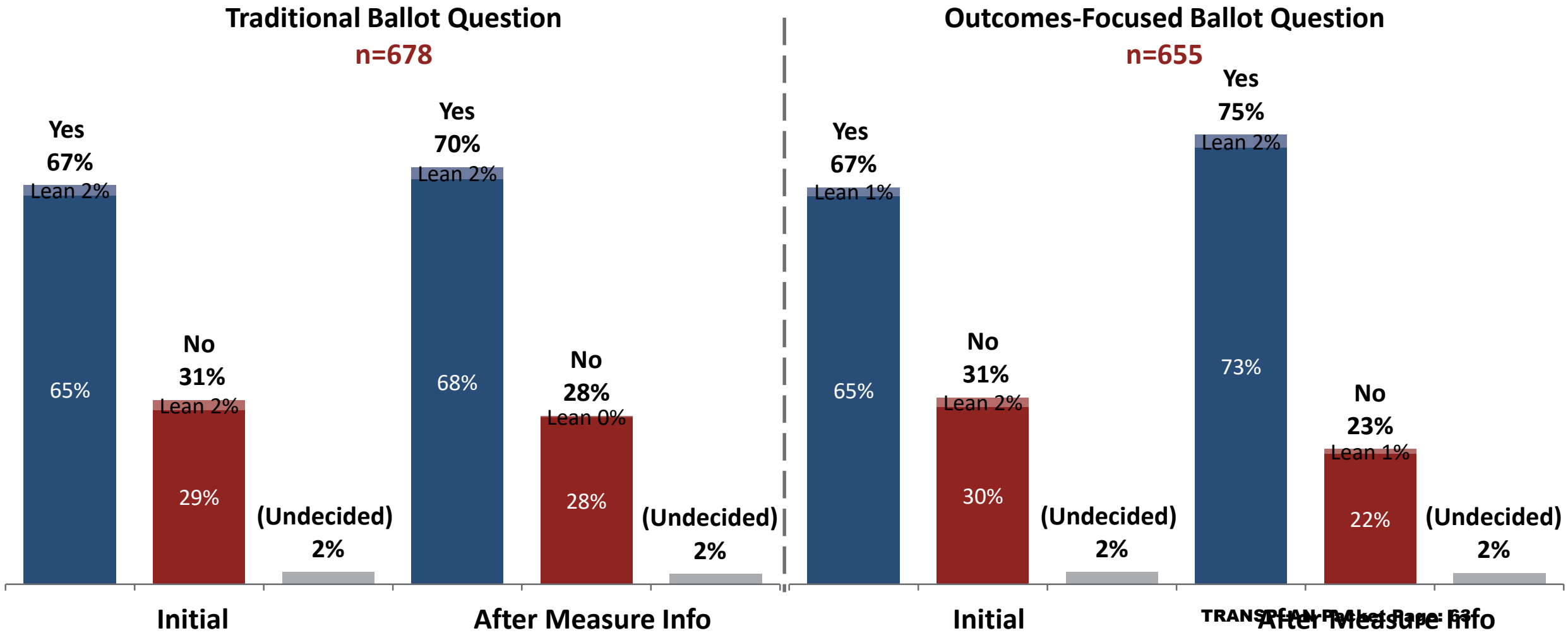
Filling in information about projects and programs is more compelling to those who heard the outcomes model than filling in information about outcomes is to those who heard about projects and programs first.

Population	Initial vote	Additional information given	Much more likely to support	Somewhat more likely to support	Total more likely to support
Sample A: Traditional Measure (n=678)	67% yes	This measure will reduce congestion on highways and major roads; make commutes faster and more predictable; improve the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART; make biking and walking safer; improve air quality; and fix potholes.	48%	28%	76%
Sample B: Outcomes-Focused Measure (n=655)	67% yes	This measure will reduce congestion on Highways 680, 80, 24, and 4; improve BART safety, cleanliness, and access; enhance ferry and bus transit, including for seniors, veterans, people with disabilities, and students; improve bicycle and pedestrian safety; improve air quality; and fix potholes.	58%	22%	81%

Q44-58. Next, I'd like to read you some things people might say about the about the Contra Costa County Transportation Improvement Plan. After you hear each statement, please tell me if it makes you much more likely, somewhat more likely, somewhat less likely, or much less likely to support the measure, or if it makes no difference.

After Measure Information

Following more information about the potential measure, the outcomes-focused question sees a larger increase in support.



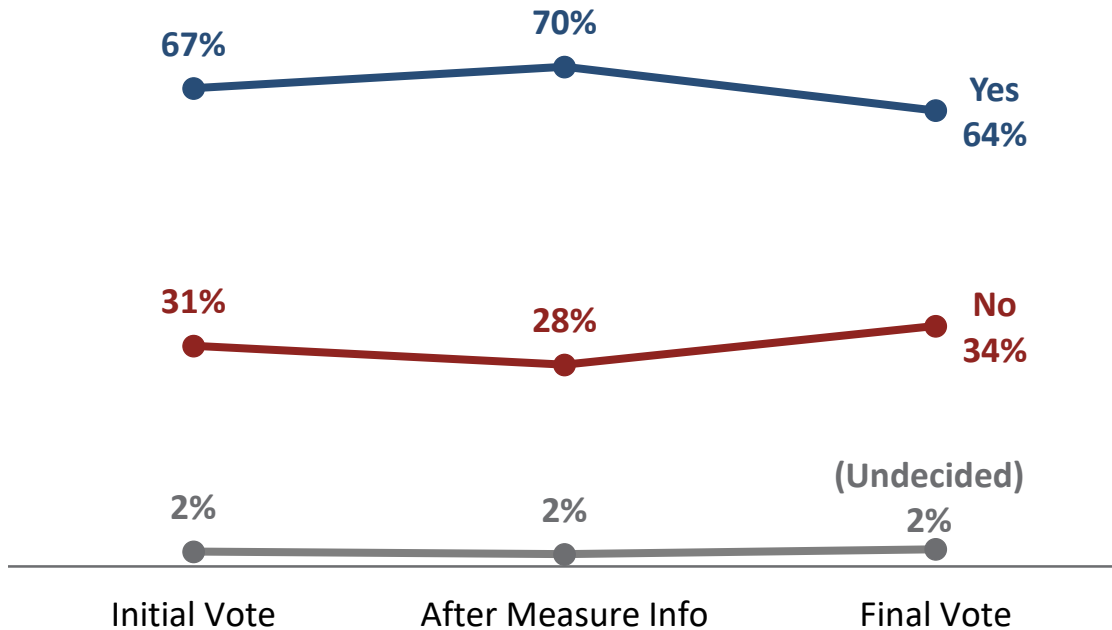
Final Vote

Hearing a strongly-worded rebuttal has a similar impact on support for both potential measures.

There are people who say that we just can't afford another tax in this area when so many families are already struggling to stay in their homes. We keep passing measures to make traffic and transit better, like the gas taxes and bridge tolls, but everything just keeps getting worse. It's time to stop throwing money at wasteful government agencies. Our transportation system is too badly broken and mismanaged, and no amount of taxpayer dollars can keep up with our growing population and make any real difference in our traffic and transit problems.

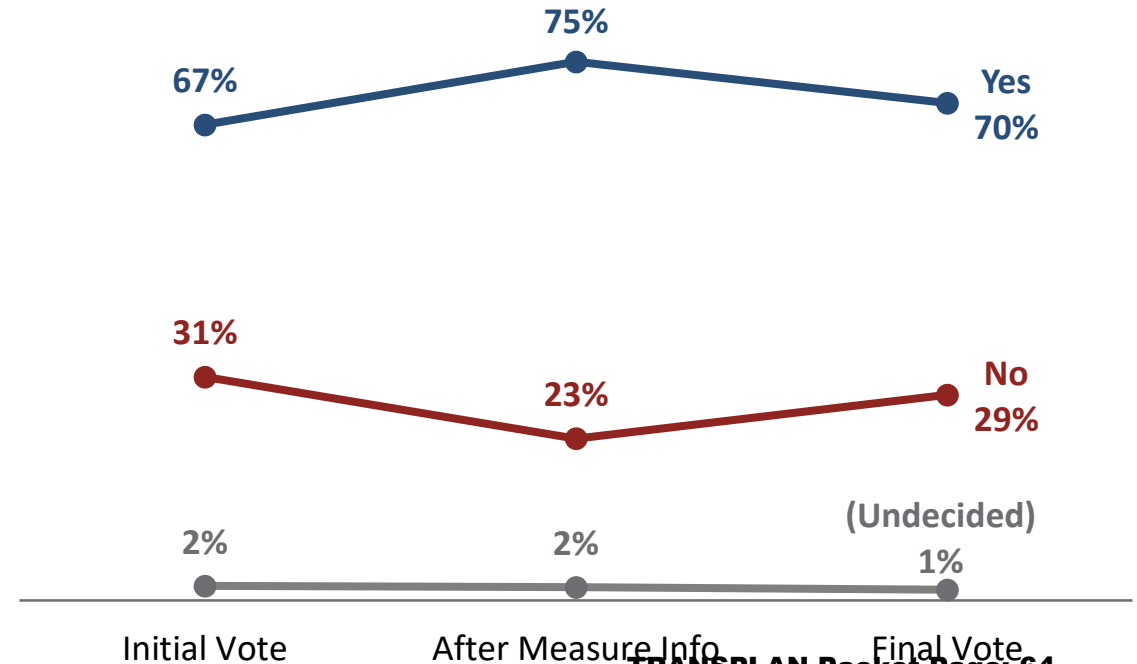
Traditional Ballot Question

n=678



Outcomes-Focused Ballot Question

n=655

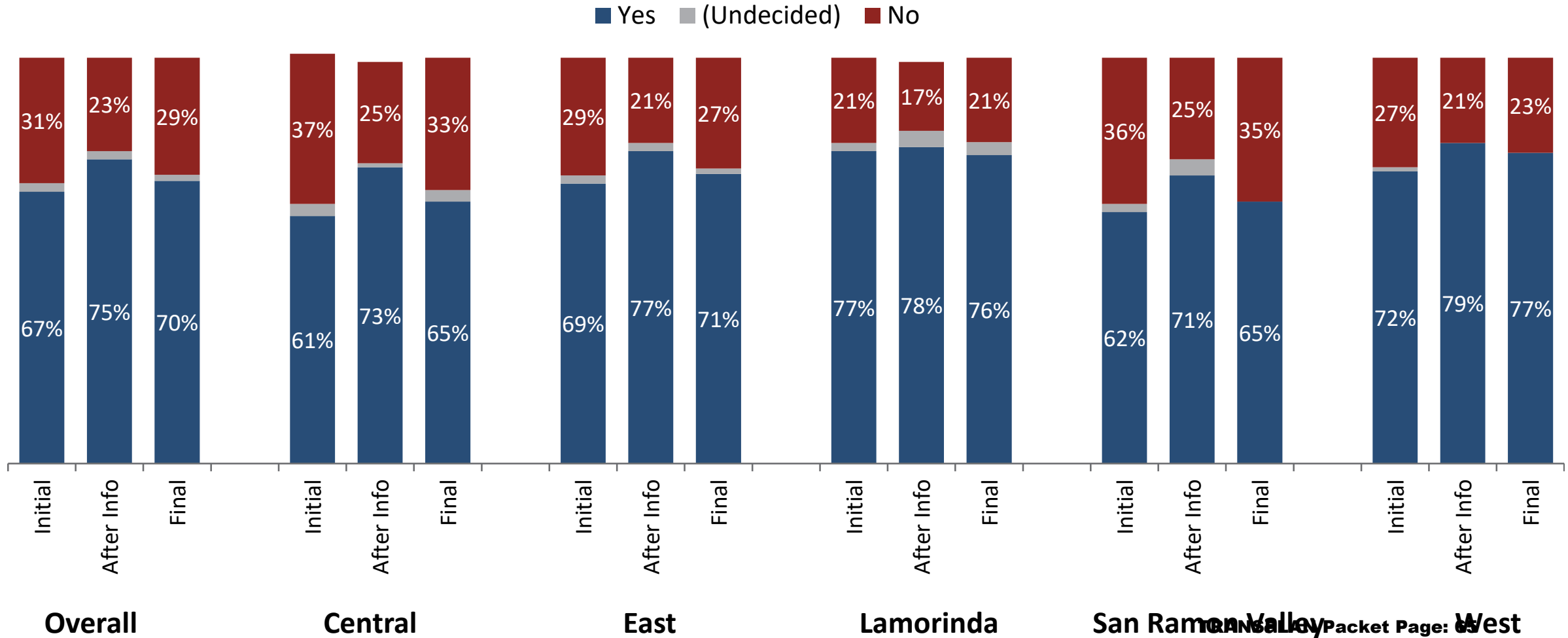


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Q62. Now, given everything you've heard, would you vote yes to approve or no to reject the Contra Costa County Transportation Improvement Plan?

Final Potential Vote by Region: Outcomes

An outcomes-focused question is more resilient to opposition in all regions of the county.



Conclusions

- ▶ There is significant demand for congestion relief and public transit improvements for Contra Costa County.
- ▶ Likely March 2020 voters are receptive to a potential half cent local transportation sales tax measure to fund those outcomes.
- ▶ Strong and specific accountability provisions that require funds benefit Contra Costa County residents and commuters may help voters overcome concerns about increasing taxes.
- ▶ A robust communications effort will be needed to create the right environment to be successful.



Sara LaBatt

sara@EMCresearch.com

510.550.8924

Sianna Ziegler

sianna@EMCresearch.com

206.204.8045

Jonathan Lee

jonathanl@EMCresearch.com

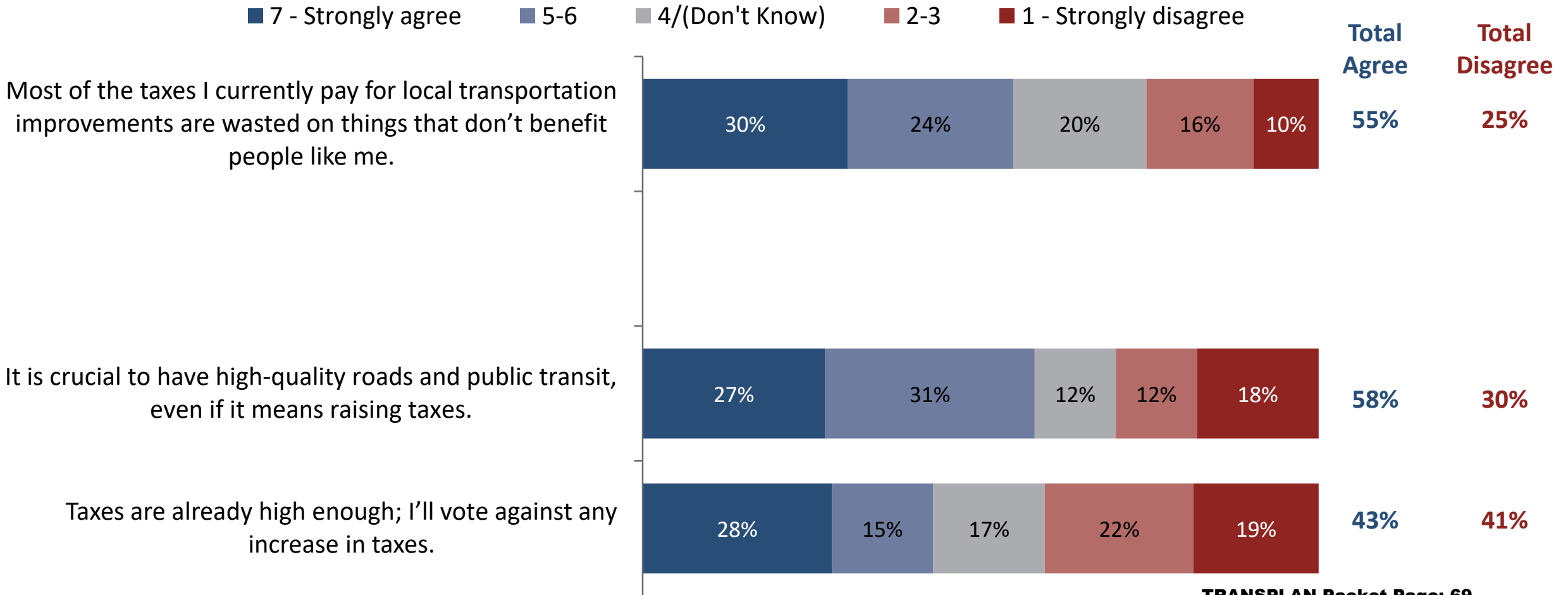
510.550.8921



Appendix

Tax Attitudes

There is some concern that local transportation funding gets wasted; a majority feel high-quality roads and transit may be worth increasing taxes.

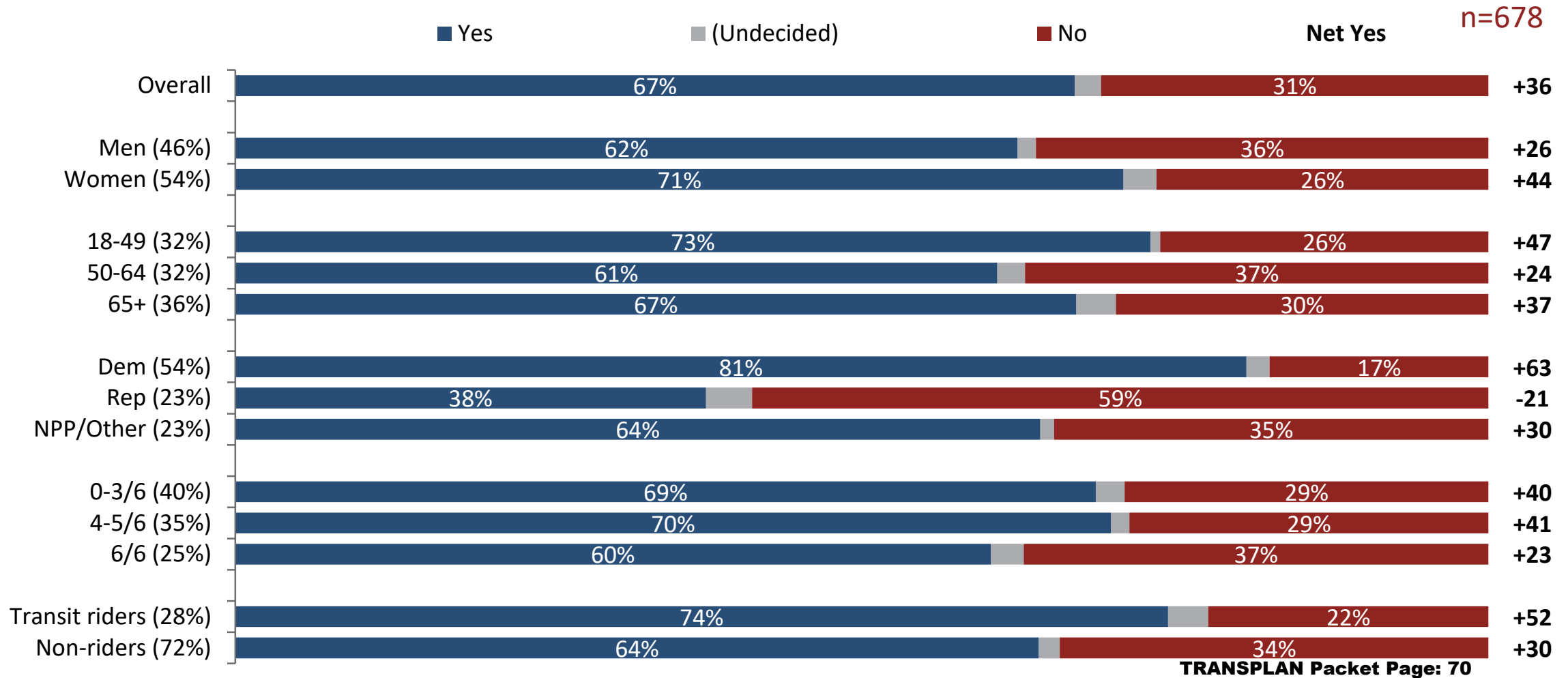


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Q9-17. Next, I'm going to read you some statements. Please rate how much you agree with them on a scale of 1 to 7, where 1 means you strongly disagree, and 7 means you strongly agree.

Initial Vote: Traditional Ballot Question by Demos

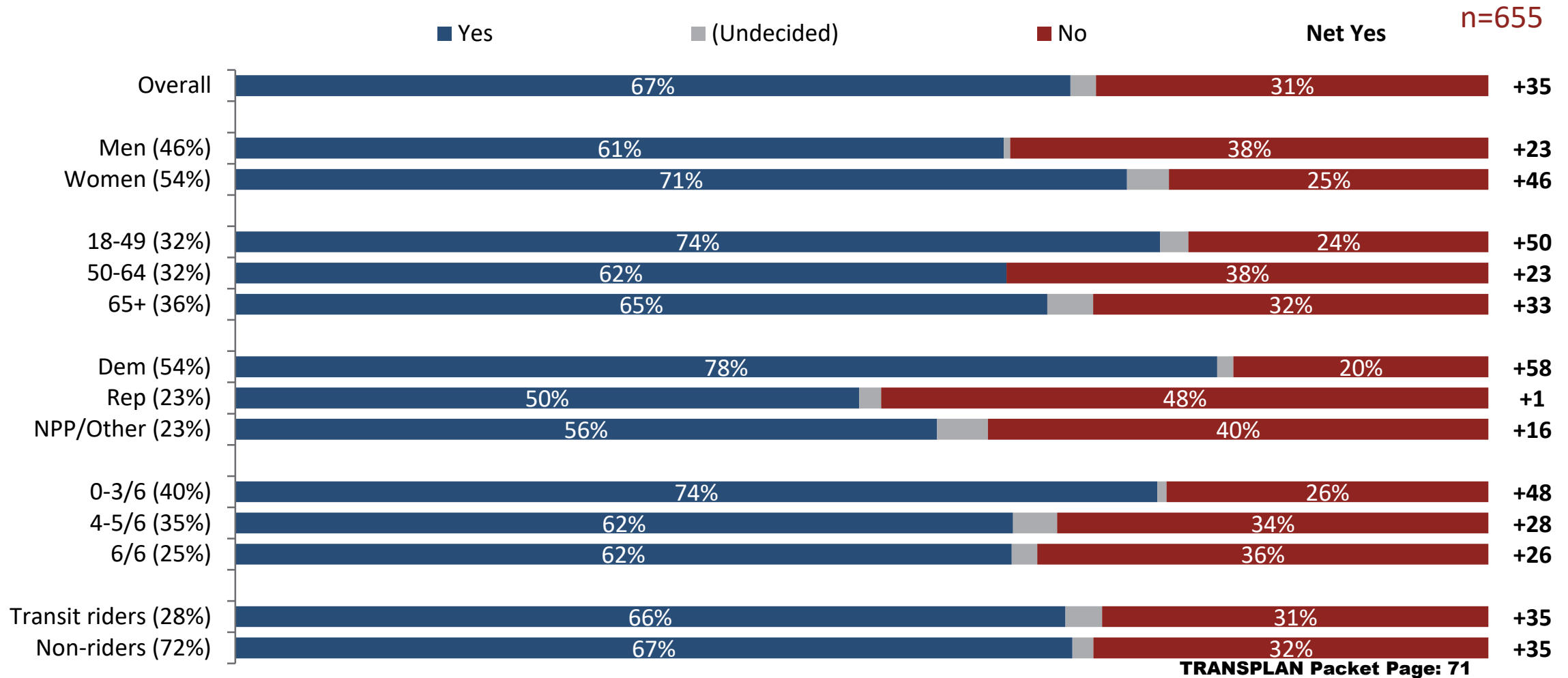
Democrats and young voters are very supportive of a potential sales tax measure.



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Initial Vote: Outcomes-Focused Ballot Question by Demos

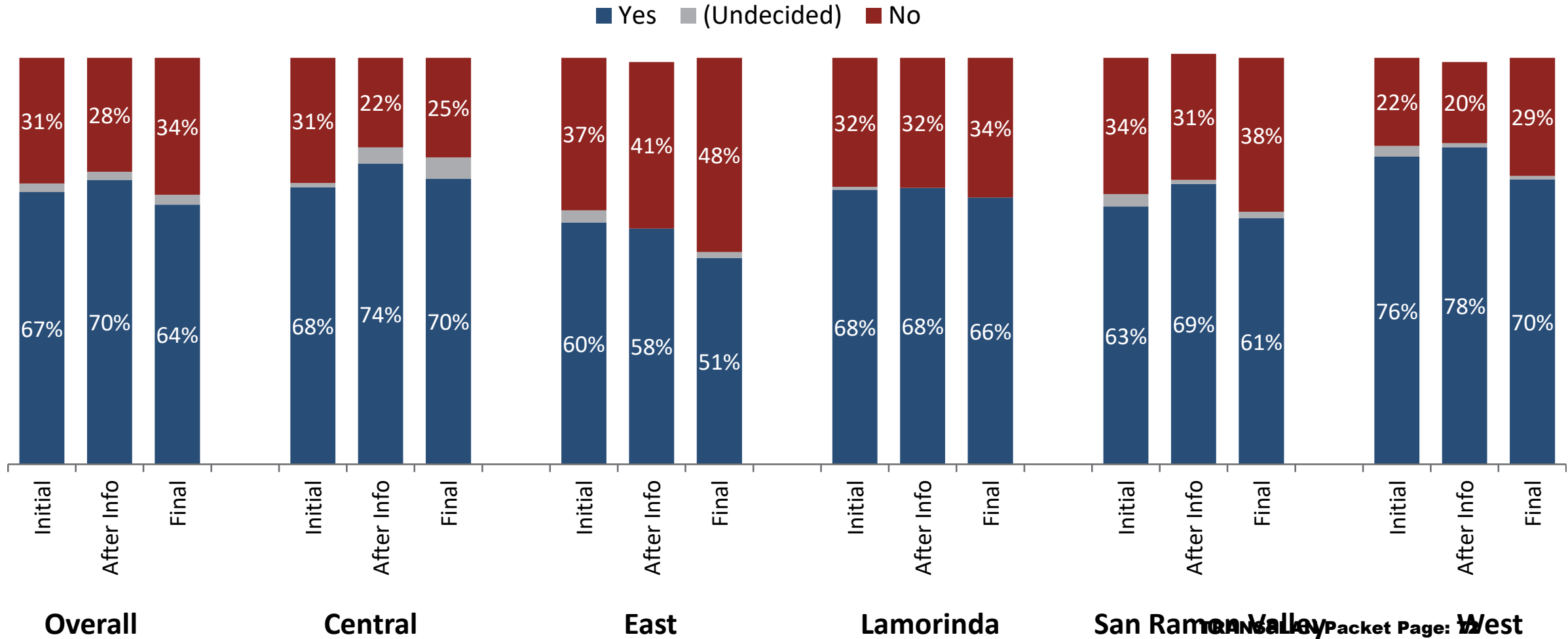
Republicans are slightly more supportive of an outcomes-focused ballot question.



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Final Potential Vote by Region: Traditional

A traditional model measure shows some vulnerability to opposition across the county.



**CONTRA COSTA TRANSPORTATION AUTHORITY
SAMPLE SCHEDULE FOR ADOPTING A DISTRICT TAX**

Pub. Util. Code, § 180200 et seq.

Rev. & Tax. Code, § 7251 et seq.

MARCH 2020 ELECTION – MARCH 3, 2020

Deadline to Consolidate Election (place Measure on Ballot) –
December 6, 2019 (88 days prior to Election)

Agency	Action	Timing (legal authority)
APPROVE TRANSPORTATION EXPENDITURE PLAN		
Authority	Prepare Transportation Expenditure Plan (TEP)	Mid-April – Mid-August, 2019 (Pub. Util. Code, § 180201, 180206.)
Authority	Approve proposed TEP. Circulate proposed TEP to cities/towns and County Board of Supervisors for approval.	August 21, 2019 SPECIAL MEETING (Pub. Util. Code, § 180206(b), (c).)
Cities/Towns/ Public	Majority of cities/towns councils and city/town councils representing a majority of the population in the incorporated areas of Contra Costa County approve the TEP. Public review	September/Mid-October, 2019 (Pub. Util. Code, § 180206(b), (c).)
County Board of Supervisors	Approves the TEP.	October 22, 2019 (Pub. Util. Code, § 180206(b), (c).)
Authority	Adopt Ordinance to approve the TEP.	October 30, 2019

Agency	Action	Timing (legal authority)
	<p>After receiving approval from the County Board of Supervisors and a majority of cities/towns and cities/towns representing a majority of the population in the incorporated areas of Contra Costa County, it can be adopted at the same meeting where the tax ordinance is adopted and the request to call and consolidate the election is made, however, it must be approved first. (Pub. Util. Code, § 180206(b).)</p>	<p>SPECIAL MEETING (Pub. Util. Code, § 180206(b).)</p>
<p>ADOPT TAX ORDINANCE AND CALL ELECTION – MARCH 2020</p>		
<p>Authority</p>	<p>Adopts tax ordinance by 2/3 vote; Adopts resolution (i) authorizing placement of tax measure on the ballot; (ii) directing the Attorney to prepare an impartial analysis of the ballot measure; (iii) consolidating the election with the general election; and (iv) requesting the County Board of Supervisors to permit the County Elections Official to render specified services for the conduct of the election, including preparation of the election materials.</p>	<p>October 30, 2019 SPECIAL MEETING (Pub. Util. Code, § 180201; Elec. Code, § 10403.)</p>
<p>Authority</p>	<p>Clerk files with the County Board of Supervisors the resolution consolidating the election with a general election OR calling the special election, requesting election services, and setting forth the exact form of the proposition as it is to appear on the ballot.</p>	<p>October 31, 2019</p>

Agency	Action	Timing (legal authority)
County Board of Supervisors	Introduce County Ordinance to call and consolidate the special election on the Authority's tax measure with the March 3, 2020 statewide special election.	November 12, 2019 (Gov Code §25131; Pub. Util. Code, § 180201)
County Board of Supervisors	Adopts County Ordinance.	November 19, 2019 (Gov Code §25131)
County Board of Supervisors	Consolidates election.	December 6, 2019 The ballot proposition must be submitted not less than 88 days prior to the date of the election. (Elec. Code, § 10403(a))
Voters	Voters consider district tax.	March 3, 2020 First Tuesday after the first Monday in November. (Elec. Code, § 1000(d).)

Attachment B**Development of a New Transportation Expenditure Plan (TEP)****Proposed Contra Costa Transportation Authority (Authority) Board Meeting Dates and Tentative Agenda and Action Items**

June 5, 2019

Special Authority Board Meeting

Proposed Agenda**1. The TEP Development and Schedule**

Staff seeks approval of the proposed Authority Board TEP calendar, specifically with the proposed additional Special Authority Board Meetings of June 12, June 19, July 10, July 17, August 7, August 21, September 18, October 16 and October 30, 2019.

2. Proposed Public Information and Outreach Plan

Staff will provide an overview of the proposed Outreach Plan for partner agencies, stakeholders and the public.

3. Transportation Funding and Needs

Staff will provide the Authority Board with a summary of transportation needs for projects and programs based on current needs and forecast documented in the 2017 Countywide Transportation Plan (CTP) and Regional Transportation Plan (RTP), and a summary and discussion of the impacts of recently approved new transportation funding including Regional Measure 3 (RM3) and Senate Bill 1 (SB1) passed in 2018.

4. Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committee (RTPC) Funding Targets

Staff seeks approval of the revenue forecast, tax rate and term for preparation of a new proposed TEP.

5. Proposed TEP Strategies

Staff seeks comments of proposed TEP structure and strategies to develop an Initial Draft TEP.

6. Discuss Initial Draft TEP

Staff will present an initial draft of project/program funding categories and possible funding amounts, and will outline the major policies contained in the 2016 TEP. Staff will outline potential changes to be considered from the 2016 TEP policies for an Initial Draft TEP. Staff seeks comments and direction on funding categories and potential policy changes.

June 12, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Performance Measures and Authorize Performance Analysis of the TEP

Staff will propose a set of performance measures that measure the TEP benefits included in the guiding principles. Staff recommends starting the performance analysis based on the Initial Draft TEP and to update and complete final performance analysis using the TEP to be approved on August 21, 2019. Staff seeks input from Authority Board of outcome-based performance analysis of the TEP.

2. Discuss Initial Draft TEP, Project/Program Categories and Funding Amounts

Staff will provide an overview of proposed additional changes made to the initial draft of project/program funding categories and amounts based on Authority Board direction and from stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

3. Discuss Proposed Policies to be Considered for a New TEP

Staff will provide an overview of the policies and an outline of proposed changes in policies to be included in the Initial Draft TEP based on Authority Board direction and stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

June 19, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Initial Draft TEP, Project/Program Categories and Funding Amounts

Based on comments received at the June 12, 2019 Authority Board meeting, staff will provide an overview of proposed changes made to the initial draft of project/program funding categories and amounts based on Authority Board direction and from stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

2. Discuss Proposed Policies to be Contained in the Initial Draft TEP

Based on comments received at the June 12, 2019 Authority Board meeting, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Initial Draft TEP. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

3. Approve Performance Measures and Authorize Performance Analysis of the TEP

Based on feedback received at the June 12, 2019 Authority Board meeting, staff will recommend a set of performance measures that measure the TEP benefits included in the guiding principles. Staff recommends starting the performance analysis based on the Initial Draft TEP and to update and complete final performance analysis using the TEP to be approved on August 21, 2019. Staff seeks Authority Board approval of outcome-based performance analysis of the Initial Draft TEP.

4. Authorization to Release Initial Draft TEP for Comments

Staff will provide a summary of next steps and seek Authority Board authorization to release the Initial Draft TEP for review and comment. Staff recommends that interested parties provide comment prior to the proposed Special Authority Board meeting on August 7, 2019.

July 10, 2019

Special Authority Board Meeting (if needed)

Proposed Agenda

1. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received at the June 19, 2019 Authority Board meeting and input from stakeholders, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Final TEP. Staff seeks comments and direction on potential policy changes.

July 17, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Feedback Received to Date on the Initial Draft TEP

Staff will provide an overview of feedback received to date and provide the draft schedule for the Authority Board meetings in August to consider all comments and approve the TEP.

2. Discuss Possible Changes to be Included in the Final TEP

Staff will outline a series of possible changes to be made to the Initial Draft TEP, and seek Authority Board comments and direction regarding proposed changes.

August 7, 2019

Special Authority Board Meeting

Proposed Agenda

1. Summary of Feedback Received from RTPCs, Cities/Towns/PMA, Stakeholders, and Public

Staff will provide summary of feedback received regarding the Initial Draft TEP.

2. Discuss Final TEP, Project/Program Categories and Funding Amounts

Base on comments received on the Initial Draft TEP, staff will provide an overview of proposed changes of project/program funding categories and amounts based on feedback received from RTPCs, cities/towns/Public Managers Association (PMA), stakeholders and public. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

3. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received on the Initial Draft TEP, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Final TEP. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

4. Approval of Final TEP Format

Staff will provide a proposed Final TEP format and seek Authority Board approval.

August 14, 2019

Special Authority Board Meeting (if needed)

Proposed Agenda

1. Discuss Additional Feedback Received on Initial Draft TEP

Staff will provide a summary of feedback received to date, and any additional feedback received based on discussions from the August 7, 2019 Authority Board meeting.

2. Discuss Final TEP, Project/Program Categories and Funding Amounts

Based on comments received by the Authority Board and additional feedback on the Initial Draft TEP, staff will provide an overview of proposed changes of project/program funding categories and amounts. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

3. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received by the Authority Board and additional feedback on the Initial Draft TEP, staff will provide an overview of the policies and an outline of proposed changes in policies to be included in the Final TEP. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

August 21, 2019

Special Authority Board Meeting

Proposed Agenda

1. Authority Approves Proposed TEP

Based on comments received, staff will provide an overview of the final project/program funding categories and amounts, and final policies to be considered by the Authority Board. Staff seeks approval of the proposed Final TEP and authorization for circulation to cities/towns and county for approval.

2. Schedule for Approval of the TEP by Cities/Towns and County Board of Supervisors

Staff will provide an overview of the proposed meeting dates of each of the cities/towns, and County Board of Supervisors for consideration to approve the Final TEP.

September 18, 2019

Special Authority Board Meeting

Proposed Agenda

1. Provide Update on Status of TEP Approval

2. Provide Update on Performance Analysis

October 16, 2019

Special Authority Board Meeting

Proposed Agenda

1. Provide Update on Status of TEP Approval

2. Draft Ordinance Approving TEP, Tax Ordinance and Resolution asking the County Board of Supervisors to Call the Election

Staff and Authority Counsel will discuss the draft ordinance approving the TEP, tax ordinance, and resolution.

October 30, 2019

Special Authority Board Meeting

Proposed Agenda

1. Authority Board Adopts Ordinance Approving TEP, Adopts Tax Ordinance, and Resolution asking the County Board of Supervisors to Call the Election

CAPITAL PROJECTS WITH FUNDING SHORTFALLS*

(\$ x 1,000)

MEASURE J PROJECT NAME	CURRENT PROJECT PHASE	ESTIMATED TOTAL COST	CURRENT FUNDING						SHORTFALL		POTENTIAL FUND SOURCES TO COVER SHORTFALL							
			MEASURE J	STATE	FEDERAL	LOCAL	RM3	SB1 - Formulaic LPP	TBD	SB 1 Future	RM3 - Regional Categories	MTC Freeway Performance	Federal - BUILD	Future SHOPP	Future STIP	Future SB1 Formulaic LPP	Other	SUM
Mokelumne Trail	PS&E Underway	12,200	650			1,450	5,000		5,100							5,100	5,100	
Hercules Rail Station	PS&E Underway	90,000	8,500	11,600	3,400	11,000			55,500		23,000			20,000		12,500	55,500	
SR242/Clayton Road Southbound Off-Ramp and Northbound On-Ramp	PA/ED Complete	72,700	2,800						69,900							69,900	69,900	
State Route 4 Operational Improvements - Phase 1	PA/ED Underway	69,000	2,900	7,500	1,100				57,500					20,000	2,200	35,300	57,500	
I-80/San Pablo Dam Road Interchange Improvements - Phase 2	PS&E Underway	81,000	100	9,200		6,000			65,700	30,000			25,000		10,700	65,700		
Innovate 680 - NB EL	PA/ED Underway	350,000	6,600		14,200		39,000	2,200	288,000	100,000	37,000	25,000	20,000	20,000		86,000	288,000	
Innovate 680 - Advanced Technology	Planning	52,700	3,000			2,000	1,800		45,900				25,000	5,000	2,200	13,700	45,900	
Innovate 680 - Smart Mobility Hubs	Planning	58,200	3,000			1,500	3,200		50,500					5,000	2,200	43,300	50,500	
Pacheco Blvd Realignment and Widening (Contra Costa County)	Planning	37,400	5,800			6,900			24,700	5,000				5,000		14,700	24,700	
St. Mary's Road/Rheem Blvd Roundabout (Moraga)	Planning	7,000	450			150			6,400							6,400	6,400	
State Route 4 Integrated Corridor Mobility (ICM)	Planning	15,300	200			200			14,700	5,000						9,700	14,700	
SUM		845,500	34,000	28,300	18,900	29,200	49,000	2,200	683,900	140,000	60,000	25,000	20,000	50,000	75,000	6,600	307,300	683,900

NON-MEASURE J PROJECT NAME	CURRENT PROJECT PHASE	ESTIMATED TOTAL COST	CURRENT FUNDING						SHORTFALL		POTENTIAL FUND SOURCES TO COVER SHORTFALL							
			MEASURE J	STATE	FEDERAL	LOCAL	RM3	SB1 - Formulaic LPP	TBD	SB 1 Future	RM3 - Regional Categories	MTC Freeway Performance	Federal - BUILD	Future SHOPP	Future STIP	Future SB1 Formulaic LPP	Other	SUM
I-680/SR 4 - Phases 1 & 2	PA/ED Complete	245,000					210,000		35,000							35,000	35,000	
I-680/SR 4 - Phases 4 & 5	PA/ED Complete	181,000							181,000	60,000				20,000	2,200	98,800	181,000	
East Contra Costa Transit Extension (e.g. eBART - Phase 2)	Planning	300,000							300,000	70,000						230,000	300,000	
East Contra Costa Intermodal Transit Center	Planning	23,500					10,000		13,500	10,000						3,500	13,500	
SR 4 Operational Improvements - Remaining Phases	PSR Complete	246,000							246,000	100,000			15,000	40,000	4,400	86,600	246,000	
SR 24 Interchange Improvements	Planning	45,000							45,000	20,000					2,200	22,800	45,000	
I-80 Transit	Planning	68,600					25,000		43,600					2,200	2,200	41,400	43,600	
Vasco Road - Byron Highway Airport Connector	PSR Complete	103,000					10,000		93,000					20,000	4,400	68,600	93,000	
Ferry Service to Central County	Planning	8,000							8,000							8,000	8,000	
Ferry Service to East County	Planning	7,000							7,000							7,000	7,000	
Richmond San Rafael Access Improvements on East Side	Planning	100,000					75,000		25,000					5,000	2,200	17,800	25,000	
Shared Autonomous Vehicles (SAV) Deployment	Testing	100,000							100,000					20,000	2,200	77,800	100,000	
SR 239	PSR Complete	600,000			9,000				591,000					20,000	3,600	567,400	591,000	
SUM		2,027,100	-	-	9,000	-	330,000	-	1,688,100	260,000	-	-	-	15,000	125,000	23,400	1,264,700	1,688,100

SUM		2,872,600	34,000	28,300	27,900	29,200	379,000	2,200	2,372,000	400,000	60,000	25,000	20,000	65,000	200,000	30,000	1,572,000	2,372,000
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* List is a subset of all projects in Contra Costa. It only lists projects that are in Measure J, RM3, proposed as part of Measure X and/or has federal earmark.

Assumptions about Future Fund Sources

STIP - RIP	Assumed \$20 million per cycle (every two years) starting in 2020 STIP cycle
SB1 LPP Formula	Assumed \$2.2 million per cycle starting in FY2021
SHOPP	Based on discussions with Caltrans
SB1 Future	Competitive (Trade Corridor, Solutions for Congested Corridors, LPP Comp.)
Regional RM3	Based on MTC staff benefit assumptions on regional categories in RM3
Federal - BUILD	Competitive

	Rounded
FY25 - FY35	\$ 200
FY21 - FY35	\$ 30
FY21 - FY35	\$ 65
FY25 - FY35	\$ 400
FY21 - FY35	\$ 85
FY21 - FY35	\$ 20
SUM (millions)	\$ 800

Rounded \$1,600,000 \$2,400,000

PS&E: Plans, Specifications & Estimates (Design Phase)
 PA/ED: Project Approval/Environmental Documentation (Environmental Clearance Phase)
 PSR: Project Study Report (Planning Phase)

Subject	Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committees (RTPCs) Funding Targets
Summary of Issues	Section 180200 et seq. of the California Public Utilities Code states that a transportation sales tax shall 1) provide the tax rate; 2) specify the period during which the tax shall be imposed; and 3) specify the purposes for which the revenue derived from the tax will be used.
Recommendations	Staff seeks direction on the tax rate and duration of a new sales tax, which if approved by the voters, would take effect on July 1, 2020.
Financial Implications	A new half-cent sales tax would generate approximately \$3.06 billion in current dollars over a 30-year period.
Options	N/A
Attachments	<p>A. Summary of Revenue estimates from a new half-cent sales tax starting in July 1, 2020 (March 2020 Ballot) under various scenarios</p> <p>B. Revenue Estimates developed by HdL Companies</p>
Changes from Committee	N/A

Background

At its meeting of May 15, 2019, the Authority Board directed staff to undertake tasks to develop a TEP for possible consideration on a ballot as early as March 2020. The TEP work plan calls for the Authority to release an initial draft of the TEP at the June 19 Authority Board meeting. The Authority plans to seek input from all affected stakeholders, including the RTPCs, Authority standing advisory committees, and the public on the Initial Draft TEP prior to adopting a final version at its August 21, 2019 meeting. An important element of developing a TEP is the estimate of funding that a new sales tax would generate.

New Measure Time Frame and Revenue Estimates

Staff seeks direction on the terms of a new sales tax measure. The new Measure would start on July 1, 2020 if passed in March 2020. Attachment A provides the revenue estimates for 14 years (to coincide with expiration of Measure J), as well as 20, 25, 30, 35 and 40-year ½ cent sales tax measures along with their expiration dates, assuming a start date of July 1, 2020. For a start date of July 1, 2020 (March 2020 ballot), a new ½ cent 30-year Measure is estimated to generate \$3.06 billion.

The Authority retained HdL Companies (HdL) to develop the revenue estimates (Attachment B). The revenue estimate uses the same financial assumptions proposed for the development of the *2019 Measure J Strategic Plan* through 2034. These assumptions included a near term flattening of revenue growth (possible modest recession) with a recovery thereafter. For the remaining longer portion of the estimate (years 2034 through 2060), HdL used a slower growth assumption as increases in population will likely soften compared to Contra Costa County's most recent history when more areas are fully developed, and future economic conditions will likely include additional uncertainties and recessionary periods that make using a more conservative approach prudent.

For a 30-year measure, the forecast for the average nominal growth rate is still a healthy 3.1%. However, this rate is lower than actual rate experienced in the last 28 years (1990 – 2018) of 3.48%.

Under Measure J, each subregion share of projected revenues was based on its population at the midpoint of the measure. Staff recommends applying the same methodology to establish subregional equity for the proposed new measure. Based on the Association of Bay Area Governments (ABAGs') Projection 2013, each subregion population was estimated at 5-year intervals starting in 2015. For a new 30-year measure, year 2035 represents the midpoint of a new measure.

Population estimates for each subregion under different horizon years are shown in Table 1, while Table 2 shows each subregion share of revenues from a new 30-year ½ cent measure.

Table 1: Population Estimates by Subregion*

Population	2015	2020	2025	2030	2035
TRANSPLAN**	305,125	318,025	331,425	345,875	361,275
TRANSPAC**	314,225	322,525	340,925	359,575	379,675
WCCTAC**	249,625	260,725	272,225	284,775	298,075
SWAT**	216,725	222,225	228,025	234,175	241,275
TOTAL	1,085,700	1,123,500	1,172,600	1,224,400	1,280,300

* Based on ABAG Projection 2013.

**East County Transportation Planning (TRANSPLAN) Committee, Transportation Partnership and Cooperation (TRANSPAC), West Contra Costa Transportation Advisory Committee (WCCTAC), and Southwest Area Transportation Committee (SWAT)

Table 2: Revenue Targets By Subregion – July 1, 2020 Start Date

Subregion	2035 Percentages POPULATION	30-year New Sales Tax Measure REVENUE ESTIMATE (x 1,000 in constant 2018 dollars)
TRANSPLAN	28.22%	\$ 863,671
TRANSPAC	29.66%	\$ 907,658
WCCTAC	23.28%	\$ 712,584
SWAT	18.85%	\$ 576,796
TOTAL*	100.00%	\$ 3,060,709

* may not add up due to rounding

Staff seeks direction on the tax rate and duration of a new sales tax, which if approved by the voters, would take effect on July 1, 2020.



Contra Costa Transportation Authority - New 0.5% Measure
EXTENDED SALES AND USE TAX BUDGET ESTIMATE

Industry Group	Actual		Projected		Projected		Projected		1		2		3		4		5	
	FY 2017-18		FY 2018-19		FY 2019-20		FY 2020-21		Projected FY 2021-22		Projected FY 2022-23		Projected FY 2023-24		Projected FY 2024-25		Projected FY 2025-26	
Autos And Transportation	18,900,585	2.0%	19,140,012	1.3%	18,124,112	-5.3%	18,396,012	1.5%	19,131,852	4.0%	20,279,764	6.0%	21,496,549	6.0%	22,786,342	6.0%	24,153,523	6.0%
Building And Construction	9,734,834	8.8%	10,124,860	4.0%	9,799,460	-3.2%	9,946,460	1.5%	10,344,318	4.0%	10,964,978	6.0%	11,622,876	6.0%	12,320,249	6.0%	13,059,464	6.0%
Business And Industry	15,391,985	3.4%	16,231,348	5.5%	15,921,248	-1.9%	16,160,048	1.5%	16,564,049	2.5%	17,143,791	3.5%	17,743,824	3.5%	18,364,857	3.5%	19,007,627	3.5%
Food And Drugs	5,581,703	1.7%	5,697,990	2.1%	5,578,990	-2.1%	5,673,790	1.7%	5,787,266	2.0%	5,931,947	2.5%	6,080,246	2.5%	6,232,252	2.5%	6,388,059	2.5%
Fuel And Service Stations	8,069,347	11.4%	9,915,837	22.9%	8,584,737	-13.4%	8,670,537	1.0%	8,930,653	3.0%	9,377,186	5.0%	9,846,045	5.0%	10,338,347	5.0%	10,855,265	5.0%
General Consumer Goods	23,882,239	0.7%	24,822,529	3.9%	24,134,129	-2.8%	24,375,429	1.0%	24,984,815	2.5%	25,734,359	3.0%	26,506,390	3.0%	27,301,582	3.0%	28,120,629	3.0%
Restaurants And Hotels	10,146,415	3.4%	10,441,376	2.9%	10,455,476	0.1%	10,769,176	3.0%	11,307,635	5.0%	11,986,093	6.0%	12,705,258	6.0%	13,467,574	6.0%	14,275,628	6.0%
Transfers & Unidentified	102,635	0.2%	182,379	77.7%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%
Subtotal Point of Sale	91,809,743	3.5%	96,556,331	5.2%	92,780,531	-3.9%	94,173,831	1.5%	97,232,968	3.2%	101,600,496	4.5%	106,183,568	4.5%	110,993,583	4.5%	116,042,574	4.5%
Administration Cost	(947,112)	-6.2%	(955,490)	0.9%	(1,020,586)	6.8%	(1,035,912)	1.5%	(1,069,563)	3.2%	(1,117,605)	4.5%	(1,168,019)	4.5%	(1,220,929)	4.5%	(1,276,468)	4.5%
Total	90,862,631	3.6%	95,600,841	5.2%	91,759,945	-4.0%	93,137,919	1.5%	96,163,405	3.2%	100,482,891	4.5%	105,015,549	4.5%	109,772,653	4.5%	114,766,105	4.5%



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Industry Group	6		7		8		9		10		11		12		13		14	
	Projected FY 2026-27		Projected FY 2027-28		Projected FY 2028-29		Projected FY 2029-30		Projected FY 2030-31		Projected FY 2031-32		Projected FY 2032-33		Projected FY 2033-34		Projected FY 2034-35	
Autos And Transportation	25,602,734	6.0%	27,138,898	6.0%	28,767,232	6.0%	30,493,266	6.0%	32,322,862	6.0%	34,262,234	6.0%	36,317,968	6.0%	38,497,046	6.0%	39,459,472	2.5%
Building And Construction	13,843,031	6.0%	14,673,613	6.0%	15,554,030	6.0%	16,487,272	6.0%	17,476,508	6.0%	18,525,099	6.0%	19,636,605	6.0%	20,814,801	6.0%	21,439,245	3.0%
Business And Industry	19,672,894	3.5%	20,361,446	3.5%	21,074,096	3.5%	21,811,690	3.5%	22,575,099	3.5%	23,365,227	3.5%	24,183,010	3.5%	25,029,416	3.5%	25,530,004	2.0%
Food And Drugs	6,547,760	2.5%	6,711,454	2.5%	6,879,240	2.5%	7,051,221	2.5%	7,227,502	2.5%	7,408,190	2.5%	7,593,394	2.5%	7,783,229	2.5%	7,938,894	2.0%
Fuel And Service Stations	11,398,028	5.0%	11,967,929	5.0%	12,566,326	5.0%	13,194,642	5.0%	13,854,374	5.0%	14,547,093	5.0%	15,274,448	5.0%	16,038,170	5.0%	16,198,552	1.0%
General Consumer Goods	28,964,248	3.0%	29,833,175	3.0%	30,728,171	3.0%	31,650,016	3.0%	32,599,516	3.0%	33,577,502	3.0%	34,584,827	3.0%	35,622,372	3.0%	36,156,707	1.5%
Restaurants And Hotels	15,132,166	6.0%	16,040,096	6.0%	17,002,502	6.0%	18,022,652	6.0%	19,104,011	6.0%	20,250,252	6.0%	21,465,267	6.0%	22,753,183	6.0%	23,322,012	2.5%
Transfers & Unidentified	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%
Subtotal Point of Sale	121,343,241	4.6%	126,908,991	4.6%	132,753,976	4.6%	138,893,138	4.6%	145,342,252	4.6%	152,117,975	4.7%	159,237,897	4.7%	166,720,595	4.7%	170,227,265	2.1%
Administration Cost	(1,334,776)		(1,395,999)		(1,460,294)		(1,527,825)		(1,598,765)		(1,673,298)		(1,751,617)		(1,833,927)		(1,872,500)	
Total	120,008,466	4.6%	125,512,992	4.6%	131,293,683	4.6%	137,365,314	4.6%	143,743,487	4.6%	150,444,677	4.7%	157,486,280	4.7%	164,886,669	4.7%	168,354,765	2.1%



	15		16		17		18		19		20		21		22		23	
Industry Group	Projected FY 2035-36		Projected FY 2036-37		Projected FY 2037-38		Projected FY 2038-39		Projected FY 2039-40		Projected FY 2040-41		Projected FY 2041-42		Projected FY 2042-43		Projected FY 2043-44	
Autos And Transportation	40,445,959	2.5%	41,457,108	2.5%	42,493,536	2.5%	43,555,874	2.5%	44,644,771	2.5%	45,760,890	2.5%	46,904,912	2.5%	48,077,535	2.5%	49,279,474	2.5%
Building And Construction	22,082,422	3.0%	22,744,895	3.0%	23,427,242	3.0%	24,130,059	3.0%	24,853,961	3.0%	25,599,580	3.0%	26,367,567	3.0%	27,158,594	3.0%	27,973,352	3.0%
Business And Industry	26,040,604	2.0%	26,561,416	2.0%	27,092,644	2.0%	27,634,497	2.0%	28,187,187	2.0%	28,750,931	2.0%	29,325,950	2.0%	29,912,469	2.0%	30,510,718	2.0%
Food And Drugs	8,097,672	2.0%	8,259,625	2.0%	8,424,817	2.0%	8,593,314	2.0%	8,765,180	2.0%	8,940,484	2.0%	9,119,293	2.0%	9,301,679	2.0%	9,487,713	2.0%
Fuel And Service Stations	16,360,537	1.0%	16,524,142	1.0%	16,689,384	1.0%	16,856,278	1.0%	17,024,841	1.0%	17,195,089	1.0%	17,367,040	1.0%	17,540,710	1.0%	17,716,117	1.0%
General Consumer Goods	36,699,058	1.5%	37,249,544	1.5%	37,808,287	1.5%	38,375,411	1.5%	38,951,042	1.5%	39,535,308	1.5%	40,128,338	1.5%	40,730,263	1.5%	41,341,217	1.5%
Restaurants And Hotels	23,905,063	2.5%	24,502,689	2.5%	25,115,257	2.5%	25,743,138	2.5%	26,386,716	2.5%	27,046,384	2.5%	27,722,544	2.5%	28,415,608	2.5%	29,125,998	2.5%
Transfers & Unidentified	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%
Subtotal Point of Sale	173,813,694	2.1%	177,481,798	2.1%	181,233,546	2.1%	185,070,950	2.1%	188,996,077	2.1%	193,011,045	2.1%	197,118,023	2.1%	201,319,237	2.1%	205,616,967	2.1%
Administration Cost	(1,911,951)		(1,952,300)		(1,993,569)		(2,035,780)		(2,078,957)		(2,123,121)		(2,168,298)		(2,214,512)		(2,261,787)	
Total	171,901,743	2.1%	175,529,499	2.1%	179,239,977	2.1%	183,035,170	2.1%	186,917,120	2.1%	190,887,923	2.1%	194,949,725	2.1%	199,104,725	2.1%	203,355,180	2.1%



Industry Group	24		25		26		27		28		29		30		31		32	
	Projected FY 2044-45		Projected FY 2045-46		Projected FY 2046-47		Projected FY 2047-48		Projected FY 2048-49		Projected FY 2049-50		Projected FY 2050-51		Projected FY 2051-52		Projected FY 2052-53	
Autos And Transportation	50,511,461	2.5%	51,774,247	2.5%	53,068,603	2.5%	54,395,318	2.5%	55,755,201	2.5%	57,149,081	2.5%	58,577,808	2.5%	60,042,253	2.5%	61,543,310	2.5%
Building And Construction	28,812,553	3.0%	29,676,929	3.0%	30,567,237	3.0%	31,484,254	3.0%	32,428,782	3.0%	33,401,645	3.0%	34,403,695	3.0%	35,435,805	3.0%	36,498,880	3.0%
Business And Industry	31,120,932	2.0%	31,743,351	2.0%	32,378,218	2.0%	33,025,782	2.0%	33,686,298	2.0%	34,360,024	2.0%	35,047,224	2.0%	35,748,169	2.0%	36,463,132	2.0%
Food And Drugs	9,677,467	2.0%	9,871,016	2.0%	10,068,437	2.0%	10,269,806	2.0%	10,475,202	2.0%	10,684,706	2.0%	10,898,400	2.0%	11,116,368	2.0%	11,338,695	2.0%
Fuel And Service Stations	17,893,278	1.0%	18,072,211	1.0%	18,252,933	1.0%	18,435,463	1.0%	18,619,817	1.0%	18,806,016	1.0%	18,994,076	1.0%	19,184,016	1.0%	19,375,857	1.0%
General Consumer Goods	41,961,335	1.5%	42,590,755	1.5%	43,229,616	1.5%	43,878,060	1.5%	44,536,231	1.5%	45,204,275	1.5%	45,882,339	1.5%	46,570,574	1.5%	47,269,133	1.5%
Restaurants And Hotels	29,854,148	2.5%	30,600,501	2.5%	31,365,514	2.5%	32,149,652	2.5%	32,953,393	2.5%	33,777,228	2.5%	34,621,659	2.5%	35,487,200	2.5%	36,374,380	2.5%
Transfers & Unidentified	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%
Subtotal Point of Sale	210,013,552	2.1%	214,511,390	2.1%	219,112,937	2.1%	223,820,714	2.1%	228,637,303	2.2%	233,565,353	2.2%	238,607,579	2.2%	243,766,765	2.2%	249,045,765	2.2%
Administration Cost	(2,310,149)		(2,359,625)		(2,410,242)		(2,462,028)		(2,515,010)		(2,569,219)		(2,624,683)		(2,681,434)		(2,739,503)	
Total	207,703,403	2.1%	212,151,765	2.1%	216,702,695	2.1%	221,358,686	2.1%	226,122,293	2.2%	230,996,134	2.2%	235,982,896	2.2%	241,085,330	2.2%	246,306,261	2.2%



Industry Group	33		34		35		36		37		38		39	
	Projected FY 2053-54		Projected FY 2054-55		Projected FY 2055-56		Projected FY 2056-57		Projected FY 2057-58		Projected FY 2058-59		Projected FY 2059-60	
Autos And Transportation	63,081,893	2.5%	64,658,940	2.5%	66,275,413	2.5%	67,932,299	2.5%	69,630,606	2.5%	71,371,371	2.5%	73,155,656	2.5%
Building And Construction	37,593,846	3.0%	38,721,661	3.0%	39,883,311	3.0%	41,079,810	3.0%	42,312,205	3.0%	43,581,571	3.0%	44,889,018	3.0%
Business And Industry	37,192,395	2.0%	37,936,243	2.0%	38,694,968	2.0%	39,468,867	2.0%	40,258,244	2.0%	41,063,409	2.0%	41,884,677	2.0%
Food And Drugs	11,565,469	2.0%	11,796,778	2.0%	12,032,714	2.0%	12,273,368	2.0%	12,518,836	2.0%	12,769,212	2.0%	13,024,597	2.0%
Fuel And Service Stations	19,569,615	1.0%	19,765,311	1.0%	19,962,964	1.0%	20,162,594	1.0%	20,364,220	1.0%	20,567,862	1.0%	20,773,541	1.0%
General Consumer Goods	47,978,170	1.5%	48,697,842	1.5%	49,428,310	1.5%	50,169,734	1.5%	50,922,280	1.5%	51,686,115	1.5%	52,461,406	1.5%
Restaurants And Hotels	37,283,739	2.5%	38,215,833	2.5%	39,171,229	2.5%	40,150,510	2.5%	41,154,272	2.5%	42,183,129	2.5%	43,237,707	2.5%
Transfers & Unidentified	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%	182,379	0.0%
Subtotal Point of Sale	254,447,506	2.2%	259,974,988	2.2%	265,631,288	2.2%	271,419,561	2.2%	277,343,043	2.2%	283,405,049	2.2%	289,608,981	2.2%
Administration Cost	(2,798,923)		(2,859,725)		(2,921,944)		(2,985,615)		(3,050,773)		(3,117,456)		(3,185,699)	
Total	251,648,583	2.2%	257,115,263	2.2%	262,709,344	2.2%	268,433,946	2.2%	274,292,269	2.2%	280,287,593	2.2%	286,423,282	2.2%

Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Distribution of Funding by Subregion				Eligibility	Competitive Project Selection Process	2016 TEP
			Central (a)	Southwest (b)	West (c)	East (d)			
Relieve Traffic on Highways and Interchanges									
Improve Transit reliability along I-80 and I-680 Corridors	145.00	4.74%	25.00	25.00	95.00			55.00	
I-80 Transit Lane									
I-80 Shared Mobility Hubs									
Transit Connection between Richmond Ferry, BART, and Contra Costa College									
San Pablo Avenue Multimodal Improvements									
I-80 Express Bus Service Improvements									
I-680 Transit Improvements and Shared Mobility Hubs									
I-680 Part-time Transit Lane									
Incentives for alternative modes									
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%			60.00			60.00	
Innovate 80 (Enhance Smart Corridor and HOV Lane, HOV enforcement)									
I-80/San Pablo Dam Road									
I-80/Pinole Valley Road									
Incentives for alternative modes									
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%			20.00				
Extend HOV Lane on I-580									
Richmond Parkway Interchange Improvements									
Incentives for alternative modes									
Connector from I-580 to Point Molate									
Improve Traffic Flow and Interchanges along Highway 4 and State Route 242	200.00	6.53%	154.20			45.80		108.00	
Operational Improvements along Highway 4 from 242 to Bailey Road (SR4 OIP)								60.00	
I-680/Highway 4 Interchange (Future Phases)									
SR-242/Clayton Road									
SR-4 ICM and Improve HOV Lanes									
Incentives for alternative modes									
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%				150.00	No new alignments and access restrictions outside ULL	117.00	
Vasco-Byron Road Connector									
Vasco Road Widening									
Interchanges at Balfour, Marsh Creek, Walnut, Camino Diablo									
Byron Airport Enhancements									
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00	95.00				230.00	
I-680 NB Express Lanes									
I-680 Advanced Technologies									
I-680/Concord Avenue									
Incentives for alternative modes									
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%		35.00				20.00	
SR-24/Camino Pablo									
Modernization and Safety Improvements of Old Bores of Caldecott Tunnel									
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable									
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%			110.55		Conform to New Expenditure Plan Policy for Transit	110.55	
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00	78.00		62.00	Conform to New Expenditure Plan Policy for Transit	184.40	
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%				100.00		70.00	
Transit Extension									
Brentwood Intermodal Station									
Shuttle Service and Shared Mobility Hubs									
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00		30.00	20.00	Conform to New Expenditure Plan Policy for Transit	50.00	
Hercules Ferry Services									
Martinez to Antioch Ferry Services									
Hercules Regional Intermodal Station									
Connect Oakley San Joaquin Station to Antioch e-BART									
San Joaquin Rail Station and Park/Ride Lot in Oakley									
Transit Connection from Martinez Amtrak to Concord BART									

Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Distribution of Funding by Subregion				Eligibility	Competitive Project Selection Process	2016 TEP
			Central (a)	Southwest (b)	West (c)	East (d)			
Cleaner, Safer BART	100.00	3.27%	30.00	19.00	23.00	28.00	MOE, Systemwide Match Program, No New BART Cars		
Station Modernization									
Additional Trains cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%	30.00	19.00	23.00	28.00	MOE, Conform to New Exp. Plan Policy for Transit		300.00
e-BART cars									
Parking and Access improvements									
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities									
Safe Transportation for Youth and Students	100.00	3.27%	13.60	31.40	40.00	15.00			63.96
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00	25.00	37.00	48.00			115.01
Local Improvements to Make Your Community Better and Protect the Environment									
Fix and Modernize Local Roads	465.23	15.20%	131.31	103.70	101.03	129.19	Growth Management Plan, MOE		683.50
Complete and Improve Traffic Flow on Local Streets	290.00	9.47%	108.27	41.90	48.65	91.18	15% on Ped/bike Improv., Complete Street Policy	x	290.00
Widen Ygnacio Valley Road in Concord									
Sand Creek Rd in Brentwood and Antioch									
Viera Avenue in Antioch									
San Pablo BNSF in Richmond									
Cutting Blvd at UPRR in Richmond									
Harbor Way at BNSF in Richmond									
Willow Pass Road Widening in Concord									
Alhambra Avenue Improvements in Martinez and Contra Costa County									
Kirker Pass Road Truck Climbing Lane in Contra Costa County near Pittsburg									
Saint Mary/Bollinger Canyon Road Intersection Improvements and Roundabout in Moraga									
Camino Tassajara Road Widening in Contra Costa County									
Crow Canyon Road Widening in San Ramon									
Widening O'Hara Avenue in Oakley									
Deer Valley Road in Antioch									
West Leland Road Extension in Pittsburg									
Brentwood Blvd in Brentwood									
Lone Tree Way in Brentwood									
...and Others									
Improve Walking and Biking on Streets and Trails	153.87	5.03%	38.84	39.25	35.18	40.60	\$38m to EBRPD for Trails	x	115.00
I-80/Central Avenue (Phase 3)									
23rd Street POC									
Bollinger Canyon Road POC for Iron Horse Trail									
Connect Iron Horse Trail and Contra Costa Trail									
...and Others									
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21	13.16	16.00	30.63		x	100.00
Advance Mitigation Program							Conform to Expenditure Plan Advance Mitigation Policy		
...and Others									
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00	25.40	38.60	35.00		x	65.00
Zero Emission Vehicle Program for Contra Costa									
Smart rideshare, carshare, and bikeshare services									
On-demand and guaranteed transit services									
Smart payment systems									
Data sharing to improve mobility choices									
...and Others									
Regional Transportation Priorities	18.63	0.61%	5.00	3.63	5.00	5.00			18.70
Transportation Planning, Facilities & Services	91.82	3.00%	27.23	17.30	21.38	25.91			43.05
Administration	30.61	1.00%	8.00	5.06	8.19	9.36			14.35
TOTAL	3060.71	100.0%	907.66	576.80	712.58	863.67			2873.52
Population Based Share	3060.71		907.66	576.80	712.58	863.67	ULL: Urban Limit Line		
Population Share (2035 Estimate) of Total			29.66%	18.85%	23.28%	28.22%	MOE: Maintenance of Effort EBRPD: East Bay Regional Park District		

POLICY STATEMENTS

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.¹

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.

The Measure J Transportation Expenditure Plan Growth Management Program, which includes Principles of Agreement for Establishing the Urban Limit Line, is replaced in its entirety by this Growth Management Program and Urban Limit Line (ULL) Definitions and Compliance Requirements. (see page 41)

Components

To receive its share of the 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funds and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa's Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities funds and the 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program 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 2–8 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.

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

¹ 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.

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 or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as 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 on page 41.

Any of the following actions by a local jurisdiction will constitute non-compliance with the Growth Management Program:

1. The submittal of an annexation request to Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements (see page 41).

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.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable): a hillside development policy, a ridgeline protection policy, a wildlife corridor policy and a creek development policy. Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa HCP/NCCP shall satisfy the requirement to have an adopted wildlife corridor policy and creek development policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) within their planning areas but outside of their city shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime Farmland and Farmland of Statewide Importance outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than April 1, 2019.

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 and the allocation procedures 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 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funding and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. 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 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds or Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Transportation for Livable Communities funds 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.

URBAN LIMIT LINE (ULL) 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 their 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 Adjustment: An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.
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 Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor adjustment 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 200606 § 3, 91-1 § 2, 90-66 § 4) which include:
 - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the urban limit line.
 - An objective study has determined that the urban limit line is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by state law, and the governing elected legislative body finds that a change to the urban limit line is necessary and the only feasible means to enable the county jurisdiction to meet these requirements of state law.
 - A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the urban limit line will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the urban limit line has determined, based on the criteria and factors for establishing the urban limit line set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city, town, or county growth management studies or otherwise) or circumstances have changed, warranting a change to the urban limit line.
 - An objective study has determined that a change to the urban limit line is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the county's aviation related needs; or
 - A change is required to conform to applicable California or federal law.
 - c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
 - d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
 - e. 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.

f. Any jurisdiction proposing to process a minor adjustment to its applicable ULL that impacts Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.

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.

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.



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 all projects 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 the need to widen roadways.

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the Exceptions listed in this Policy, 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 Maintenance and Improvements 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.¹ 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.

1. Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps).

ADVANCE MITIGATION PROGRAM

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change. The Advance Mitigation Program aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The Advance Mitigation Program will provide environmental mitigation activities specifically required under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment/Framework that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The Regional Conservation Assessment/Framework will include countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (East Contra Costa HCP/NCCP) for the areas of the county covered by the East Contra Costa HCP/NCCP. The Regional Conservation Assessment/Framework will identify mitigation opportunities for all areas of the county to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the Regional Conservation Assessment/Framework, in consultation with the RTPCs, prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program. The Assessment and estimated costs do not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program for Contra Costa County or portions of the Bay Area Including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this Program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the Program.

Projects funded from the following categories of Expenditures are eligible for inclusion in the Advance Mitigation Program:

- Major Streets, Complete Streets and Traffic Synchronization Project Grants
- East Contra Costa Transit Extension
- High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County
- Traffic Flow Improvements Along I-680 and SR 24
- Traffic Flow Improvements Along SR 242 and SR 4
- I-80 Interchange Improvements at San Pablo Dam Road and Central Ave
- I-680 and SR 4 Interchange Improvements
- East County Corridor (Vasco Road and/or Byron Highway Corridors)
- Pedestrian, Bicycle and Trail Facilities
- Community Development Transportation Program



TAXPAYER SAFEGUARDS AND ACCOUNTABILITY

GOVERNING STRUCTURE

Governing Body and Administration

The 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.

The four subregions within Contra Costa: Central, West, Southwest and East County are 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.

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 application of the Performance-based Review policy
- 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 made 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, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee is 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. One member will be nominated by each of the four subregions with the RTPC representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the county's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council, Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the measure). About one half of the initial member appointments will be for two years and the remaining appointments will be for three year terms. Thereafter, members will be appointed to two year terms. Any individual member can serve on the Committee for no more than 6 consecutive years.

Committee members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. 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.

The 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 (i.e. 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 Transportation Planning 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
- Bus Transit Coordinating 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 sales 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 30 years from April 1, 2017 through March 31, 2047.

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. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each Project and Program is proposed for approval.
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 half percent (0.5%) of revenues from the Measure. 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 Transportation Planning 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.
6. **Jurisdiction:** The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the Transportation Expenditure Plan.

Taxpayer Safeguards, Audits and Accountability

7. **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.
8. **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, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to 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.
9. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/ Connected Communities Program. 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.

10. 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 streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. 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 until MOE compliance is achieved. The audit of the MOE 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 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 (i.e., revenues that are not restricted for use on streets and highways such as general funds) 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.
4. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the Metropolitan Transportation Commission.

11. 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.

12. 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.

13. 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

14. 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.
15. 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). Prior to approval or commencement of any project or program included in the Plan, all necessary environmental review required by CEQA shall be completed.
16. Performance-based Project Review: Before the allocation of any measure funds for the construction of a project with an estimated capital cost in excess of \$25 million (or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved Countywide Transportation Plan (CTP), as it may be amended, 2) verify that the project is included in the Regional Transportation Plan / Sustainable Communities Strategy, and 3) require the project sponsor to complete a performance based review of project alternatives prior to the selection of a preferred alternative. Said performance based review will include, but not necessarily be limited to, an analysis of the project impacts on greenhouse gas emissions, vehicle miles travelled, goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. When appropriate, the Authority will encourage project sponsors to identify and select a project alternative that reduces greenhouse gas emissions as well as vehicle miles travelled per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2018.
17. Countywide Transportation Plan: State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a Countywide Transportation Plan (CTP) for the county and cities within the county. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.
18. 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 and maintenance 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.
19. 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 Program (CDTP) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.

20. Local Contracting and Good Jobs: Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa residents, and veteran hiring policy (such as the Helmets to Hardhats program) to the extent permitted by law. The Authority, will adopt the aforementioned policy for projects and programs funded by the measure no later than April 1, 2018.
21. 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.
22. Countywide Transit Plan: The Authority will develop a countywide transit plan identifying services and projects to be funded with this Measure. The plan will be inclusive of services and projects in adopted plans of existing transit operators which have gone through a public review process prior to adoption. The plan will be periodically reviewed and updated. 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 stakeholders. Said performance criteria will include a review of impact on Vehicle Miles Traveled (VMT) and Green-house Gas (GHG) and 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.

Project Financing Guidelines and Managing Revenue

23. 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.
24. Project and Program Financing: The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
25. 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 being 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.
26. 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 time 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 in consultation with the subregion RTPC 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.
27. 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 described above.