

Doug Hardcastle, Chair
Oakley
City Council

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

Salvatore Evola
Pittsburg
City Council

Tony Tiscareno
Antioch
City Council

Robert Taylor
Brentwood
City Council

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

James Coniglio
Pittsburg
Planning Commission

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TRANSPLAN Committee Meeting

Thursday, March 10, 2016 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

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

AGENDA

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

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

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 2/11/16 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 7 (NOTE: Authority Board Special Meeting summaries contained here)
- 5. ACCEPT** Status Report on Major Projects ♦ Page 13
- 6. ACCEPT** Calendar of Events ♦ Page 20
- 7. ACCEPT** Environmental Register ♦ Page 22

End of Consent Items

Open the Public Meeting

- 8. ACCEPT** report from 511 Contra Costa, “A Year in Review,” 2015 TRANSPLAN/TRANSPAC TDM Program Update by Corinne Duta-Roberts, Deputy Program Manager. (Action) ♦ Page 24
- 9. RECEIVE** update on the Contra Costa Transportation Authority (“CCTA”) draft Transportation Expenditure Plan (“TEP”); provide direction to staff and AUTHORIZE TRANSPLAN Technical Advisory Committee (“TAC”) to transmit final comments to CCTA prior to the March 31, 2016 comment deadline. (Action) ♦ Page 29
- 10. ADJOURN** to next meeting on Thursday, April 14, 2016 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
2/11/16 TRANSPLAN COMMITTEE MEETING MINUTES

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

MINUTES

February 11, 2016

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

ROLL CALL / CALL TO ORDER

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

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

STAFF: Jamar Stamps, Senior Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments from the public.

CONSENT ITEMS

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

3. Adopted Minutes from the January 14, 2016 TRANSPLAN Meeting
4. Accepted Correspondence
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register

The motion carried by the following vote:

Ayes: Evola, Motts, Piepho, Romick, Taylor, Weber, Wilson, Hardcastle
Noes: None
Abstain: None
Absent: Coniglio, Steele

APPROVE COMMENT LETTER TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (“CCTA”) ON REVISED APPROACH FOR DEVELOPMENT OF A POTENTIAL TRANSPORTATION EXPENDITURE PLAN (“TEP”), AUTHORIZE TRANSPLAN CHAIR TO SIGN COMMENT LETTER AND DIRECT TRANSPLAN STAFF TO TRANSMIT COMMENT LETTER TO CCTA

Jamar Stamps, Senior Planner, noted that the TRANSPLAN Committee had reviewed the CCTA’s revised approach for development of a TEP at its last meeting along with the CCTA Expenditure Plan Advisory Committee’s (EPAC’s) community vision document, the narrative version of what a TEP would look like, and had offered comments. The TRANSPLAN Technical Advisory Committee (TAC) had also reviewed the various issues and had offered comments. A draft letter had been prepared to forward those comments to the CCTA. In the meantime, he explained that a number of the issues had been resolved.

Hisham Noeimi, Engineering Manager, CCTA, stated that the CCTA had been holding special meetings after the regular CCTA Board meetings and after Planning Committee meetings to discuss the TEP. To date, those meetings had been held on January 6, January 20, and February 3. After the January 20 meeting, Don Tatzin had been appointed to chair the meetings and since that time had been meeting with the city managers and advocates. The discussions had been centered around two items because the CCTA Board had made it clear that there was no interest in changing the Urban Limit Line (ULL) or the formula for return to source. He distributed a memorandum dated February 8, 2016 which had summarized the discussions at the last meeting.

Mr. Noeimi identified the two items discussed as the 30-acre ULL exemption as part of the Growth Management Program (GMP), which required a voter approved urban limit line for every city in the county with an exemption where adjustments could be made to the ULL of 30 acres or less without voter approval. The advocates viewed that as a loophole even though it had not been used. The options were either to eliminate the exemption, keep it as is, or find a middle ground. The other central issue was the housing shortage in the Bay Area. The advocates wanted to use the measure as a way to incentivize smart development by promoting in-fill housing as well as bringing jobs to housing. A proposal had been presented to establish 22 or 23 percent of annual sales tax for return to source funds based on the current formula, with 5 to 6 percent to the community that had a smart growth or development incentive program to provide incentives for housing at the subregional level. There could also be 8 to 9 percent for major streets. He noted that could all represent 35 to 38 percent of the measure that would go back to the cities.

Mr. Noeimi explained that no conclusions had been reached at this time. Four more meetings had been planned, the next being on February 17 after the CCTA Board meeting, with three more meetings in March. After the four meetings, a draft TEP would be developed for submittal to the Regional Transportation Planning Committees (RTPCs), EPAC, the City Manager Association (CMA), and all other groups. In May, a final TEP would be adopted and staff would attend city council meetings of each jurisdiction and the Board of Supervisors in June and July to solicit support for the measure.

Mr. Noeimi explained that progress was being made and for a measure to be successful all the cities would have to support it.

Mary Piepho thanked Mr. Noeimi for the report, and suggested the letter should be submitted to the CCTA as drafted, with an amendment to Item 3, as follows:

A new expenditure plan should embrace new and emerging technology. TRANSPLAN recently authorized a Measure J strategic plan amendment to support development of the State Route 4 Integrated Corridor Mobility (“ICM”) study and implementation of potential future ICM improvements.

Ms. Piepho disagreed with the advocates’ assertion that the 30-acre ULL exemption was a loophole, characterized the 30 acres as middle ground, and noted that all the cities in the Bay Area were behind in meeting required housing goals given the many restrictions and mitigations involved. She urged everyone to support the existing 30-acre exemption, which had not been challenged, had been working, was not being abused, and should not be changed since local jurisdictions were being allowed authority over their land use.

Sal Evola agreed and stated that the City of Pittsburg would not support a measure on the ballot without it. He supported the letter, wanted the comments in the letter to be on the record, and agreed with the edit recommended by Ms. Piepho. He also emphasized that in Pittsburg the ULL had been set by Pittsburg voters.

Kevin Romick commented that all jurisdictions were concerned with the retention of the 30-acre ULL exemption. He also noted that emerging technologies had been part of the discussion, including a discussion of autonomous vehicles, and supported an allocation of funds to provide for that as well.

Bob Taylor referred to the advocates’ prior request to eliminate the State Route 239 proposal, and stated the project had been ongoing and was a priority project for East County. With respect to the 30-acre ULL exemption, he added that while some cities did not need that exemption, most East County cities did.

Mr. Romick reminded everyone that the majority of market rate affordable housing in the Bay Area was being developed in far East County, which was where the future would come and which was the only area where there was the land to provide housing; SR 239 was an important roadway in and out of East County, and the James Donlon Extension was another important roadway and priority project for East County.

BRUCE OHLSON, representing Bike East Bay and Delta Pedalers, was fully supportive of a TEP, and stated that while he was not anti-car, he was very pro-bicycle.

On motion by Sal Evola, seconded by Joe Weber, TRANSPLAN Committee members authorized the Chair to sign the comment letter, as amended, and directed TRANSPLAN staff to transmit the letter to the Contra Costa Transportation Authority.

The motion carried by the following vote:

Ayes: Evola, Motts, Piepho, Romick, Taylor, Weber, Wilson, Hardcastle

Noes: None

Abstain: None

Absent: Coniglio, Steele

PUBLIC COMMENT

Joel Keller, a member of the BART Board of Directors, pointed out that BART was also considering a measure in November. He wanted everyone to understand how the BART measure might benefit East County, through a BART System Renewal Program Plan/2016, which he distributed at this time. He explained that the draft plan had not yet been adopted by the BART Board of Directors.

Mr. Keller referred to the proposed expenditure plan of the proposed BART measure and the Summary of Investments, and highlighted two investments under consideration; repair and replace critical safety infrastructure, and design future crowding relief and expand opportunities to safely access stations. He explained that in order to compete for the proposed allocations, a project had to be a County Transportation Plan (CTP), a BART Transportation Plan, or a future plan for each, and the specific funds could fund a Brentwood Station, noting that park and ride lots were evolving into BART stations. He emphasized the importance of being able to purchase land between the Mokelumne Trail and Balfour Road in Brentwood now to have it available for a station, when needed. He added that BART had been working with the City of Brentwood to design an appropriate site that could eventually morph into a station.

Mr. Keller verified, in response to Ms. Piepho, that the BART measure referenced would apply to just the counties in the original BART system; San Francisco, Contra Costa, and Alameda counties. He noted that Santa Clara and San Mateo counties did not pay the half cent sales tax, did not have a seat on the Board, and could not compete for the funds. He felt very strongly that the Brentwood project would be a very competitive project because it met a number of the goals the BART Board had established for surface parking in the outlying areas. In order to be successful, he explained that the BART Board had to be supportive of the proposal.

ADJOURNMENT

Chair Hardcastle adjourned the meeting of the TRANSPLAN Committee at 7:05 P.M. to Thursday, March 10, 2016 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**

MEMORANDUM

Date: Monday, February 22, 2016

RE: Summary of discussions and outcomes of the February 17, 2016 CCTA Special Board meeting regarding the development of a potential Transportation Expenditure Plan (TEP) by the Contra Costa Transportation Authority (Authority)

The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a transportation expenditure plan and a growth management program, and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Where we are in the process: CCTA is continuing to hold a series of semi-monthly special meetings to create a DRAFT Transportation Expenditure Plan (TEP), which could potentially include modifications to the growth management program currently in place under Measure J. CCTA is using an approach that hosts multiple conversations with our various stakeholders (Regional Transportation Planning Committees (RTPCs), the Contra Costa Public Manager's Association (PMA), the Expenditure Plan Advisory Committee (EPAC), cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

Following are highlights from the third special meeting of the CCTA Board on February 17, 2016.

A series of presentations was provided by transit providers and other CCTA partners:

Update on discussions with Bay Area Rapid Transit (BART) regarding the coordination of funding in a potential BART Bond Measure with the Authority's potential TEP.

CCTA staff has been meeting with BART officials to coordinate a potential BART Bond and CCTA TEP ballot measures.

BART's proposed Bond Measure would allocate 90% of the Bond funding to system rehabilitation and 10% to improve station access.

Additionally, BART submitted a funding proposal to the Authority, the Alameda County Transportation Commission (Alameda CTC) and the San Francisco County Transportation Authority to cover the costs of the expansion of its existing fleet by 300 cars (\$400 million per each of the three counties, and an additional \$400 million from the Metropolitan Transportation Commission (MTC) in matching funds).

Ex-Officio CCTA Commissioner/BART Director Gail Murray described key elements of BART's proposed Bond Measure, with "Fix it First" being the highest priority. If the proposed Bond Measure passes, an Oversight Committee will be established to oversee the expenditure of funds.

Director Murray encouraged the Authority to support the proposed allocation to help expand BART's fleet, which will help support the Authority's objectives to shift commuters from motor vehicles to transit.

There was generally broad support among stakeholders and board members for the BART proposal, with questions raised regarding public support for the proposed Bond Measure (polling results), benefits to West County BART riders, and the need for flexibility in the commitment.

CCTA staff is participating in a regional discussion on this topic on February 22 with BART, MTC and other agencies and will report back to the Special Board.

Discussion of Non-Rail Transit Program. Presentations on transit needs and how to address new technologies and service delivery models.

Alameda-Contra Costa Transit (AC Transit) described a service expansion plan to enable transit service in Alameda and western Contra Costa County to return to pre-2009 (pre-recession) levels. This would be accomplished through expanded bus frequency, expansion of lines to key destinations, and improved performance (more reliable service). General Manager of Contra Costa County Transit Authority (CCCTA) indicated that studies indicate that when you have 15-minute headway, you increase ridership. He added that technology will provide opportunities

for enhancing transit service, and is glad to see that there is flexibility in the proposed measure to allow for innovation.

There was general agreement by the Board, stakeholders and members of the public that providing improved transit is consistent with the Authority's objectives to encourage members of the public away from the single occupant vehicle paradigm and to encourage a shift to greater transit use.

There was discussion around the establishment of meaningful performance measures, and the need for flexibility in funding transit to accommodate for technology improvements in the future. It was agreed that transit must be designed to be able to respond quickly to new advances in technology.

Discussion of Transportation for Seniors and People with Disabilities and Mobility Management Programs.

Debbie Toth of the Rehabilitation Center of Northern California, and Elaine Welch of Mobility Matters, a non-profit mobility referral service for seniors in Contra Costa County, provided presentations on the increasing need to plan for and accommodate the mobility needs of seniors citizens and people with disabilities.

Between 2011 and 2029, 2,000 baby boomers a day will turn 65.

Both agencies have been successful in garnering program specific grant funding, and in partnering with public transit agencies to provide enhanced services for seniors and people with disabilities. However, with the increased need for these services, a non-program-specific, steady funding stream will be required. There is an opportunity for the Authority to create a model for providing these services.

Members of the Board and public expressed broad support for the current efforts to provide transit services to mobility-challenged members of the community, and that Mobility Management is an important element of the TEP.

There was also broad consensus on a need to further study these services in the near future, and to develop a Master Plan and implement Best Practices.

Update on Stakeholder Outreach

CCTA staff reported that stakeholder meetings are ongoing and much input is being collected

that is helping to inform the development of a Preliminary Draft TEP. A Preliminary DRAFT TEP will be circulated to EPAC prior to its February 25 meeting and will be discussed in detail on February 25 and March 3, with subsequent discussions by the Special Board in March. (Key areas of EPAC consensus and disagreement will be reported back to the Authority in March.) Input will also continue to be sought from the Regional Transportation Planning Committees, the Contra Costa Public Managers Association and other entities, as well as the public.

Discussion of Additional Policy Topics to Be Included in the Initial DRAFT TEP.

Staff provided an overview of a recent proposal submitted by the Contra Costa Public Managers Association (PMA) related to the DRAFT TEP (Special Board handout).

The PMA proposal calls for 23% return to source; 6% for transportation incentives; 9% for Complete Streets (making streets more accessible to cars, pedestrians, bikes and transit), with no change requested to the current funding level for TLC (Transportation for Livable Communities).

CCTA staff reported that work continues with City Managers and key stakeholders towards agreement on the Urban Limit Line. There was robust discussion among Board members regarding the role of local jurisdictions in regards to determining Urban Limit Line policy, or whether this should be left to the County, which is currently studying it.

Staff was directed to work with County Planning staff to draft a Memorandum outlining Urban Limit Line options.



COMMISSIONERS

Dave Hudson,
Chair

Tom Butt,
Vice Chair

Janet Abelson

Newell Americh

David Durant

Federal Glover

Karen Mitchoff

Julie Pierce

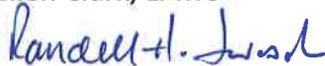
Kevin Romick

Don Tatzin

Robert Taylor

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: February 19, 2016

Re: Items of Interest for Circulation to the Regional Transportation Planning Committees (RTPCs)

At its February 17, 2016 meeting, the Authority discussed the following item which may be of interest to the Regional Transportation Planning Committees:

- 1. 2016 State Transportation Improvement Program (STIP) Update.** At its January 2016 meeting, the California Transportation Commission (CTC) adopted a much lowered 2016 STIP fund estimate to reflect declining gas prices which fund the STIP. The new estimate is negative \$754 million statewide, compared to positive \$46 million adopted in August 2015. In the Bay Area, the Metropolitan Transportation Commission (MTC) estimates that approximately \$96 million in programmed funding may need to be deleted, of which \$13.4 million is in Contra Costa. Staff is currently participating in regional meetings to determine how best to collectively respond to the revised fund estimate **2016 State Transportation Improvement Program (STIP) Update.** *In response to the negative 2016 STIP fund estimate adopted by the California Transportation Commission (CTC) in January 2016, the Authority authorized staff to deprogram the construction phases for the I-680/SR4 – Phase 3 and the BART Station Modernization projects, **if necessary.** Staff will provide an update on the CTC action in April/May 2016 once the 2016 STIP is adopted. The Authority agreed that deprogrammed projects will be reprogrammed in future STIP cycles.*

Randell H. Iwasaki,
Executive Director

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ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

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

Monthly Status Report: March 2016

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

STATE ROUTE 4 WIDENING

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

Lead Agency: CCTA

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

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

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

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

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

Current Project Phase: Close-out

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

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

Issues/Areas of Concern: *None.*

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

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

Current Project Phase: Construction.

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

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 1 construction is 100% complete.

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

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

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

Segment 3A: A Street Interchange and Cavallo Undercrossing

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

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

Segment 3B: Hillcrest Avenue to SR160

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

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

Issues/Areas of Concern:

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

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

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

Current Phase: Construction is complete.

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

Issues/Areas of Concern: *None.*

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

eBART Construction Contact: Mark Dana: mdana@bart.gov

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

Current Project Phase: Construction.

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

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

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

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

CCTA Fund Source: Measure J

Lead Agency: City of Concord

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

Current Project Phase: *Preliminary Studies/Planning*

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

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

Issues/Areas of Concern: None.

STATE ROUTE 4 BYPASS PROJECT

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Construction.

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

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

Construction is approximately 98% complete through February 2015.

Issues/Areas of Concern: None.

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

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

Lead Agency: CCTA

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

Current Phase: Design.

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

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

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

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

CCTA Fund Source: Measure J

Lead Agency: CCTA

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

Current Phase: Design.

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

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

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

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

March 2015 Update – No Changes From Last Month

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

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

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

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*

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

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

ITEM 7
ENVIRONMENTAL REGISTER

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

ITEM 8
511 CONTRA COSTA UPDATE

To: TRANSPLAN

From: Corinne Dutra-Roberts, Deputy Program Manager

TRANSPLAN/TRANSPAC TDM PROGRAM

March 10, 2016

2015 YEAR IN REVIEW

COMMUTER PROGRAMS

Countywide Commuter Incentive Program

Contra Costa commuters are offered an incentive to try an alternative commute mode instead of driving alone. In 2015 1,264 participants received an incentive including 115 people who were new vanpool participants. There were nine vanpool drivers who received an incentive for keeping their vans on the road for 12 consecutive months.

The Countywide Guaranteed Ride Home (GRH) program is offered as a support system to address the concern of being stranded at work without a car. The GRH program is available to commuters who use a commute alternative to get to work in Contra Costa County. Participants can use the program up to six (6) times in a calendar year. There are 3,808 commuters registered in the program.

Transit BOGOS

Buy-One, Get-One Free express bus promotional passes were provided to 1,087 participants. BOGO offers are made available on express bus service for Tri Delta Transit, County Connection, WestCAT, and Fairfield/Suisun Transit.

Cost Effectiveness

Transportation Fund for Clean Air 2014/15 Program Cost Effectiveness is 23k/ton which is derived by SOV trips reduced from the Countywide Commuter Incentive Program and SchoolPool transit passes. Note: The Air District's maximum is equal to or less than 90k of TFCA funds per ton of total emissions reduced.

Public Transportation Information

511 Contra Costa utilizes a website for the majority of the public information about all modes of transportation and incentive programs. The website also contains on-line application forms for programs and educational information. Staff re-posts public outreach information generated by CCTA, local cities, the County, and Bay Area transit operators. Outreach via the website and social media in 2015 includes:

Twitter: 560 Tweets

Facebook posts: 149, Facebook boosts: 10

511CC Blog Posts: 94

e-Newsletters: 3 (approximately 7,000 newsletter subscribers)

Discover & Go

511 Contra Costa partnered with the Contra Costa Library to provide BART tickets to Contra Costa residents who enrolled in the Library's Discover & Go program during the summer months. The Library's Discover & Go program provides free or reduced-price entrance to participating museums throughout the Bay Area. 511 Contra Costa provided BART tickets to encourage the use of public transit to access the venue instead of driving. 935 participants received a \$10 BART pass.

Bay Area Commuter Benefits Program

511 Contra Costa staff assisted employers who were required to register and offer commuter benefits to their employees in order to comply with the Bay Area Commuter Benefits Program (Air District Regulation 14, Rule1). Staff helped employers select one of the four Commuter Benefit options for their employees.

Contra Costa County Green Business Program

As a member agency, commuter transportation is a required checklist element for companies seeking Green Business certification. Companies must register with 511 Contra Costa for a consultation to assess/assist companies with commute alternative strategies at the work site.

Electric Vehicle Charging Stations

511 Contra Costa installed electric vehicle charging stations at the City of Antioch City Hall and at the Salvio Street public parking garage in Concord.

YOUTH PROGRAMS

Students were offered a back-to-school public transit bus pass in the fall. The program is aimed at students using the bus to get to/from school instead of parents driving their students to school.

East County

987 students received Tri Delta Transit tickets.

Central County

1109 students received County Connection tickets.

Summer Youth Pass

511 Contra Costa worked with Supervisor Glover's office to provide 250 free bus passes in the form of wristbands for teens to use to access the Youth Summit held at Pittsburg High School. The wristbands doubled as the fare medium for the summer youth pass on Tri Delta Transit and WestCAT. 511 Contra Costa provided \$10 discount toward the purchase of the summer youth bus pass wristbands to 107 youths.

Street Smarts Diablo provided bicycle and pedestrian education/encouragement assemblies to 63 elementary, middle and high schools in Central and East Contra Costa. The assembly programs known as Mr. Beeps, Heads Up!, Middle School BMX, and High School Start Smart were provided to 44 East County schools and 19 Central County schools. In addition,

- 11 schools (5 East County, 6 Central) participated in a Walk to School Day program and 6 schools (3 East County, 3 Central) participated in a Bike to School Day program. As part of Bike to School Day events, Street Smarts Diablo gave away 166 helmets and 245 bike lights.
- Special Street Smarts Diablo community events (at schools):
 - Antioch High School's Earth Day Event (used bike blenders to make lemonade)
 - Sheriff's Safety Fair at Riverview Middle School, Bay Point
 - Sheriff's Safety Fair at Las Juntas Elementary School, Martinez
- Non-school special community events 2015:
 - Assemblyman Frazier's Car Seat Inspection
 - Mr. Beeps Story Time at the Library
 - CHP National Night Out

MTC High School Summer Intern

511 Contra Costa has had two MTC High School Summer Interns, one in 2015 and one in 2012. The interns were responsible for developing the Heads Up! video used in Street Smarts Diablo assemblies and building a Cool Neon bicycle that will be used in the upcoming Start Smart high school assemblies. 511 Contra Costa is hoping to have an MTC High School Summer Intern again this year. Intern assignments are from June through August.

SCHOOL INFRASTRUCTURE SUPPORT

Minor school-site infrastructure safety and access enhancements are provided to schools after the students have received the bicycle and pedestrian education/encouragement assembly program.

- 9 schools received pavement painting in school parking lots and drop-off zones (5 in East County, 4 in Central County).
- 14 schools received safety sign installations (8 in East County, 6 in Central County).
- 6 schools received skateboard/scooter and/or bicycle racks (4 in East County, 2 in Central County).

BICYCLE PARKING INFRASTRUCTURE

Funding for bicycle parking infrastructure is provided to encourage bicycling as a mode of transportation. In 2015 racks or lockers were installed at the following locations: seven bike racks at Precision Cabinets in Brentwood; eight bike racks at the Kaiser Permanente; 12 bike racks at Todo Santos Plaza and the surrounding garages in Concord; five bike lockers at One Concord Center at 2300 Clayton Rd; and four bike lockers at the Swift Plaza Garage in Concord.

COMMUNITY BASED PROGRAMS

Bicycle Valet at Pacific Coast Farmers Market

511 Contra Costa launched a pilot program to provide free manned bicycle parking at a Farmers Market. Staff manned the bike valet on the first market of the month June through November 2015. There are plans to expand the program to other Farmers Markets this summer.

Summer Bike Challenge

Families of all ages are encouraged to explore their hometown on a bicycle. The program provides a fun and healthy activity during summer vacation with a bingo card of suggested local venues that are accessible by bicycle.

ITEM 9
INITIAL DRAFT TRANSPORTATION EXPENDITURE PLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: TRANSPLAN TAC
DATE: March 10, 2016
SUBJECT: DRAFT Transportation Expenditure Plan ("TEP")

BACKGROUND

In 2015, the Contra Costa Transportation Authority (“CCTA”) engaged the Regional Transportation Planning Committees (“RTPCs”) to begin developing draft transportation expenditure plans (“TEP”) for a possible sales tax measure extension. TRANSPLAN developed and approved a proposed list of capital projects and programs in East County which was submitted to CCTA on July 9, 2015.

At its December 16, 2015 meeting, the CCTA Board approved a revised approach for development of a TEP which included special meetings of the CCTA Board, a revised strategy to re-engage the Expenditure Plan Advisory Committee (“EPAC”), and continuing engagement with the RTPCs, cities and the County, other stakeholders and members of the public.

In late February, CCTA released the “Initial Draft Transportation Sales Tax Expenditure Plan” for discussion only (attached). Highlights of the Initial Draft as they pertain to East County are provided below:

- Several project category funding requests have been reduced to accommodate more robust transportation programs;
- CCTA staff has been meeting with BART officials to coordinate a potential BART Bond and CCTA TEP ballot measures (see attached supporting documentation from BART), which led to a substantially increased BART allocation;
- Several new transportation programs were created that replace or subsume the functions of previous programs (e.g. Transportation for Livable Communities, Commute Alternatives, Subregional Transportation Needs, and Non-Rail Transit).
- “Regional Choice” is not a fund category proposed for the TEP; it is a placeholder for RTPCs to identify high propriety projects/programs within the subregion or augment any of the existing fund categories.

The TRANSPLAN TAC will meet to discuss the new information, as well as any direction from the TRANSPLAN Committee. The deadline to provide comments on the Initial Draft is the end of March. Therefore, staff is seeking authorization from the Committee to allow the TAC to forward final comments on the Initial Draft directly to CCTA.

RECOMMENDATION

RECEIVE update on the Contra Costa Transportation Authority (“CCTA”) draft Transportation Expenditure Plan (“TEP”); provide direction to staff and AUTHORIZE TRANSPLAN Technical Advisory Committee (“TAC”) to transmit final comments to CCTA prior to March 25, 2016.

att: Initial Draft TEP (for discussion only), 3/1/2016
East County/CCTA TEP Comparison Table
BART letter to CCTA, 2/16/2016

INITIAL DRAFT

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

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

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

INITIAL DRAFT - For Discussion Purposes Only

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TEP Outline

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

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

TABLE OF EXPENDITURE PLAN ALLOCATIONS

Funding Category	\$ (millions)	%
Local Streets Maintenance and Improvements	540	23.1%
Major Streets and Complete Streets Project Grants	200	8.6%
BART Capacity, Access and Parking Improvements	300	12.8%
East Contra Costa Transit Extension	70	3.0%
Transit & Interchange Improvements along the I-80 Corridor in West County	110	4.7%
Improve traffic flow & implement high capacity transit in the I-680 corridor	140	6.0%
Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern County	70	3.0%
Interstate 680 and State Route 4 Interchange Improvements	60	2.6%
East County Corridor - provide a high	117	5.0%
Advance Mitigation Program	TBD	TBD
Non-Rail Transit Enhancements	200	8.6%
Transportation for Seniors and People with Disabilities	50	2.1%
Safe Transportation for Children	50	2.1%
Intercity Rail and Ferry Service	50	2.1%
Pedestrian, Bicycle and Trail Facilities	60	2.6%
Community Development Investment Grant Program	140	6.0%
Innovative Transportation Technology / Connected Communities Grant Program	65	2.8%
Transportation Planning, Facilities & Services	23	1.0%
Regional Choice	70	3.0%
Administration	23	1.0%
TOTAL	2338	100.0%

Notes

- Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified
- Regional Choice – This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs

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in that subregion. Projects / program descriptions will ultimately be blended in to the final draft TEP) (version 1.1 includes the reduction of \$50m to this category, bringing total program to \$70m)

- Commute Alternatives – This program is not proposed in TEP as a countywide funded category. Funds may be assigned from Regional Choice category for this type of program.
- TLC – This program not proposed in TEP. A new program (Community Development Investment Grant Program) is proposed to be included in TEP.
- CDI – Community Development Investment Program is a new category. It is intended to provide funding for housing incentives and job creation programs/ investments (see details on following pages) (version 1.1 includes the addition of \$50m to this category, bringing total program to \$140m).

INITIAL DRAFT - For Discussion Purposes Only

Detailed Descriptions of Funding Categories

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

Funding Categories

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

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

- 2. Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- \$200m**
Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects include but, are not limited to installation of bike and pedestrian facilities, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the CCTA will adopt a 'traffic signal synchronization' program and award grants for installation of 'state of the art' technology oriented at smoothing the flow of traffic along major arterial roadways throughout the county. Funding from this program will be prioritized to projects that improve access (all modes) to transit stations and transit

oriented communities. Priority will be given to projects that can show a high percentage of 'other funding' allocated to the project (i.e. – leverage). All projects funded through this program must demonstrate compliance with CCTA's Complete Streets program and include complete street elements whenever possible.

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

Funds from this category shall be used to construct improvements to the BART system such as: station access improvements; station related safety and operational improvements; additional on or off site parking; development and implementation of last mile connections (including shuttles, transit stops, and bicycle / pedestrian facilities – complete streets) oriented at providing BART users alternatives to driving alone / parking single occupant vehicles. Funds in this category may be used for the acquisition of new BART cars and/or advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund CCTA identified improvements from other BART revenues and 2) a regional approach, that includes funding commitments from both Alameda and San Francisco Counties, must be developed and implemented prior to any funds from this measure being used to fund the acquisition of BART cars.

Comment [WRG3]: For discussion only – amount subject to change. \$300m is consistent with discussions w/ BART to date.

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

Funding from this category shall be used to extend BART or other high capacity transit service easterly from the existing Hillcrest Station in Antioch through Oakley to a new station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood as well as to fund improvements to the Pittsburg and /or Antioch stations. Funds in this category may be used for the acquisition of new BART cars and/or advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund CCTA identified improvements from other BART revenues and 2) a regional approach, that includes funding commitments from both Alameda and San Francisco Counties, must be developed and implemented prior to any funds from this measure being used to fund the acquisition of BART cars. RAMP eligible project.

5. Transit and Interchange Improvements along the I-80 Corridor in West Contra Costa ----- \$110m

Funding from this category shall be allocated by the Authority to projects/ programs (including state of the art technology) that improve traffic flow along the Interstate 80 corridor as well as nearby major streets and/or intersections and reduce congestion, increase mobility and provide alternatives for single occupant vehicle travel. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.

Comment [MT4]: Eligibility for this project will include projects and programs that result from the West County High Capacity Transit Study (including transit operational costs).

-
- 6. Improve traffic flow and implement high capacity transit along the Interstate 680 corridor in Central and Southwest County ----- \$140m**
Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate car pools and/or increased transit use in the corridor and discourage single occupant driving; funding may also be used implement high capacity transit improvements in the corridor (including those identified in the I-680 transit options and other relevant studies); funding may also be used to complete improvements to the mainline freeway and/or local interchanges as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.
- 7. Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- \$70m**
Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along the State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. RAMP eligible project.
- 8. Interstate 680 / State Route 4 Interchange ----- \$60m**
Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. CCTA shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. RAMP eligible project.
- 9. East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- \$117m**
Funding from this category shall be used to complete capacity and/or safety improvements to the Vasco Road and/or the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 580 corridor in Alameda and San Joaquin counties. Funds from this category may be used to upgrade existing facilities and to complete a new connection

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between the two corridors provided such a connection can be demonstrated to improve traffic flow and/or safety along either or both of the corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. At its sole discretion, the Authority may allocate up to 5% of funding from this category to the study and implement high capacity transit along either or both of these corridors.

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL) in effect at the time of passage of this measure. Such measures might include, but not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the acquisition of open space. Any investments affecting facilities in Alameda or San Joaquin Counties will be done in partnership with those jurisdictions. RAMP eligible project.

10. Advance Mitigation Program ---- TBD

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

11. Non-Rail Transit Enhancements ---- 8.6% (\$200m)

This category of funding is intended to provide funding to non-rail transit service alternatives that can be shown to reduce total vehicle miles traveled (VMT) and/or greenhouse gas (GHG) emissions. Funding will be provided to non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people within the existing transportation infrastructure. Funding can be used to deliver transit capital projects or implement service to transit stations, congested corridors, last mile service to transit hubs and established transit integrated communities. Funding will be allocated by the Authority to Contra Costa transit operators based on performance criteria established by the Authority in consultation with local and regional transit operators and key stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used to

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deliver transit capital projects or operate service improvements identified in the adopted plans of an operator or of the Authority.

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

Recipients of funding under this category are required to participate in the development of the Accessible Transportation Services Strategic Plan included in Category 12. Transportation for Seniors and People with Disabilities.

12. Transportation for Seniors & People With Disabilities ----- 2.1% (\$50m)

Transportation for Seniors & People With Disabilities or what is often referred to as “Paratransit” services or Accessible Transportation Services (ATS) can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people functionally unable to ride fixed route service; and (2) services not required by law but necessary for frail seniors and people with disabilities whose needs are beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage or requirement for service beyond curb-to-curb), or for non-ADA eligible seniors.

Projections indicate that people that would be eligible for these services is the fast growing segment of our population and will likely (blank) over the next (blank) years.

Funding in this category will be used to fund accessible transportation services. These services shall support both non-ADA and ADA services for eligible participants. To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted.

An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan would also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

Comment [MT5]: Continuing to refine language for this item to better reflect consistency with the other sections of the TEP

13. Safe Transportation for Children ----- 2.1% (\$50m)

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

14. Intercity Rail/ Ferries ---- \$50m

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

15. Pedestrian, Bicycle and Trail Facilities ---- 2.6% (\$60m)

Two-thirds of the funds from this program will be used implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds will be allocated competitively to projects that improve safety for pedestrians and bicyclists, serve the greatest number of users and significant destinations, and remove missing segments and existing barriers to walking and bicycling. The review process shall also consider project feasibility and readiness and the differing needs of the sub-regions when identifying projects for funding. Funding available through this program shall be primarily used for the construction, maintenance, and safety or other improvements of bicycle, pedestrian and trail projects. No design, project approval, right-of-way purchase and environmental clearance may only shall be funded as part of a construction project. Planning to identify a preferred alignment for major new bicycle, pedestrian or trail connections may also be funded through this program.

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

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

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16. **Community Development Incentive (CDI) Program**----- **3.86.0% (\$90m140m)**
 Funds from this category will be used implement this new Community Development Incentive program, administered by the Authority’s Regional Transportation Planning Committees (RTPC’s). Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue and the Authority will prioritize funding to projects that demonstrate over 50% funding from other sources. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of housing for all income levels. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program.

Comment [WG6]: UNRESOLVED ISSUE
 This is a proposed new grant program that was developed as an alternative to augmenting the existing Transportation for Livable Communities program.

This new program is intended to stimulate infill development and would complement another proposal to augment a jurisdiction’s return to source funding in exchange for compliance with specified housing goals or other ‘to be determined’ actions intended to incentivize the development of housing.

Augmenting return to source for this purpose is an unresolved issue that is not included in this initial Draft TEP.

17. **Innovative Transportation Technology / Connected Communities Program** ----- **2.8% (\$65m)**
 Funding from this category will be allocated for the planning and development of projects and programs that include innovative solutions intended to (a) develop and demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions and integrate this approach with other community services such as public safety, public services, water, communications and energy to promote economic development and jobs opportunities by increasing government efficiency and reducing consumption. Examples of eligible projects include but are not limited to expanding opportunities for electric vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that compliment traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians, bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions Contra Costa County can become a national model in sustainable, technology-enabled transportation.

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

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

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

19. Regional Choice ---- ~~\$120m~~70m

This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs in that subregion. NOTE – these project/ program descriptions will ultimately be blended in to the final draft TEP

20. Administration ---- 1.0% (\$23m)

Funds administration of new measure.

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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.

Components

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

1. Adopt a Growth Management Element

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

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

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.

Comment [WRG7]: This language reflects the current CCTA Growth Management program as approved with Measures C and J and subsequently updated by the Authority.

CCTA staff will be suggesting updates to align this program with current practice.

Comment [WG8]: Some EPAC members have asked for clarification on schedule for periodic review/ update of GM elements (5yr, 10yr, ??).

2. Adopt a Growth Management Mitigation Program

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

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

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

3. Address Housing Options

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

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

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the

Comment [MT9]: Some EPAC members are recommending a review and enhancement of the reporting requirements, such as actual housing production compared against targets.

Comment [WG10]: EPAC has suggested a number of edits to align the Authority's requirements related to the provision of Affordable Housing with current statutory requirements.

level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

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

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

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

Comment [MT11]: Though not necessarily needed in the GMP document, propose that the Authority's travel demand model and technical procedures be amended/ updated to reflect current statutory requirements (VMT analysis vs LOS analysis) as well as industry 'best practices'. Explore with EPAC, CCTA staff and technical experts.

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. Adopt an Urban Limit Line (ULL)

Beginning on April 1, 2009, each jurisdiction must continuously comply with an applicable, voter approved ULL ("applicable ULL") defined as one of the following:

- a. A new mutually-agreed upon countywide ULL (MAC-ULL) approved by the voters countywide; or
- b. A Contra Costa County, voter approved ULL ("County ULL") that has also

been approved by a majority of the voters voting on the measure in the local jurisdiction seeking to rely upon the line as the growth boundary for local development, provided that the local jurisdiction's legislative body has adopted the County ULL before or after the election at which the "County ULL" was approved; or

- c. A measure placed on the ballot and approved by a majority of the voters within a local jurisdiction fixing a local voter approved ULL ("LV-ULL") or equivalent urban growth boundary for the jurisdiction. A jurisdiction may establish or revise its LV-ULL with local voter approval at any time prior to or during the term of Measure J. The LV- ULL will be used as of its effective date to meet the Measure J GMP ULL requirement.

Each of the above options is more fully defined in the Principles of Agreement, which are attached and incorporated by reference as Attachment "A".

Submittal of an annexation request by a local jurisdiction to LAFCO outside the applicable ULL will constitute non-compliance with the Measure J Growth Management Program.

6. Develop a Five-Year Capital Improvement Program

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

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

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

Allocation of Funds

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

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

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of local street maintenance and improvement funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Contra Costa Transportation for Livable Communities 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.

Comment [MT12]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined this this TEP.

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Attachment A

Principles of Agreement for Establishing the Urban Limit Line

Comment [WRG13]: This is a major discussion point – various options being considered. No changes to ULL principals are proposed for consideration at this point in time.

An applicable ULL shall be defined as 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 area, including future urban development.

Initial Action

1. The Board of Supervisors shall have, with the concurrence of each affected city, adjusted the existing County ULL on or before September 30, 2004, or as expeditiously as possible given the requirements of CEQA, to make the existing County ULL coterminous with city boundaries where it previously intruded inside those incorporated boundaries.

Establishing a Mutually Agreed-Upon Countywide urban limit line ("MAC-ULL")

2. The process to develop a MAC ULL shall have begun by July 1, 2004 with meetings in each sub region between one elected representative of each city and the county. The subregional meeting(s) will be followed by meetings between all of the cities and the county, each being represented by one elected representative. The discussion will include both the suggested ULL as well as criteria for establishing the line and future modifications to the ULL.
3. On or before December 31, 2004, the County and the cities will cooperate in the development of a new MAC-ULL and criteria for future modifications. To be considered a final proposal, the plan must be approved by 4 members of the Board of Supervisors and $\frac{3}{4}$ of the cities representing $\frac{3}{4}$ of the incorporated population.
4. The County will be the lead agency in connection with any required environmental review and clearance on the proposed MAC-ULL.
5. After completion of the environmental review process, the proposal shall be submitted to the voters for ratification by November 2006.
6. The MAC-ULL will include provisions for periodic review (5 years) as well as provisions for minor (less than 30 acres) nonconsecutive adjustments.
7. If there is a MAC-ULL, and a Town or City disagrees with that MAC-ULL, it may develop and submit a "LV- ULL" (see 8.b, below), or rely upon an existing voter approved ULL.

Comment [WG14]: Some on EPAC have suggested that the exemption for minor (less than 30 acres) adjustments be eliminated.

Alternatives if there is no Voter Approved MAC-ULL or if a Local Jurisdiction chooses Not to Concur with a Voter-Approved MAC-ULL

8. If no MAC-ULL is established by March 31, 2009, only local jurisdictions with one of the following applicable voter approved ULLs will be eligible to receive the 18% return to source funds or the 5% TLC funds.
- a. County ULL. A ULL placed on the ballot by the Contra Costa County Board of Supervisors, adopted at a countywide election and in effect through the applicable GMP compliance period, as its boundaries apply to the local jurisdiction, if:
 - i. That ULL was approved by a majority of the local jurisdiction's voters, either through a separate ballot measure or as part of the countywide election at which the measure was approved;
 - ii. The legislative body of the City or Town has accepted and approved, for purposes of compliance with the Measure J GMP, the County ULL boundaries for urban development as its applicable, voter approved ULL;
 - iii. Revisions to a City or Town's adopted County ULL boundary requires fulfillment of provisions (8.a.i) and (8.a.ii) above in their entirety; and
 - iv. A City or Town may adopt conditions for revising its adopted County ULL boundary by action of the City or Town's legislative body, provided that the conditions limit the revisions of the physical boundary to adjustments of 30 or fewer acres, and/or to address issues of unconstitutional takings, or conformance to state and federal law. Such conditions may be adopted at the time of adoption of the County ULL, or subsequently through amendment to the City or Town's Growth Management Element to its General Plan.
 - b. Local Voter ULL (LV-ULL). A local 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. A jurisdiction may revise or establish a new LV-ULL at any time using the procedure defined in this paragraph.
 - c. Adjustments of 30 Acres or Less. A local jurisdiction can undertake adjustments of 30 acres or less to its adopted ULL, consistent with these Principles, without voter approval. However, any adjustment greater than 30 acres requires voter approval and completion of the full County ULL or LV-ULL procedure as outlined above.

Comment [MT15]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined in this TEP.

Comment [WG16]: See prior note, some on EPAC have suggested that the exemption for minor (less than 30 acres) adjustments be eliminated.

Comment [WG17]: See prior note

Conditions of Compliance

9. Submittal of an annexation request by a local jurisdiction to LAFCO outside of an applicable voter approved ULL will constitute non-compliance with the new Measure J Growth Management Plan.
10. For each jurisdiction, an applicable ULL shall be in place through each Measure J Growth Management Program compliance period in order for the local jurisdiction to be eligible to receive the 18% return to source and the TLC funds for that period.

Comment [MT18]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined this this TEP.

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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. Every transportation project is an opportunity to create safer, more accessible streets for all users and shall be planned, designed, constructed and operated to take advantage of that opportunity.

Comment [WRG19]: This entire section is currently under review and will be updated

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever feasible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, maintenance, and operation of the transportation system. The determination of feasibility shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reductions in capacity for automobiles.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design, construction and operation of projects funded with Measure funds. The revised guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context.

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, construction and operation of the project. If the proposed project or program will not improve 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 funding allocation resolution for construction or operation.

Recipients of Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users when projects or programs affecting public rights of way for which the agency is responsible. These procedures shall 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. These procedures shall involve all agency departments whose projects will affect the public right of way and will incorporate opportunities for review by potential users of proposed projects. 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 also list projects funded with Measure funds and detail how those projects accommodated all allowed users of the facilities.

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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, construction and operation of streets within their jurisdiction with the plans of adjoining and connecting jurisdictions.

Exceptions

Sponsors may forgo complete street accommodations 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
3. The sponsor demonstrates that, based on factors including current and future land use, current and projected user volumes, population density, and collision data, such accommodation is not needed

Local complete streets procedures shall require that exceptions be made explicit as part of the approval of the project.

Regional Advance Mitigation Program

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

Governing Structure

Governing Body and Administration

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

Citizens Oversight Committee

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

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

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the CCTA Board for implementing the expenditure plan. The report will be published in local newspapers and local media outlets throughout Contra Costa County, posted to the CCTA Website and continuously available for public inspection at CCTA 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 CCTA Board summarizing the annual report subsequent to its release.

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

Committee members will be private citizens who are not elected officials at any level of local government, nor public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is limited to individuals who live in Contra Costa County. Membership is restricted to individuals with no economic interest in any of CCTA'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 CCTA 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 CCTA 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 CCTA Board will request a replacement from the stakeholder categories listed above.

CCTA 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 CCTA, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to CCTA's independent auditors, and may request CCTA staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the CCTA Board Chair and Executive Director of any concern regarding CCTA staff's commitment to open communication, the timely sharing of information, and teamwork.

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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 CCTA advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (ie this document) will be evaluated on a periodic basis and a formal review will be conducted by the CCTA Board, Executive Director and the Committee 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 citizen oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the CCTA Board.

The Committee replaces CCTA'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 CCTA to advise and assist in policy development and implementation. The committees include:

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

Implementing Guidelines

Duration of the Plan

25 years, April 1, 2017 to March 31, 2042

Administration of the Plan

1. **Funds only Projects and Programs in the Plan:** Funds are only for purposes identified in the expenditure plan.
2. **All Decisions Made in Public Process:** The Contra Costa Transportation Authority (CCTA) 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 CCTA will be conducted in public according to state law, through publically noticed meetings. The annual budgets of CCTA, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Citizens 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 annual expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of the annual revenues. The allocated costs of CCTA staff who directly implement specific projects or programs are not included in the administrative costs.
4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Planning Transportation Committee(s) will participate in the development of the proposed amendment(s). 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 on the Expenditure Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

Taxpayer Safeguards, Audits and Accountability

6. **Citizens Oversight Committee:** The Citizens Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by CCTA or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds,

the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan

- 7. Fiscal Audits:** All Funds expended by CCTA directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements or transit (Non-Rail Transit Enhancements, Transportation for Seniors & People With Disabilities programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
- 8. Performance Audits:** Each year, the CCTA shall select and perform a focused performance audit on approximately one-fourth of the elements of the transportation expenditure plan. This process shall commence two years after passage of the new sales tax measure. The performance audits shall provide an accurate quantitative and qualitative evaluation of the programs or projects in question and specific recommendations for corrective action in the future.
- 9. Maintenance of Effort (MOE):** The average of last three full fiscal years of expenditures of annual transportation funds on local streets, roads and bridges before the vote on new sales tax measure will be the basis of the MOE. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all local formula money (Local Streets Maintenance and Improvement funds) until MOE compliance is achieved. The audit of the M.O.E. contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.
- 10. Requirements for Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to complete certain requirements including: reporting, implementing local hiring policy, tracking and reporting performance and accountability standards and requirements, and completing audits.
- 11. Geographic Equity:** The proposed projects and programs to be funded through the expenditure 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 a CCTA Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

Restrictions On Funds

- 12. No Expenditure Outside of 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 Contra Costa County. Under no circumstance may

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these funds be appropriated by the State of California or any other local government agency, as defined in the implementing guidelines.

13. **Environmental Review:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA).
14. **Performance based review:** Before the allocation of any measure funds for the actual construction of capital projects with an estimated capital construction cost in excess of \$25 million, the Authority will conduct a performance based review of project alternatives.
15. **Complete Streets:** All plan investments will conform to Complete Streets requirements, so that there are appropriate investments that fit the function and context of facilities that will be constructed, as further detailed in the Part ___ of the Plan.
16. **Advance Mitigation Program:** CCTA will develop a policy supporting the creation of an advance mitigation program to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.
17. **Safe Transportation for Children:** CCTA will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.
18. **Compliance with the GMP/ULL Policy:** 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 Incentive (CDI) Program funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP/ULL section of the Plan.
19. **Local Contracting and Good Jobs:** CCTA will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.
20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Comment [WG20]: This provision is intended provide the residents of Contra Costa County with information as to how project alternatives rank with respect to GHG emissions, VMT and other factors (TBD). This requirement is intended as a disclosure process and not in any way to restrict the ability of the Authority to allocate measure funds to a project after completion of the required analysis.

Comment [MT21]: Discussing with representatives of the labor community how to address topics such as:

- Apprentice Program(s)
- Local Hiring goals
- Veteran and DBE Hiring Goals

Project Financing Guidelines and Managing Revenue

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

**NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES**

(1/2 cent for 25 Years, in million of 2014 dollars)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Corridor and Congestion Relief	95.0	15.0	80.0			Mostly Transit Infrastructure
I-680 Transit Investment						
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools						
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements	20.0		20.0			
I-680/SR242/SR4 Corridor Congestion Relief and Traffic Smoothing						
I-680/SR4 Interchange	60.0	60.0				
SR242/Clayton Road Off- and On-Ramps	17.7	17.7				
SR4 Operational Improvements (SR242 and Port Chicago)	60.0	30.0			30.0	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	24.0	24.0				
I-80 Interchange Improvements	59.8			59.8		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/San Pablo Dam Road Interchange						
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps						
SR239 - Brentwood to Tracy Expressway	120.0				120.0	
Subtotal	456.5	146.7	100.0	59.8	150.0	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	80.0				80.0	
Ferry Service - Central County (Martinez)	8.0	8.0				
Ferry Service - West County (Hercules and Richmond)	27.2			27.2		WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - East County (Antioch)	6.6				6.6	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	101.5 or 123.5	10.0	28 or 50	43.5	20.0	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPLAN: BART Parking/Access/Other Improvements (\$10), BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	10.9			10.9		
High Capacity Transit Improvements in West County	54.4			54.4		WCCTAC: Support the development, advancement, or implementation of high capacity transit improvements in West County, such as BART extension, Bus Rapid Transit, Improvements to Rapid Bus Corridors, Expanded or new Express Bus Service, improvements to passenger rail service and ferry service.
Subtotal	288.6 or 310.6	18.0	28 or 50	136.0	106.6	
3. Bus Transit						
Bus Service Improvements	205.3	57.9	60.0	54.4	33.0	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development
Express Bus	13.9				13.9	
Subtotal	219.2	57.9	60.0	54.4	46.9	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities	105.4	21.3	10.0	27.2	46.9	WCCTAC: Can be used for capital or operations
Subtotal	105.4	21.3	10.0	27.2	46.9	
5. Local Streets & Roads						
Local Streets Maintenance and Improvements	690.6 or 668.6	206.1	134 or 112	152.3	198.2	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPEC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPLAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Major Roads, Bridges, Grade Separations, and Intersections	201.1	151.5	16	13.6	20	SWAT: A preliminary list includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. TRANSPEC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways
Vasco Road Improvements	40.0				40	
Richmond Parkway Maintenance	13.6			13.6		
Lafayette Downtown Congestion Relief	25.0		25			
Subtotal	970.3 or 948.3	357.6	175 - 153	179.5	258.2	
6. Pedestrian/Bicycle/Trail Projects						
Bike/Pedestrian/Regional Trails enhancement and maintenance	97.1	20.0	40.0	27.2	9.9	SWAT: Includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Ocercrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still compete.
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	41.2	24.7			16.5	WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Subtotal	138.3	44.7	40.0	27.2	26.4	
7. Student Transportation						
School Bus Programs	25.0		25			SWAT: Expand Traffix and Lamorinda School Bus Programs
Student Bus Pass Program	27.2			27.2		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	16.2	10.8		5.4		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/"Street Smarts"	8.3				8.3	
Subtotal	76.7	10.8	25.0	32.6	8.3	
8. Commute Alternatives	24.3	10.0	5.0	2.7	6.6	Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/ped facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion mitigation and employer outreach.
Subtotal	24.3	10.0	5.0	2.7	6.6	
9. Other						
Clean Transportation	10.9			10.9		WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Technology Upgrades	25.0	20.0	5.0			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	10.9			10.9		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	12.8			2.7	10.1	WCCTAC/TRANSPLAN: Can be used on any project/program identified in expenditure plan.
Subtotal	59.6	20.0	5.0	24.5	10.1	
Grand Total	2339.0	687.0	448.0	544.0	660.1	

**NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES**

(1/2 cent for 25 Years, in % of Subregion Share)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Corridor and Congestion Relief	4.1%	2.2%	17.9%			Mostly Transit Infrastructure
I-680 Transit Investment						
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools						
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements	0.9%		4.5%			
I-680/SR242/SR4 Corridor Congestion Relief and Traffic Smoothing						
I-680/SR4 Interchange	2.6%	8.7%				
SR242/Clayton Road Off- and On-Ramps	0.8%	2.6%				
SR4 Operational Improvements (SR242 and Port Chicago)	2.6%	4.4%			4.5%	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	1.0%	3.5%				
I-80 Interchange Improvements	2.6%			11.0%		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/San Pablo Dam Road Interchange						
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps						
SR239 - Brentwood to Tracy Expressway	5.1%				18.2%	
Subtotal	19.5%	21.4%	22.3%	11.0%	22.7%	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	3.4%				12.1%	
Ferry Service - Central County (Martinez)	0.3%	1.2%				WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - West County (Hercules and Richmond)	1.2%			5.0%		
Ferry Service - East County (Antioch)	0.3%				1.0%	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	4.3% or 5.3%	1.5%	6.3% or 11.2%	8.0%	3.0%	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPLAN: BART Parking/Access/Other Improvements (\$10), BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	0.5%			2.0%		
High Capacity Transit Improvements in West County	2.3%			10.0%		WCCTAC: Support the development, advancement, or implementation of high capacity transit improvements in West County, such as BART extension, Bus Rapid Transit, Improvements to Rapid Bus Corridors, Expanded or new Express Bus Service, improvements to passenger rail service and ferry service.
Subtotal	12.3% or 13.3%	2.6%	6.3% or 11.2%	25.0%	16.1%	
3. Bus Transit						
Bus Service Improvements	8.8%	8.4%	13.4%	10.0%	5.0%	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development Areas.
Express Bus	0.6%				2.1%	
Subtotal	9.4%	8.4%	13.4%	10.0%	7.1%	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities	4.5%	3.1%	2.2%	5.0%	7.1%	WCCTAC: Can be used for capital or operations
Subtotal	4.5%	3.1%	2.2%	5.0%	7.1%	
5. Local Streets & Roads						
Local Streets Maintenance and Improvements	29.5% or 28.6%	30.0%	30% or 25%	28.0%	30.0%	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPAC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPLAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Major Roads, Bridges, Grade Separations, and Intersections	8.6%	22.1%	3.6%	2.5%	3.0%	SWAT: A preliminary list includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. Other projects can be added. TRANSPAC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways.
Vasco Road Improvements	1.7%				6.1%	
Richmond Parkway Maintenance	0.6%			2.5%		
Lafayette Downtown Congestion Relief	1.1%		5.6%			
Subtotal	41.5% or 40.5%	52.1%	39.2 or 34.2%	33.0%	39.1%	
6. Pedestrian/Bicycle/Trail Projects						
Bike/Pedestrian/Regional Trails enhancement and maintenance	4.2%	2.9%	8.9%	5.0%	1.5%	SWAT: Includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Oerccrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	1.8%	3.6%			2.5%	WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Subtotal	5.9%	6.5%	8.9%	5.0%	4.0%	
7. Student Transportation						
School Bus Programs	1.1%		5.6%			SWAT: Expand Traffix and Lamorinda School Bus Programs
Student Bus Pass Program	1.2%			5.0%		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	0.7%	1.6%		1.0%		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/"Street Smarts"	0.4%				1.3%	
Subtotal	3.3%	1.6%	5.6%	6.0%	1.3%	
8. Commute Alternatives						
	1.0%	1.5%	1.1%	0.5%	1.0%	Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/ped facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion mitigation and employer outreach.
Subtotal	1.0%	1.5%	1.1%	0.5%	1.0%	
9. Other						
Clean Transportation	0.5%			2.0%		WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Technology Upgrades	1.1%	2.9%	1.1%			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	0.5%			2.0%		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	0.5%			0.5%	1.5%	WCCTAC/TRANSPLAN: Can be used on any project/program identified in expenditure plan.
Subtotal	2.5%	2.9%	1.1%	4.5%	1.5%	
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	

NEW MEASURE TRANSPORTATION EXPENDITURE PLAN (DRAFT FOR DISCUSSION ONLY)

February 24, 2016

No.	Funding Category	\$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156	120	119	145
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70
5	Transit & Interchange Improvements along the I-80 Corridor in West County	110.0	4.7%			110	
6	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24 ⁴	140.0	6.0%	40	100		
7	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40			30
8	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60			
9	East County Corridor	117.0	5.0%				117
10	Advance Mitigation Program ³	TBD	TBD				
11	Non-Rail Transit Enhancements	200.0	8.6%	50.0	50.0	50.0	50.0
12	Transportation for Seniors and People with Disabilities	50.0	2.1%	10.1	4.7	12.9	22.2
13	Safe Transportation for Children	50.0	2.1%	7.0	16.3	21.3	5.4
14	Intercity Rail and Ferry Service	50.0	2.1%	8		35	7
15	Pedestrian, Bicycle and Trail Facilities	60.0	2.6%	12.4	24.7	16.8	6.1
16	Community Development Investment Grant Program ¹	140.0	6.0%	41.1	26.8	32.6	39.5
17	Innovative Transportation Technology / Connected Communities Grant Program ²	65.0	2.8%	21.8	5.5	26.7	11.0
18	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
19	Regional Choice	70.3	3.0%	30.2	3.7	19.7	16.7
20	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	Commuter Alternatives	0.0	0.0%				
	TOTAL	2339.1	100.0%	686.9	447.4	544.0	660.8

Requests Submitted by RTPCs in July/August 2015				
Central (a)	Southwest (b)	West (c)	East (d)	SUM
206.1	134 or 112	152.3	198.2	668.6 or 690.6
151.5	41	27.2	60	279.7
10	28 or 50	43.5	20	101.5 or 123.5
			80	80
		114.2		114.2
39	100			139
47.7			30	77.7
60				60
			120	120
				0
57.9	60	54.4	46.9	219.2
21.3	10	27.2	46.9	105.4
10.8	25.0	32.6	8.3	76.7
8		38.1	6.6	52.7
20	40	27.2	9.9	97.1
24.7			16.5	41.2
20	5	24.5	10.1	59.6
				0
				0
				0
10	5	2.8	6.6	24.4
687.0	448.0	544.0	660.0	2339

Population Based Share	2339.1	686.9	447.4	544.0	660.8
Population Share (2030 Estimate) of Total		29.37%	19.13%	23.26%	28.25%

Notes:

- ¹ RTPCs requests under TLC program are shown here
- ² RTPCs requests for clean transportation, technology upgrades, subregional needs and anti-displacement are shown here
- ³ Projects that would be included in an Advance Mitigation Program will be identified/called-out
- ⁴ SR 24 was left out of the description in the draft TEP issued on February 22, 2016.

Amounts shown are reflected in DRAFT TEP Version 1.1

- Preliminary Draft TEP Issued on February 22, 2016 showed \$90M in error. Proposed amount is \$140M as shown.
- Preliminary Draft TEP Issued on February 22, 2016 showed \$120.3M in error. Proposed amount is \$70.3M as shown.

Category No. 1 was distributed based on population and road miles formula
Categories 2, 12, 13, 15 & 17 split proportional to RTPCs requests
Categories 3, 16, 18 & 20 distributed based on population share
Category No. 11 split equally between subregions

East County Measure J Capital Projects (TRANSPLAN Proposed ("TPLAN") and CCTA Proposed) (\$ x 1,000)

Project/Program	TPLAN Proposed	CCTA Draft TEP 2/24/15	Difference	% Change
BART - East County Extension				
TPLAN eBART (Antioch to Brentwood)	\$80,000	\$70,000	(\$10,000)	-13%
Subtotal	\$80,000	\$70,000		
State Route 4 Widening				
TPLAN SR4 Operational Improvements	\$30,000	\$30,000		
Subtotal	\$30,000	\$30,000		
East County Corridors				
TPLAN Vasco Rd Improvements	\$40,000	\$29,000	(\$11,000)	-28%
TPLAN SR239 - Brentwood to Tracy Expressway	\$120,000	\$88,000	(\$32,000)	-27%
Subtotal	\$160,000	\$117,000	(\$43,000)	-27%
BART Parking/Access/Other Improvements				
10004 East County	\$10,000	\$42,350	\$32,350	
BART Safety and System Reliability				
10004 East County	\$10,000	\$42,350	\$32,350	
Total BART Parking/Safety	\$20,000	\$84,700	\$64,700	324%
Total Projects	\$310,000	\$301,700		
Measure J Programs (Existing and CCTA Proposed)				
Local Streets Maint. & Improv.	\$198,227	\$145,000	(\$53,227)	-27%
DELETE Transportation for Livable Communities ("TLC")	\$16,519	\$0	(\$16,519)	-100%
Ped/Bike	\$9,911	\$6,100	(\$3,811)	-38%
DELETE Bus Service	\$33,038	\$0	(\$33,038)	-100%
Transp. For Seniors/Ppl with Disabilities	\$46,914	\$22,200	(\$24,714)	-53%
DELETE Express Bus	\$13,876	\$0	(\$13,876)	-100%
DELETE Commute Alternatives	\$6,608	\$0	(\$6,608)	-100%
TPLAN Safe Transp. For Children/"Street Smarts"	\$8,259	\$5,400	(\$2,859)	-35%
DELETE Subregional Transp. Needs	\$10,110	\$0	(\$10,110)	-100%
TPLAN Ferry Service in East County	\$6,608	\$7,000	\$392	6%
NEW Major Streets and Complete Streets Grants		\$42,900		(Major Sts in East County)
NEW Non-Rail Transit Enhancements		\$50,000		(Bus Svc, Ex Bus, Comm Alts)
NEW Community Development Investment Grant Prog.		\$39,500		(TLC)
NEW Innovative Transp. Tech./Connected Communities Grant Prog.		\$11,000		(Subreg. Transp Needs)
NEW Transportation Planning, Facilities & Services		\$6,600		
NEW Regional Choice		\$16,700		
NEW Administration (CCTA Admin of New Measure)		\$6,600		
Total Programs	\$350,069	\$359,000		
Grand Total	\$660,069	\$660,700		
Projected 25-year Measure Revenue (TRANSPLAN)	\$660,756	\$660,756		
Remaining Projected Revenue	\$687	\$56		



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2015

February 16, 2016

Thomas M. Bialock, P.E.
 PRESIDENT

Tom Radulovich
 VICE PRESIDENT

Grace Crunican
 GENERAL MANAGER

Honorable Julie Pierce
 Chair
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RE: Contra Costa Transportation Authority Potential Sales Tax Measure and
 Transportation Expenditure Plan

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Rebecca Saltzman
 3RD DISTRICT

Robert Raburn, Ph.D.
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Bialock, P.E.
 6TH DISTRICT

Zakary Mallett, MCP
 7TH DISTRICT

Nicholas Josefowitz
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

Dear Chair Pierce:

As the Contra Costa Transportation Authority (CCTA) considers a potential half-cent sales tax for the November 2016 ballot, BART remains committed to working together to develop an expenditure plan that meets the needs of all Contra Costa residents. We recognize that it is critical for BART and CCTA, along with the many other Contra Costa stakeholders, to collaborate and compromise to bring forward a winning expenditure plan.

As you know, the BART board is considering placing a general obligation (GO) bond on the November 2016 ballot, the focus of which is "*fix-it-first*" – for passenger safety and system reliability. BART has always significantly self-funded its maintenance and rehabilitation program, but the replacement and upgrade needs of a 40+ year old system far exceed the funds BART has available.

Currently under development, BART's draft Transportation Expenditure Plan, a summary of which is attached, devotes over 90% of the proposed \$3.5 billion bond to replacing aging rail tracks, modernizing systems, improving security on trains, in stations and along trackway, and investing in efficient and strategic projects to provide more service to our customers. This large public investment will fund a modern new train control system and a new traction power (electrical) system, both of which are essential to serving BART's growing ridership. The remaining 10% of the bond would be dedicated to strategies to reduce overcrowding and for local station and access improvements in Contra Costa and the other BART counties.

New rail cars, however, cannot be funded with proceeds from the BART bond as the California State Constitution, Article XIII A, prohibits using GO revenues to acquire rolling stock (i.e., rail cars) or any other non-fixed asset. BART has determined it needs 306 rail cars, in addition to the fleet of 775 cars currently on order, to meet the projected ridership growth over the next 25 years and to maximize the public investment in new train control and other system improvements.

February 17, 2016
 Authority Special TEP Meeting
 Handout Agenda Item 1.1

As memorialized in the recently-adopted Resolution 5308 (attached), BART is requesting each of the three counties in the BART district – Alameda, Contra Costa and San Francisco – to contribute to funding the cost of 102 of the 306 new rail cars (or one-third of the total) by paying 75% of the cost of the 102 cars, which is equal to approximately \$343 million; BART and the region shall fund the remaining 25%. **As Contra Costa's share of new rail car funding, BART asks that CCTA include \$343 million in its 2016 TEP for new BART rail cars.**

BART believes the best way to get both the CCTA and the BART tax measures passed this November is for the two measures to work together to present a compelling picture of how they will reduce congestion on local roads and freeways, enhance the economic vitality of the county, provide integrated transit service to residents, and improve air quality in Contra Costa County. The following are points highlighting BART's contributions to Contra Costa, with more detail on the enclosed attachment.

More Seats, More Service for Contra Costa Residents: BART can increase system capacity by 30% by implementing critical replacement and renovation projects. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Specifically, Contra Costa residents could see significant service improvements on their BART line:

	Potential Capacity Increase	Peak Headway	Estimated Additional Riders per Hour, Peak Commute Direction	Peak Commute Train Length
Pittsburg/Bay Point	15%-20%	4-5 minutes	800-1000 riders	10 car trains
Richmond-SF	50%-80%	5 minutes	550-700 riders	10 car trains on most runs
Dublin/Pleasanton	50%-80%	4-5 minutes	700-900 riders	10 car trains

Making CCTA's TEP Investments Work: To realize the new transportation infrastructure investments proposed by the regional transportation planning committees (RTPCs) and being considered by CCTA, BART needs additional rail cars.

BART Relieves Traffic Congestion on Contra Costa Freeways: The projected new 214,000 trips, served by the new rail cars, could remove up to 79,000 cars per day from Contra Costa roads and freeways.

More BART Service Means Better Air Quality: BART significantly helps Contra Costa meet greenhouse gas (GHG) emissions reduction goals. The estimated 214,000 new BART trips per day could result in a net new weekday reduction in GHG emissions of 610,000 pounds of CO².

February 16, 2016
Page 3

Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds: Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

Contra Costa Residents Support BART: In recent CCTA and BART polls, BART and its system needs continue to poll very highly in Contra Costa.

BART Boosts Contra Costa's Economy: Homes and businesses near BART stations generate both higher market values and significant local tax revenues for Contra Costa County.

For more than forty years, BART has efficiently, reliably and safely brought workers, families and friends to their destinations. As Contra Costa County's largest transit provider, BART plays a key role in connecting Contra Costa residents to jobs, airports, medical appointments, sporting events, recreational activities, shopping, entertainment, and cultural destinations, while reducing congestion on local roads and freeways. We now ask CCTA to help BART continue in the fine tradition of providing high quality transit service to the residents of Contra Costa and the San Francisco Bay Area.

Thank you for considering our request.

Sincerely,



Gail Murray
Vice President



Joel Keller
Director, District 2



Rebecca Saltzman
Director, District 3

Attachments

Summary of Investments

	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Renew stations	\$210	6%	✓	✓	✓
Upgrade train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
DESIGN FUTURE CROWDING RELIEF AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			

BART'S CONTRIBUTIONS TO CONTRA COSTA COUNTY

More Seats, More Service for Contra Costa Residents: BART can increase system capacity by 30% by implementing critical replacement and renovation projects: modern train control, additional maintenance facilities, upgraded electrical power and 306 more rail cars. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Contra Costa residents could see significant increases on their BART lines. Differences in projected service increases are due to current train set length, service demand and operational issues.

Making CCTA's TEP Investments Work: The current CCTA TEP request (August 2015), submitted by the regional transportation planning committees (RTPCs), includes over \$200 million for new transit connections and infrastructure in key freeway corridors – I-80, I-680 and Highway 4 – in addition to the over \$200 million earmarked for improved bus transit throughout the county. New technology solutions are also proposed to provide the critical “last mile” trip for commuters. All of these services and projects rely on connections to BART, and depend on BART's ability to serve tens of thousands of new riders. BART needs additional rail cars in order to make Contra Costa's new transit investments work.

BART Relieves Traffic Congestion on Contra Costa Freeways: BART's current daily ridership of 430,000 removes approximately 330,000 cars from local roads and freeways.¹ An additional 214,000 BART trips per day could take an additional 165,000 cars off of freeways and local roads. This could result in an additional 79,000 cars per day off of local Contra Costa freeways and roads.²

More BART Service Means Better Air Quality: Each day, BART riders save 280,000 gallons of gas and keep 5 million pounds of carbon emissions from entering the atmosphere. The estimated 214,000 added new trips per day would result in approximately 1.3 million fewer miles driven by cars with a net new reduction in greenhouse gas (GHG) emissions per weekday of 610,000 pounds of CO₂. Contra Costa needs BART to help meet GHG emissions reduction goals.

Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds: BART is working with elected officials and transportation leaders at CCTA, in the other BART counties and at the regional level to secure a funding strategy for the additional 306 rail cars. Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

Contra Costa Residents Support BART: In a recent Contra Costa Transportation Authority (CCTA) countywide poll, “replacing BART's 40-year old rail cars” received a 77% approval rating (Feb 2015) and the BART “brand” has a 72% favorable rating. In addition, CCTA's

¹ Assuming 1.3 people per car on average

² Freeway miles in Contra Costa County represent 37% of total freeway miles in Alameda, Contra Costa and San Francisco counties.

online tool, (www.keepcontracostamoving.net) reported that as of November 2015, BART ranked as the highest priority of all categories presented. Four (4) out of fifteen (15) specific improvements were for BART-related projects – BART parking (#2), new BART cars (#4), updated BART train controls (#9), and more buses to BART (#15). BART projects and support are critical to a successful local sales tax measure in Contra Costa County.

BART Boosts Contra Costa's Economy: Recent studies have shown that homes and condominiums near BART have significantly higher market values (up to nearly 13% greater) than homes beyond five miles from a BART station. In addition, higher property values generated by homes and businesses within half a mile of a BART station contribute over \$750 million each year in general property tax revenues for local governments – money to put to work locally.

**BEFORE THE BOARD OF DIRECTORS OF THE SAN FRANCISCO
BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Support for the Funding
Of Additional BART Rail Vehicles by the
County Congestion Management Agencies
in Alameda, Contra Costa and
San Francisco Counties _____ /**

Resolution No. 5308

WHEREAS, BART ridership is near capacity and is expected to grow by nearly 50 percent (50%) over the next 25 years and capacity and system improvements will be needed to maintain quality and service standards for BART customers in light of that growth in demand; and

WHEREAS, in order to meet the growing demand for BART service, BART needs 306 additional rail vehicles beyond the current commitment of 775 vehicles; and

WHEREAS, BART is unable to fund the additional 306 needed rail vehicles with existing fund sources, and transit vehicles cannot be funded by a potential general obligation bond that BART is considering placing on the November 2016 ballot; and

WHEREAS, BART acknowledges that its unmet capital need, such as rail vehicles, is a regional issue requiring a partnership among local and regional agencies; and

WHEREAS, BART has initiated discussions with its regional funding partners to develop a collaborative funding solution; and

WHEREAS, BART has proposed that the congestion management agencies (CMAs) in the three BART counties- the Alameda County Transportation Commission (ACTC), the Contra Costa Transportation Authority (CCTA), and the San Francisco County Transportation Authority (SFCTA) - each provide funding, in an estimated amount of \$400 million, to provide approximately 75% of the cost of 102 vehicles; and

WHEREAS, BART acknowledges that, in November 2014, the voters of Alameda County allocated over \$800 million for BART projects and programs, including various rehabilitation needs, in revenues generated by a half-cent transportation sales tax measure, known as Measure BB; and

WHEREAS, the ACTC may have additional funding sources in the future that could be used for new additional rail vehicles;

WHEREAS, the CCTA is considering placing on the November 2016 ballot a new 25-year, ½-cent transportation sales tax; and

WHEREAS, the SFCTA is also considering future revenue-generating measures for transportation projects and programs; and

WHEREAS, BART will seek regional, state and federal funding sources for the remaining 25% funding needed to complete the purchase of these additional rail vehicles;

NOW THEREFORE BE IT RESOLVED, that BART requires committed funding through resolutions from the ACTC, CCTA, SFCTA, and other regional and local partners, to purchase additional rail vehicles so that BART may continue to provide high levels of service to the residents of the District; and,

BE IT FURTHER RESOLVED, that BART will request the ACTC, the CCTA, and the SFCTA to each fund 75% of the cost of 102 additional BART rail vehicles; and

BE IT FURTHER RESOLVED, that BART will seek other regional, state and federal fund sources to close the gap in funding for the additional 306 vehicles; and

BE IT FURTHER RESOLVED, that a copy of this Resolution shall be transmitted to the ACTC, the CCTA, and the SFCTA.

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