

Robert Taylor, Chair  
Brentwood  
City Council

Kevin Romick, Vice-Chair  
Oakley  
City Council

Juan Banales  
Pittsburg  
City Council

Diane Burgis  
Contra Costa County  
Board of Supervisors

Kerry Motts  
Antioch  
Planning Commission

Emily Cross  
Brentwood  
Planning Commission

Michael Krieg  
Oakley City Council

Sarah Foster  
Pittsburg  
Planning Commission

Duane Steele  
Contra Costa  
Planning Commission

Sean Wright  
Antioch  
City Council

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# TRANSPLAN Committee Meeting

## Thursday, November 12, 2020 – 6:30 PM

To slow the spread of COVID-19, the Contra Costa County Health Officer's most recent order of March 31, 2020, continues to prevent public gatherings. In lieu of a public gathering, the Board of Directors meeting will be accessible via Zoom Meeting to all members of the public, as permitted by the Governor's Executive Order 29-20. Members of the public may participate in the meeting online, or by telephone. To participate in the meeting please use the information.

To participate by phone, dial (669) 900-9128, and meeting ID is 939 1558 2277.

To participate online using Zoom, hold down CTRL + click the following:

**Join Zoom Meeting – Meeting ID: 939 1558 2277**

In lieu of making public comments at the meeting, members of the public also may submit public comments before or during the meeting by emailing comments to John Cunningham at [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us) or at (925) 674-7833.

All comments submitted by email to the above email address before the conclusion of the meeting will be included in the record of the meeting. When feasible, the Board Chair, or designated staff, also will read the comments into the record at the meeting, subject to a two-minute time limit per comment.

The Board Chair may reduce the amount of time allotted to read comments at the beginning of each item or public comment period depending on the number of comments and the business of the day. Your patience is appreciated. A break may be called at the discretion of the Board Chair.

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 John Cunningham at [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us)

## AGENDA

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

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

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

- 3. ADOPT** Minutes from 5/14/20 TRANSPLAN Meeting ♦ Page 2
- 4. ADOPT** Minutes from 8/13/20 TRANSPLAN Meeting ♦ Page 7
- 5. ACCEPT** Calendar of Events ♦ Page 14

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

- 6. RECEIVE** an update from Contra Costa Transportation Authority staff on the ranked lists of remaining Measure J locally-sponsored and Authority-managed projects, the lists were developed in response to potential COVID-19 related revenue decreases. ♦ PAGE 16

Attachments:

- Attachment A Local projects ranking
- Attachment B Local Criteria
- Attachment C Authority Summary
- Attachment D Authority Criteria

- 7. DISCUSS** possible changes to the day and time of the regular Board of Directors meeting.

- 8. ADJOURN** to next meeting on Thursday, December 10, 2020 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

**ITEM 3**  
**5/14/20 MEETING MINUTES**

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

MINUTES

May 14, 2020

The regular meeting of the TRANSPLAN Committee was convened via a web-based platform in locations not open to the public to provide the safest environment for staff and the public consistent with Contra Costa County Health Officer's most recent order of March 31, 2020, continuing to prevent public gatherings. In lieu of a public gathering, the Board of Directors was accessible via GoToMeeting to all members of the public as permitted by the Governor's Executive Order 29-20. Members of the public were allowed to participate in the meeting online, or by telephone.

Chair Robert (Bob) Taylor called the meeting to order at 6:31 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: Juan Banales (Pittsburg), Diane Burgis (Contra Costa County), James Coniglio\* (Pittsburg), Kerry Motts (Antioch), Kevin Romick (Oakley), Sean Wright (Antioch), and Robert (Bob) Taylor (Chair, Brentwood)

\*Arrived after Roll Call

ABSENT: Emily Cross (Brentwood), Michael Kriug (Oakley), and Duane Steele (Contra Costa Planning Commission)

STAFF: Colin Piethé, Contra Costa County Department of Conservation and Development

**PUBLIC COMMENTS**

There were no comments from the public.

**CONSENT ITEMS**

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

- Adopted Minutes from November 14, 2019 TRANSPLAN Meeting
- Accepted Correspondence
- Accepted Status Report on Major Projects
- Accepted Calendar of Events
- Accepted Environmental Register

The motion carried by the following Roll Call vote:

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

Noes: None

Abstain: None

Absent: Coniglio, Cross, Kriug, Steele

**STANDING ITEM: Concord Community Reuse Project (former Concord Naval Weapons Station) Update**

Colin Piethe reported that Lennar Corporation had walked away from the Concord Community Reuse Project, the former Concord Naval Weapons Station, and he recommended that the standing item be removed from future agendas.

The TRANSPLAN Committee agreed to remove the standing item from future agendas.

**APPROVE THE REPROGRAMMING OF \$200,000 IN MEASURE J FUNDS FROM STATE ROUTE 4 (SR4) WIDENING TO THE MOKELUMNE PEDESTRIAN BRIDGE OVERCROSSING PROJECT**

Mr. Piethe stated that Contra Costa Transportation Authority (CCTA) requested concurrence with the reprogramming of \$200,000 in Measure J funds from the State Route 4 Widening project to the Mokelumne Pedestrian Bridge Overcrossing project to allow completion of the final design and payment of mitigation fees.

**PUBLIC COMMENT**

BRUCE OHLSON, representing the Delta Pedalers Bicycle Club and Bike East Bay, thanked everyone who had helped facilitate the project that bicyclists were pleased was finally moving forward.

On motion by Kevin Romick, seconded by Kerry Motts, TRANSPLAN Committee members approved the reprogramming of \$200,000 in Measure J funds from State Route 4 (SR4) Widening project to the Mokelumne Pedestrian Bridge Overcrossing project. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor

Noes: None

Abstain: None

Absent: Cross, Kriug, Steele

**APPROVE THE TRANSPLAN FISCAL YEAR 2020/21 BUDGET AND WORKPLAN**

Mr. Piethe reported that the Fiscal Year 2020/21 TRANSPLAN Work Program and Budget had been reviewed and recommended for TRANSPLAN Board approved by the TRANSPLAN Technical Advisory Committee (TAC).

Mr. Piethe highlighted the tasks to be undertaken in the next fiscal year which were carryovers from 2019, such as the Countywide Transportation Plan/East County Action Plan related to the implementation of SB 743 and the transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT); the East County Infrastructure Investment Study; The East County Integrated Transit Study; and working with CCTA on funding strategies post-Transportation Expenditure Plan (TEP).

Mr. Piethe explained that member jurisdictions had not been charged for membership fees in the previous year and a \$9,635.06 deficit had carried over to this year. The new budget was therefore a two-year charge for membership dues and included \$16,000 for the update of the TRANSPLAN Website, and other miscellaneous charges for office supplies and materials. This year's membership dues were identified as \$10,808.57 for each of the five member jurisdictions. He requested approval of the FY 2020/21 TRANSPLAN Workplan and Budget.

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members approved the TRANSPLAN Fiscal Year 2020/21 Budget and Workplan. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor  
Noes: None  
Abstain: None  
Absent: Cross, Kriug, Steele

**AUTHORIZE TRANSPLAN STAFF TO DISTRIBUTE A REQUEST FOR PROPOSAL FOR REDESIGNING THE TRANSPLAN WEBSITE**

Mr. Piethe presented the Request for Proposal (RFP) included in the TRANSPLAN Committee packet for the redesign of the TRANSPLAN Website.

On motion by Kevin Romick, seconded by Diane Burgis, TRANSPLAN Committee members authorized TRANSPLAN Staff to distribute a Request for Proposal for redesigning the TRANSPLAN Website. The motion carried by the following Roll Call vote:

Ayes: Banales, Burgis, Coniglio, Motts, Romick, Wright, Taylor  
Noes: None  
Abstain: None  
Absent: Cross, Kriug, Steele

TRANSPLAN Committee

May 14, 2020

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**ADJOURNMENT**

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 6:49 P.M. to the next meeting on June 11, 2020 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 4**  
**8/13/20 MEETING MINUTES**

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

MINUTES

August 13, 2020

The regular meeting of the TRANSPLAN Committee was convened via a web-based platform in locations not open to the public to provide the safest environment for staff and the public consistent with Contra Costa County Health Officer's most recent order of March 31, 2020, continuing to prevent public gatherings. In lieu of a public gathering, the Board of Directors was accessible via GoToMeeting to all members of the public as permitted by the Governor's Executive Order 29-20. Members of the public were allowed to participate in the meeting online, or by telephone.

Chair Robert (Bob) Taylor called the meeting to order at 6:30 P.M.

**ROLL CALL / CALL TO ORDER**

PRESENT: Holland White, Alternate for Juan Banales (Pittsburg), Diane Burgis (Contra Costa County), Anita Roberts (Brentwood), Michael Krieg (Oakley), Kerry Motts\* (Antioch), Kevin Romick (Oakley), Sean Wright\* (Antioch), and Robert (Bob) Taylor (Chair, Brentwood)

\*Arrived after Roll Call

ABSENT: Sarah Foster (Pittsburg), and Duane Steele (Contra Costa Planning Commission)

STAFF: Colin Piethé, Contra Costa County Department of Conservation and Development

**PUBLIC COMMENTS**

There were no comments from the public.

**CONSENT ITEMS**

On motion by Diane Burgis, seconded by Kevin Romick, TRANSPLAN Committee members adopted the Consent Calendar, with the exception of the minutes due to a lack of quorum, as follows:

- Adopt Minutes from May 14, 2020 and July 8, 2020 TRANSPLAN Meetings.  
(CONTINUED TO THE NEXT MEETING)
- Accepted Correspondence
- Accepted Status Report on Major Projects



- Accepted Calendar of Events
- Accepted Environmental Register

There was no quorum but the following who were present accepted the information items on the agenda by a Roll Call vote:

Ayes: Burgis, Krieg, Roberts, Romick, White, Taylor

Noes: None

Abstain: None

Absent: Foster, Motts, Steele, Wright

**RECEIVE INFORMATIONAL UPDATE FROM BART STAFF REGARDING THE RELEASE OF “A TECHNICAL GUIDE TO ZONING FOR AB 2923 CONFORMANCE”**

Kamala Parks, Senior Station Planner, BART, reported that BART had finished work on AB 2923, signed into law on September 30, 2018, requiring that transit oriented development (TOD) must be allowed on all BART property in San Francisco, Contra Costa, and Alameda counties, with the goal to address the lack of housing in a way to fulfill the demand in the most environmentally responsible way by increasing density near major transit (BART) stations. In order to qualify for AB 2923, the land must be in the three counties, within a half mile of a BART station entrance, parcels must contain at least 75 percent of their total land area within the half-mile radius, and be single or contiguous parcels of at least one-quarter acre in size. She advised that baseline zoning standards had been set with three TOD place types of Neighborhood/Town Center, Urban Neighborhood/City Center, and Regional Center. All BART stations in Eastern Contra Costa County were below the baseline and more intensive standards had not been chosen.

Ms. Parks identified the baseline zoning standards for each TOD place type, and what that meant for the four stations in East County where the standards had to allow a residential density of 75 dwelling units per acre, 5 stories, 3.0 floor area ratio (FAR), parking to be shared and unbundled with no minimum requirement, with 1.0 vehicle parking space per unit maximum, 2.5 vehicle spaces per 1,000 square foot office unit maximum, and 1.0 secure bike parking space per unit. She noted that the timeline for jurisdictions was to either establish a local TOD zoning standard by July 1, 2020, or let the baseline zoning standard become the TOD zoning standard. Jurisdictions had two years to either conform to the standards or the standards would become the local zoning.

Ms. Parks identified the critical milestones in the AB 2923 and TOD Work Plan and the AB 2923 Technical Guide and advised that BART had notified all jurisdictions and other stakeholders about the documents. She identified the timeline involved and explained that the documents included on-line mapping and a database that identified what BART owned in the station area and whether it was AB 2923 eligible.

Ms. Parks explained that The Technical Guide to Zoning for AB 2923 Conformance, released in June with comments due by August 7, provided guidance to local jurisdictions on how to look at their own zoning ordinances and how to amend it, and about allowable density, allowable building height, and allowable FAR, with the requirements for vehicle and bicycle parking. All the materials and information were available at [www.bart.gov/AB2923](http://www.bart.gov/AB2923). BART had reached out to all jurisdictions that would be affected and had received great input. She clarified that the approach was to stick with the letter of the law although there might be some flexibility, such as with building height and the measurement with respect to specific foot height or the number of stories. Conformance would be determined with the local jurisdictions and would have to occur by July 31, 2022. If there were issues when a developer wanted to develop, BART would ensure conformance.

Ms. Parks highlighted the key chapters of the Technical Guide, identified the supporting materials, and stated the Technical Guide was about zoning and not development. The TOD Work Plan articulated BART's approach to prioritizing development on its property, with the public draft to be released the week of August 17, and with the BART Board to adopt the AB 2923 Development Principles, including transit demand management (TDM) requirements for TOD projects, on August 27, 2020. Engagement and outreach was anticipated in the fall of 2020.

Ms. Parks identified four development principles as to how to prioritize TOD projects to cost-effectively implement BART's TOD-related policies, meet regional goals while respecting local planning; work with jurisdictions to incorporate local design standards in order to create vibrant safe, well-designed TOD projects; and encourage sustainable mobility for residents, workers, visitors, and BART customers.

Ms. Parks expressed her hope for a discussion and whether there were local events or efforts to piggyback on with respect to outreach for the TOD work plan and other things that had to be addressed, input on how to engage the communities of concern, and whether there were language needs in specific areas.

Kevin Romick commented that September had always been the month of festivals in East County, and while that would not likely occur this year, he asked other members if any replacement events had been scheduled.

On the discussion, members recommended that the BART presentation be provided to each jurisdiction, although given that the cities of Brentwood and Oakley had little BART land, the consensus was to pursue a regional approach that could include representation from each jurisdiction.

Diane Burgis commented that many people did not understand the process of zoning and housing and how it was connected to transportation, which should be clarified and that housing advocates needed to be involved to understand what the county and the region was doing with respect to transportation.

## **RECEIVE INFORMATIONAL UPDATE FROM CCTA STAFF REGARDING COVID-19 IMPACTS TO MEASURE J REVENUE**

Hisham Noeimi, Director Programming, Contra Costa Transportation Authority (CCTA), described actions taken by the CCTA Board related to interim measures as a result of COVID-19 impacts on Measure J revenues long term to ensure that Measure J expenditures did not exceed revenues when the measure expired in 2034, and to ensure a positive cash flow.

Mr. Noeimi explained that when the voters had approved Measure J in 2004, an assumption had been made on the revenue to be generated by the measure and had been assigned to specific projects and programs, and there had been no contingency plan for revenue reductions such as the 2008 recession and COVID-19. While the dollar amount fluctuated from year to year, the expenditures were fixed to 57.5 percent to programs and 42.5 percent to projects. Bonds had been issued against the projects portion of revenues to allow projects to be built sooner, and low interest rates had been secured on the bonds to take advantage of the federal stimulus funds in 2009 and Proposition 1B funds. He noted that bonding was only against the projects portion of the revenues, and whenever revenues fluctuated the strategic plan was updated to address those fluctuations to remain within the established percentages. Because of the ability to accelerate projects, the project list had become shorter and shorter.

Mr. Noeimi stated that fluctuations had been made in response to reductions in revenues but in spite of best efforts COVID-19 would impact the revenues and in fiscal year 2020-21 there would be a \$30 million loss in Measure J revenues from what had been anticipated in the 2019 Strategic Plan. He identified possible scenarios for recovery and when that might be projected to occur, and advised that an actual projection of revenues from the economist was expected within the next ten days. While \$754 million remained to fulfill capital projects, 96 percent of that amount would be spent in the next fiscal year. Doing nothing, under the worst case scenario expenditures would exceed the revenues, which would not be allowed by the CCTA Board.

Mr. Noeimi stated that whenever revenues dropped, the response was to reduce the funding of projects, and defunding \$30 million should be able to accommodate the projects and programs, although actions were being considered by the CCTA Board if there was a larger reduction of revenues. Without a new revenue forecast, no new operations could be approved. He explained that the CCTA Board was not impacting the operational programs or return to source monies, but whenever there were savings on a project there would be a strategic plan amendment. At this time, if there were any savings that could be put in reserve to help absorb the impact of COVID-19 that would be done. He stated that a \$4 to \$5 million savings was anticipated on the Highway 4 East Widening project, the Caldecott landscaping, and other projects.

Mr. Noeimi described the CCTA Board's actions to help with the cash flow by suspending Measure J appropriations to capital projects; retaining all Measure J savings in reserve to soften the impact of revenue reduction; managing allocations pursuant to the Transportation Expenditure Plan (TEP) for operating programs based on revised revenue estimates; continuing to delay programming the next cycle of the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs; increasing the frequency of reimbursement requests for state and federal funds to help with the cash flow; requesting Federal Highway Administration (FHWA) waiver and/or reduction of the local match requirement; requesting that pre-award costs be eligible for reimbursement; monitoring opportunities to refinance issued bonds or obtaining zero-interest bridge loans to help with cash flow; identifying grant opportunities to supplant Measure J funds programmed for projects and programs; and advocating for federal and state stimulus funding.

Besides adopting those actions, Mr. Noeimi stated the CCTA Board had directed staff to work on an allocation plan to help guide the future of Measure J funds, which would apply to the 32 projects remaining in Measure J. He referred to the Allocation Plan Principles the CCTA Board had approved in June that favored projects using state and local funds that were shovel ready to prioritize the allocation of projects using an established criteria.

Besides the Allocation Plan, the Board noted that matching funds were not available and the Board was looking for other ways to get matching funds, and thinking of using the money that was available in exchange for local flexible funds that could be used to apply for other funding sources that could be used as a local match. Staff was also exploring a way to place Measure J funds on projects with other funding sources.

To that end, Mr. Noeimi stated over the last couple of months, CCTA staff had worked with local agencies to gather information on projects, and had completed a ranking of those projects which would be presented to the California Transportation Commission (CTC) at its August 20 meeting. CCTA staff had also been looking at CCTA-led projects and had suspended all the projects that were fully funded with Measure J funds that did not have other funding sources to move forward. The only contracts moving forward at this time were for projects that were totally or partially funded by funding sources other than Measure J.

The next steps would involve a revenue forecast in September or November to be able to determine which of the projects would proceed with Measure J operations that would fit into the 2020 Strategic Plan.

Holland White asked about the Pittsburg projects that would be impacted by the COVID-19 reductions, and Mr. Noeimi identified the BART Pedestrian Bicycle Connectivity project (\$600,000 in Measure J funds) and the James Donlon Extension project (\$6.7 million) that would be impacted.

Mr. Noeimi stated that more information would be provided when available.

**ADJOURNMENT**

Chair Taylor adjourned the meeting of the TRANSPLAN Committee at 7:36 P.M. to the next meeting on September 15, 2020 at 6:30 P.M. or other day/time as deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith  
Minutes Clerk

**ITEM 5  
CALENDAR OF EVENTS**

**Calendar of Upcoming Events**  
October 21, 2020

<b>Fall 2020</b>	<b>Location</b>	<b>Event</b>
October 19-21, 2020	Virtual	2020 American Road & Transportation Builders Association 2020 National Convention
November 15-17, 2020	Virtual	2020 Focus on the Future Annual Conference
November 18-20, 2020	Virtual	2020 California Transit Association's (CTA) 55th Annual Fall Conference and Expo
November 20, 2020	Virtual	San Joaquin Joint Powers Authority Board Meeting
<b>Winter 2020-21</b>	<b>Location</b>	<b>Event</b>
January 21-22 and 25- 29, 2021	Virtual	2021 Transportation Research Board Annual Meeting - Sessions and Exhibits
March 14-17, 2021 *New dates	Anaheim	American Public Transportation Association's (APTA) TRANSform Conference and Expo 2020

**ITEM 6**  
**COVID-19 IMPACTS ON MEASURE J REVENUES**



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

**Meeting Date:** September 03, 2020

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

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

**Background**

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

Locally Sponsored Measure J Projects

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

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

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

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

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

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

### Authority Managed Projects

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

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

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

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

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Attachment A

Scored List of Locally Sponsored Measure J Projects

Index	Project No.	Sponsor	Project Title	Subregion	Total Measure J Programmed Amount (\$ x 000)	Measure J Programmed UnAppropriated Balance (\$ x 000)	Cumulative Measure J Unappropriated Balance (\$ x 000)	Total Project Cost (\$ x 000)	Allocation Plan Principles					Scoring Criteria						
									State/Federal Funds			Readiness		MJ Funds Required Component of Larger Project (Y/N)	No. 01	No. 02	No. 03	No. 04	Total Score	Total Cost to Measure J Ratio (Tie breaker for projects with no State/Federal funds)
									Measure J Match for State/Fed \$ (Y/N)	Fed/State Funds Amount (\$ x 000)	Deadline for Obligation/ Allocation (Mo/Yr)	Estimated Award Date (Mo/Yr)	Measure J Match for State/Fed \$		Size of Federal/ State Funds on Project	Estimated Const Award	Prerequisite Activities			
1	24016	Moraga	Canyon Road Bridge Replacement	Southwest	\$ 438	\$ 362	\$ 362	\$ 11,870	Y	\$ 8,878	02/20	02/20	N	1	5	4	0	10		
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	West	\$ 1,000	\$ 1,000	\$ 1,362	\$ 20,743	Y	\$ 7,510	10/20	02/21	N	1	5	3	0	9		
3	100018	BART	Walnut Creek BART TOD Access Improvements	Central	\$ 3,850	\$ 2,000	\$ 3,362	\$ 16,000	N	\$ 5,300	06/21	06/21	N	0	5	3	0	8		
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	East	\$ 600	\$ 600	\$ 3,962	\$ 4,520	Y	\$ 3,387	02/21	01/21	N	1	4	3	0	8		
5	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvement	Central	\$ 883	\$ 715	\$ 4,677	\$ 7,670	Y	\$ 5,410	02/22	02/22	N	1	5	1	0	7		
6	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	West	\$ 700	\$ 100	\$ 4,777	\$ 4,692	N	\$ 3,137	02/21	05/21	N	0	4	3	0	7		
7	7003	Richmond	I-80/Central Avenue - Phase 2	West	\$ 3,442	\$ 472	\$ 5,249	\$ 14,715	N	\$ 10,593	06/21	10/22	N	0	6	0	0	6		
8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	West	\$ 2,312	\$ 2,312	\$ 7,561	\$ 9,163	Y	\$ 4,840	02/22	05/22	N	1	4	1	0	6		
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	Southwest	\$ 1,433	\$ 910	\$ 8,471	\$ 4,445	Y	\$ 2,513	04/21	03/22	N	1	4	1	0	6		
10	24034	Danville	Camino Ramon Improvements	Southwest	\$ 696	\$ 696	\$ 9,167	\$ 2,100	Y	\$ 1,357	02/22	03/22	N	1	3	1	0	5		
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	Southwest	\$ 400	\$ 400	\$ 9,567	\$ 550	N	\$ 50	08/21	10/20	N	0	1	4	0	5		
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	West	\$ 63	\$ 63	\$ 9,630	\$ 610	Y	\$ 497	02/21	02/22	N	1	2	1	0	4		
13	24032	Clayton	Clayton Major Streets Improvements	Central	\$ 1,278	\$ 400	\$ 10,030	\$ 737	Y	\$ 308	02/22	03/22	N	1	2	1	0	4		
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	Central	\$ 852	\$ 852	\$ 10,882	\$ 1,022	N	\$ 100	NA	03/21	N	0	1	3	0	4		
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	Central	\$ 239	\$ 239	\$ 11,121	\$ 739	N	\$ -	NA	07/20	N	0	0	4	0	4	3.09	
16	120052	Danville	Sycamore Valley Park & Ride Expansion	Southwest	\$ 1,500	\$ 1,500	\$ 12,621	\$ 3,050	N	\$ -	NA	09/20	N	0	0	4	0	4	2.03	
17	100033/130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	Southwest	\$ 2,830	\$ 1,825	\$ 14,446	\$ 3,980	N	\$ -	NA	11/20	N	0	0	4	0	4	1.41	
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	West	\$ 1,058	\$ 1,058	\$ 15,504	\$ 1,196	N	\$ -	NA	07/20	N	0	0	4	0	4	1.13	
19	100026	BART	Hercules Transit Center	West	\$ 275	\$ 200	\$ 15,704	\$ 275	N	\$ -	NA	09/20	N	0	0	4	0	4	1.00	
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	Central	\$ 98	\$ 98	\$ 15,802	\$ 413	N	\$ -	NA	04/21	N	0	0	3	0	3	4.21	
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	Central	\$ 2,331	\$ 1,846	\$ 17,648	\$ 2,817	N	\$ -	NA	2/21	N	0	0	3	0	3	1.21	
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	Southwest	\$ 987	\$ 987	\$ 18,635	\$ 1,032	N	\$ -	NA	02/21	N	0	0	3	0	3	1.05	
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	West	\$ 120	\$ 120	\$ 18,755	\$ 125	N	\$ -	NA	06/21	N	0	0	3	0	3	1.04	
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	Central	\$ 252	\$ 252	\$ 19,007	\$ 252	N	\$ -	NA	06/21	N	0	0	3	0	3	1.00	
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	Southwest	\$ 1,336	\$ 1,336	\$ 20,343	\$ 1,336	N	\$ -	NA	02/21	N	0	0	3	0	3	1.00	
26	24035/120030	Danville	Diablo Road Trail	Southwest	\$ 1,286	\$ 1,211	\$ 21,554	\$ 4,256	N	\$ -	NA	09/21	N	0	0	2	0	2	3.31	
27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	Central	\$ 1,400	\$ 1,400	\$ 22,954	\$ 3,500	N	\$ -	NA	09/21	N	0	0	2	0	2	2.50	
28	24025	Pittsburg	James Donlon Extension	East	\$ 6,709	\$ 6,709	\$ 29,663	\$ 95,160	N	\$ -	NA	01/22	N	0	0	1	0	1	14.18	
29	24023	CC County	Norris Canyon Rd Safety Improvements	Southwest	\$ 1,489	\$ 763	\$ 30,426	\$ 2,320	N	\$ -	NA	02/22	N	0	0	1	0	1	1.56	
30	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	Central	\$ 4,792	\$ 4,792	\$ 35,218	\$ 5,415	N	\$ -	NA	03/22	N	0	0	1	0	1	1.13	
31	120059/250002	Richmond	13th Street Complete Streets	West	\$ 3,669	\$ 2,821	\$ 38,039	\$ 3,852	N	\$ -	NA	03/22	N	0	0	1	0	1	1.05	
32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	Central	\$ 5,217	\$ 5,217	\$ 43,256	\$ 33,900	N	\$ -	NA	after 07/22	N	0	0	0	0	0	6.50	
<b>Totals</b>					<b>\$ 53,535</b>	<b>\$ 43,256</b>		<b>\$ 262,455</b>		<b>\$ 53,880</b>										

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## Scoring Criteria - Locally Sponsored Projects

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



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### CCTA Managed Projects Scores

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

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## Scoring Criteria - CCTA Managed Projects

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

0-17

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# COVID-19 Impacts on Measure J Revenues – *Project Evaluation and Ranked List*

Hisham Noeimi, P.E.  
Director, Programming

Presentation to TRANSPLAN TAC  
Sept 15, 2020



CONTRA COSTA  
transportation  
authority

# Allocation Plan Development Process

Step 1: Prioritize Remaining Measure J Projects

Step 2: Update Revenue Forecast

Step 3: Run Financial Model

Step 4: Develop Allocation Plan/Present Fund Exchange Proposals

Step 5: Resume Appropriations

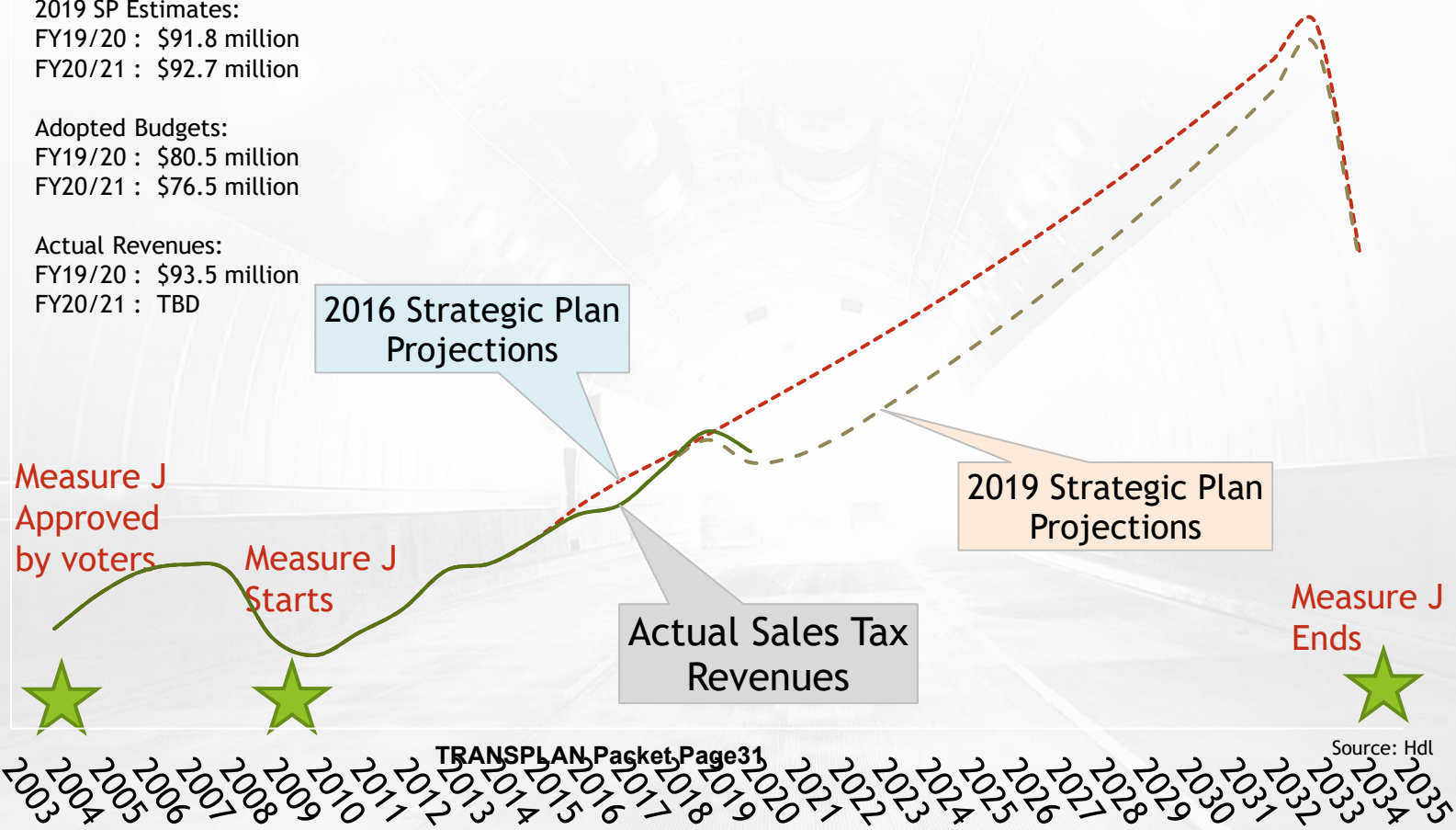
# Annual Sales Tax Revenues (x 1,000)

\$180,000  
 \$170,000  
 \$160,000  
 \$150,000  
 \$140,000  
 \$130,000  
 \$120,000  
 \$110,000  
 \$100,000  
 \$90,000  
 \$80,000  
 \$70,000  
 \$60,000  
 \$50,000

2019 SP Estimates:  
 FY19/20 : \$91.8 million  
 FY20/21 : \$92.7 million

Adopted Budgets:  
 FY19/20 : \$80.5 million  
 FY20/21 : \$76.5 million

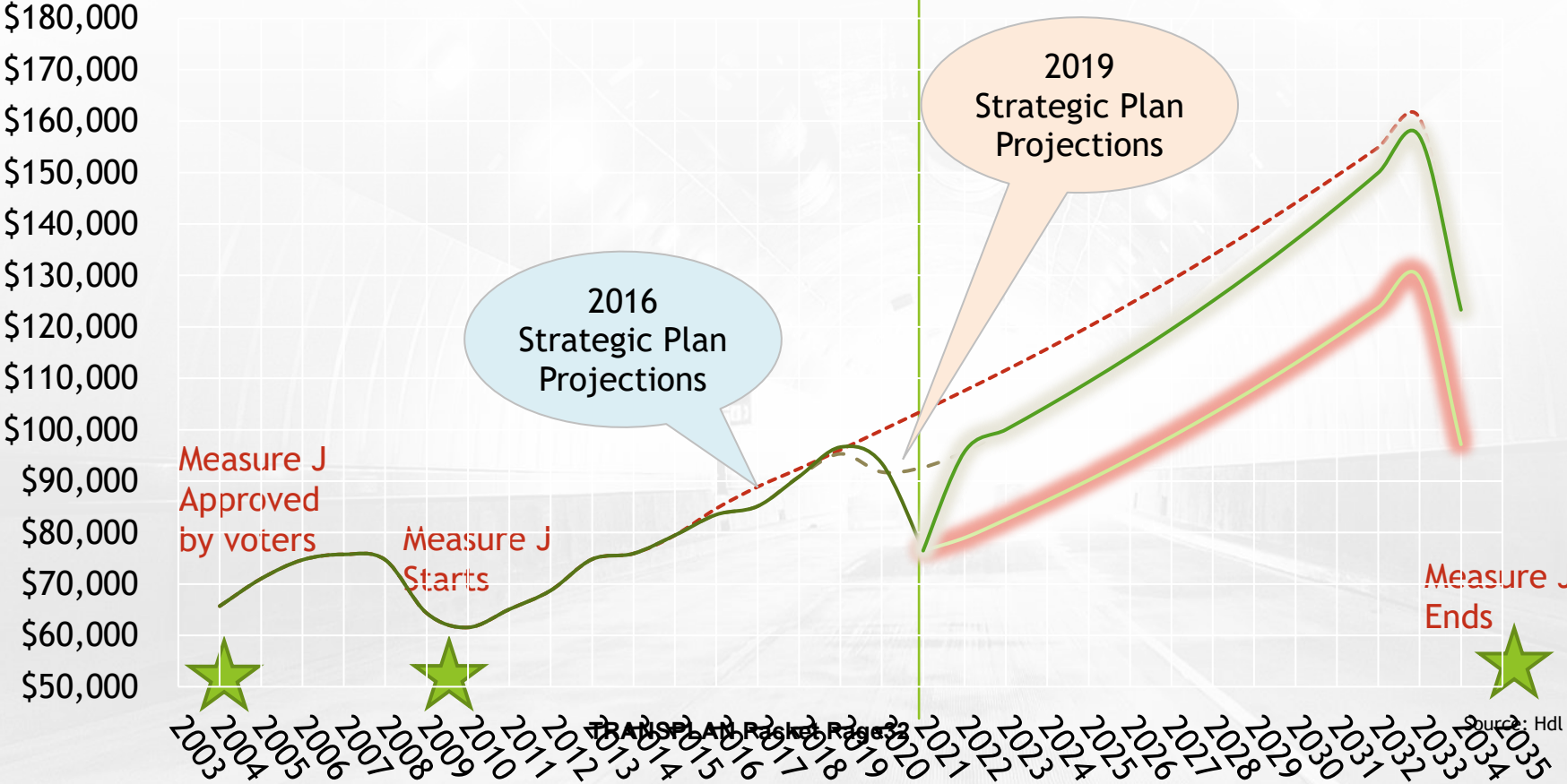
Actual Revenues:  
 FY19/20 : \$93.5 million  
 FY20/21 : TBD





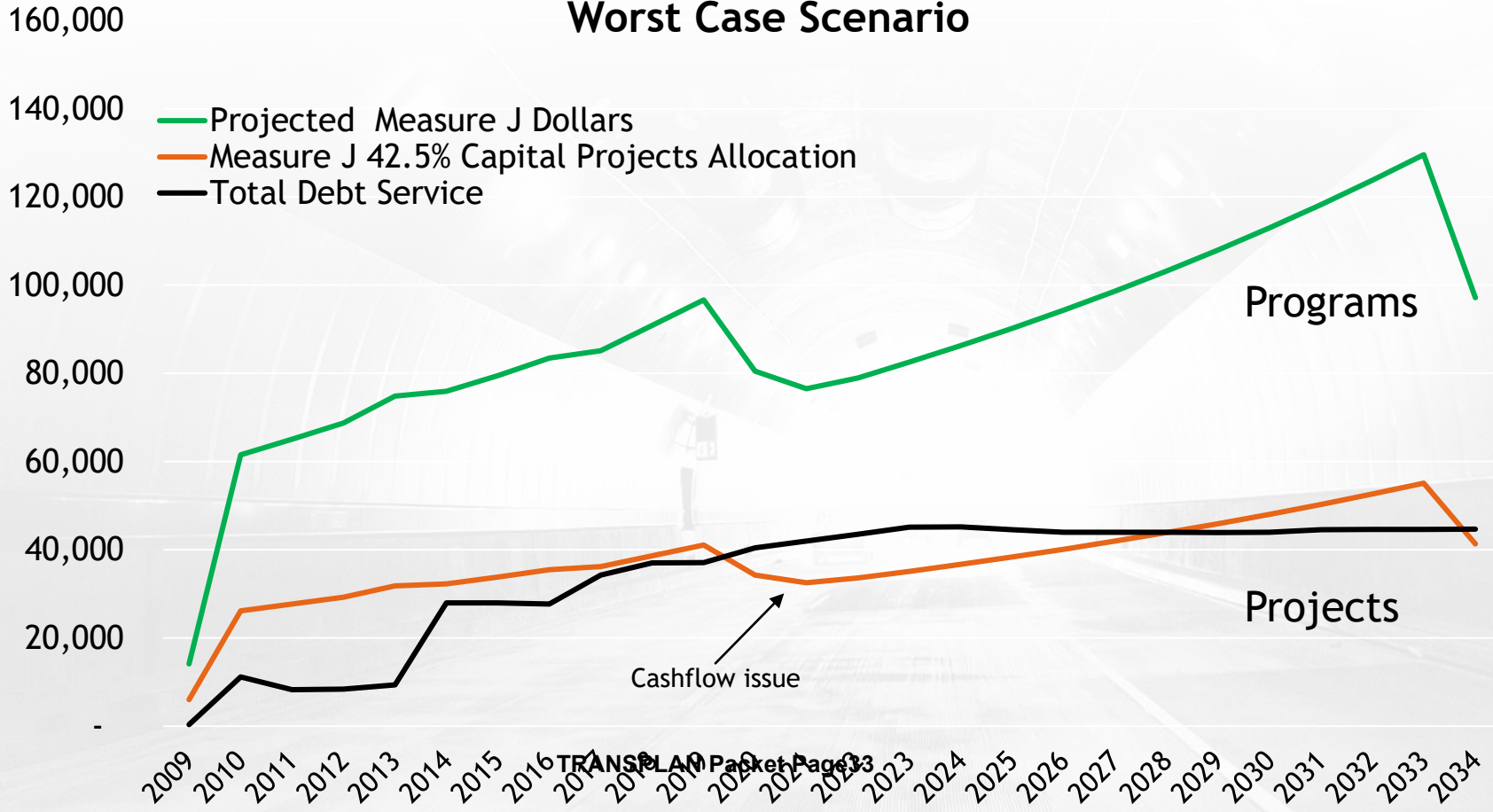
# Annual Sales Tax Revenues

(x 1,000)



# Measure J Revenue and Debt Service

## Worst Case Scenario



# Resolution 20-09-P

- Approved by Board in May 2020
- Suspended Measure J appropriations to capital projects in projects programmed in 2019 Measure J Strategic Plan and/or included in the TLC/PBTF Programming Documents that need future Measure J appropriation.
  - 32 projects impacted: \$43 million in unappropriated MJ funds
- Directed retaining all Measure J savings in reserve to soften the impact of revenue reductions
- Continued delaying programming next cycles of TLC and PBTF

# Allocation Plan Principles

- Approved by Board in June 2020
- Prioritize allocations to Local Projects using the following criteria:
  - Projects that will leverage state or federal funds that may be lost due to timely use of funds requirements
  - Projects where Measure J is required match for other funds
  - Projects that are seeking construction funds
  - Projects that are a component of larger projects where the larger project would be at risk if Measure J not allocated

# Scoring Criteria

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

# Local-Sponsored Projects

Index	CCTA Project No.	Sponsor	Project Title	Measure J Un-Appropriated Balance (000s)	State/Federal Funds at Risk (000s)	Score
1	24016	Moraga	Canyon Road Bridge Replacement	\$ 362	\$ 8,878	10
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	\$ 1,000	\$ 7,510	9
3	100018	BART	Walnut Creek BART TOD Access Improvements	\$ 2,000	\$ 5,300	8
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	\$ 600	\$ 3,387	8
5	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvements	\$ 715	\$ 5,410	7
6	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	\$ 100	\$ 3,137	7
7	7003	Richmond	I-80/Central Avenue - Phase 2	\$ 472	\$ 10,593	6
8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	\$ 2,312	\$ 4,840	6
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	\$ 910	\$ 2,513	6
10	24034	Danville	Camino Ramon Improvements	\$ 696	\$ 1,357	5
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	\$ 400	\$ 50	5
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	\$ 63	\$ 497	4
13	24032	Clayton	Clayton Major Streets Improvements	\$ 400	\$ 308	4
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	\$ 852	\$ 100	4

Index	Project No.	Sponsor	Project Title	Measure J Un-Appropriated Balance (000s)	Total Cost to Measure J Ratio	Score
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	\$ 239	3.09	4
16	120052	Danville	Sycamore Valley Park & Ride Expansion	\$ 1,500	2.03	4
17	100033/ 130022	BART/ Lafayette	Lafayette Town Center Pathway and BART Bike Station	\$ 1,825	1.41	4
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	\$ 1,058	1.13	4
19	100026	BART	Hercules Transit Center	\$ 200	1.00	4
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	\$ 98	4.21	3
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	\$ 1,846	1.21	3
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	\$ 987	1.05	3
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	\$ 120	1.04	3
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	\$ 252	1.00	3
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	\$ 1,336	1.00	3

	Index	Project No.	Sponsor	Project Title	Measure J Un-Appropriated Balance (000s)	Total Cost to Measure J Ratio	Score
	26	24035	Danville	Diablo Road Trail	\$ 1,211	3.30	2
	27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	\$ 1,400	2.50	2
	28	24025	Pittsburg	James Donlon Extension	\$ 6,709	14.18	1
	29	24023	CC County	Norris Canyon Rd Safety Improvements	\$ 763	1.56	1
	30	120054/ 130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	\$ 4,792	1.13	1
	31	120059/ 250002	Richmond	13th Street Complete Streets	\$ 2,821	1.05	1
	32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	\$ 5,217	6.50	0
				<b>SUM</b>	<b>\$ 43,256</b>		



# Scoring Criteria – Authority Managed Projects

No	Scoring Criteria	Score Range
1	Is the current phase of the project fully funded?	0-1
2	Percentage of current phase funded by non-Measure J funds	0-5
3	Size of funding shortfall on project	0-5
4	Percentage of total project cost funded by non-Measure J funds	0-5
5	Status of environmental clearance for the project	0-1
		<b>0 to 17</b>

# Authority Managed Projects

## Project Requiring Additional Funds to Complete

		Score
1	ADS Project (Project 8009.07)	14
2	Iron Horse Trail Overcrossing at Bollinger Canyon Rd (Project 120025)	12
3	I-680/SR 4 IC Ph 1, 2a, 4 (Project 6001b)	11
4	Innovate 680 - Express Lane Completion (Project 8009.02)	8
5	SR 239/Byron Vasco Connector (Project 5007)	8
6	Innovate 680 - Part Time Transit Lane (Project 8009.03)	8
7	State Route 4 Operational Improvements Phase 2 (Project 6006b)	8
8	I-80/San Pablo Dam Rd Interchange - Phase 2 (Project 7002)	3
9	State Route 4 Operational Improvement - Phase 1 (Project 6006a)	3
10	Innovate 680 - Shared Mobility Hubs (Project 8009.04)	3

# Authority Managed Projects

## Projects Requiring Additional Funds to Complete

		Score
11	Innovate 680 - Advanced Technology (Project 8009.06)	3
12	SR 4 Integrated Corridor Mobility (Project 28002)	2
13	SR 242/Clayton Road Ramps (Project 6002/6004)	2

# Authority Managed Projects

## Fully Funded Projects Underway

- 1 I-680/SR 4 Interchange Improvement Phase 3 (Project 6001a)
- 2 I-680 Southbound HOV/Express Lane (Project 8001)
- 3 Innovate 680 - Bay Area MOD/Mobility as a Service - (Project 8009.05)
- 4 Mokelumne Bike Trail/Ped Overcrossing (Project 5002b)
- 5 IDEA Grant - Conditional Transit Signal Priority Pilot in Concord & Walnut Creek

# Authority Managed Projects

## Studies

- 1 Innovate 680 - Strategic Development (Project 8009.01)
- 2 SR 4 Express Lanes Design Alternative Assessment (Project 18100)
- 3 East County Infrastructure Investment Study (Project 28007)

# Next Steps

**Approve Prioritized Lists - 9/2020**



Update Revenue Forecast - Late 2020

Run Financial Model - Late 2020

Develop Allocation Plan/Present Fund Exchange Proposals - Late 2020

Resume Appropriations and Update Prioritized Lists - Early 2021

A blue-tinted photograph of a tunnel interior. The tunnel has a ribbed metal ceiling and walls. Two large cylindrical lights are mounted on the ceiling. The road below has lane markings and a drainage grate. The overall scene is dimly lit, with light coming from the tunnel's opening in the distance.

# Questions

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