



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

**Monday, March 28, 2016
3:00 p.m.**

Town of Danville Office
510 La Gonda Way, Danville, CA

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approval of Minutes: SWAT Minutes of March 14, 2016

5.B Approval of Minutes: SWAT Minutes of March 21, 2016

End of Consent Calendar

6. REGULAR AGENDA ITEMS

6.A Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP); Hisham Noemi, CCTA staff will provide an update. At its meeting on December 16, 2015, the Authority approved a revised TEP Process and Timeline. A revised strategy to re-engage the Expenditure Plan Advisory Committee (EPAC) and continuing engagement with Regional Transportation Planning Committee (RTPC's), cities/County, stakeholders, and members of the public.

The revised approach is intended to allow the Authority to contemplate approving a Draft TEP for review and comment in March 2016, followed by approval of a Final TEP in May 2016. All cities and the County will be asked to consider approving the Proposed Final TEP between late May and early July 2016.

The Authority's revised approach for development of a TEP includes a series of special meetings of the Authority Board. At the meeting of March 23, the Board reviewed and discussed Options for the Growth Management Program in a Potential New Transportation Sales Tax Measure.

Review and comment on "Options for Growth Management Program in a New Transportation Sales Tax Measure" and Provide Comments on the Initial Draft Transportation Sales Tax Expenditure Plan (TEP) (attachments; action required);

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

- Contra Costa Transportation Authority Meeting Summary March 16, 2016
- SWAT Meeting Summary Report to Contra Costa Transportation Authority March 21, 2016
- San Ramon City Council Resolution No. 2016-027 – Request to Shift Priority Emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and Discontinue Efforts Related to the Direct Access Ramp Project in San Ramon

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, April 4, 2016 3:00 p.m. at Town of Danville

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or lbobadilla@sanramon.ca.gov.

Staff Contact: Lisa Bobadilla, SWAT Administrative Staff
Phone: (925) 973-2651 / E-Mail: lbobadilla@sanramon.ca.gov.

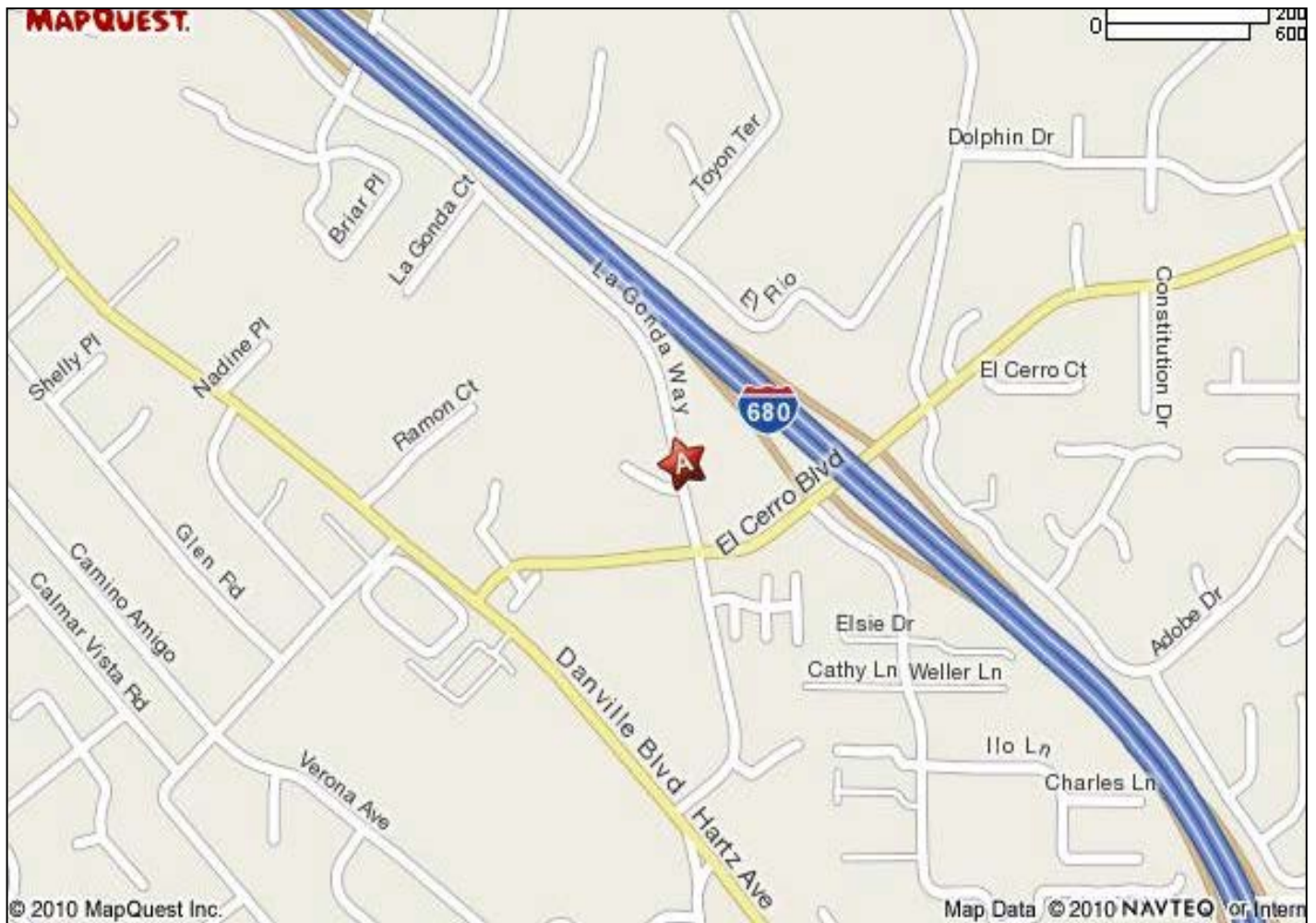
Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

****PLEASE NOTE NEW MEETING LOCATION****

**DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM
510 LA GONDA WAY, DANVILLE**



AGENDA ITEM 5.A



SWAT

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

SUMMARY MINUTES
March 14, 2016 – 3:00 p.m.
Town of Danville Office
510 La Gonda Way
Danville, California

Committee members present: Karen Stepper, Town of Danville (Chair); Amy Worth, City of Orinda (Vice Chair); Candace Andersen, Contra Costa County; David Hudson, City of San Ramon; Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga.

Staff members present: Robert Sarmiento, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Ellen Clark, Town of Moraga; Thomas Valdriz, Town of Danville; Andy Dillard, Town of Danville; Charles Swanson, City of Orinda; James Hinkamp, City of Lafayette.

Others present: Hisham Noemi, CCTA; Deidre Hartman, BART; Dave Campbell, Bike East Bay; John Cunningham, Contra Costa County; Joe Calabrigo, Town of Danville; Elaine Welch, Mobility Matters; and Tighe Boyle, Mobility Matters.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 3:00 p.m.

2. **PUBLIC COMMENT:** No public comment.

3. **BOARD MEMBER COMMENT:** No board member comment.

4. **ADMINISTRATIVE ITEMS:**

5. **CONSENT CALENDAR:**

5.A **Approval of Minutes:** SWAT Minutes of March 7, 2016

5.B **Appointment of James Hinkamp, City of Lafayette** as the SWAT's CBPAC Member

ACTION: Tatzin/Worth/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A **Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):**

Public comment:

Elaine Welch, Mobility Matters spoke about Mobility Management for seniors and people with disabilities, and the service they provide. Handouts were able to all committee members.

Hisham Noemi, CCTA provided an update:

Draft TEP – Category 19, Regional Choice - SWAT \$3.7M - Authority would like to know if SWAT would like to keep this allocation or reallocate into another funding category.

SWAT agreed to leave allocation as is with a name change to “Sub-Regional Transportation Priorities.”

Summary of March 9, 2016 Authority Board Special Meeting

- Approximately 45 speakers
- Draft TEP – Discussion Items
 - Options for Modifying the Principles of Agreement to Establish an Urban Limit Line (ULL)
 - Draft Governing Structure, Including a Proposed Citizens Oversight Committee, and Draft Implementing Guidelines
 - Complete Streets Policy

Draft TEP V 2.0

- No handouts available for Draft TEP Version 2.0

March 16, 2016 Authority Board Special Meeting

- Options for Modifying the Principles of Agreement to Establish an Urban Limit Line (ULL)
 - Don Tatzin suggested the following:
 - Contiguous to the existing ULL
 - City/Town one 30 acre adjustment every 5 years
 - County two 30 acre adjustments every 5 years
- Discussion of Draft Governing Structure, Including a Proposed Citizens Oversight Committee and Draft Implementing Guidelines
 - Replacing the existing Citizens Advisory Committee
 - SWAT recommends this committee does not exceed 20-25 members
- Discussion of Draft Complete Streets Policy \$200M
 - V2.0 has added language regarding a Pilot Program for each region
 - 30% of the program funding will be allocated to four Complete Streets projects
 - SWAT supports a demonstration project in each sub-region

Don Tatzin discussed:

- Category 11, Non-Rail and Ferry Service
- Category 16, Community Development Investment Grant Program
 - SWAT recommends that these funds are allocated on a sub-regional level
 - SWAT suggested using the language from the PMA proposal for the 6% allocation
- Category 18, Transportation Planning, Facilities & Services. Proposing to increase this allocation to 1.5%, from 1.0%
 - Category 20, Administration. Proposing to decrease this allocation to .5%, from 1.0%

- SWAT agreed to the reallocation for Categories 18 & 20

Chair Worth stated that Categories 1 & 16 should not be combined.

Public Comment:

Dave Campbell, Bike East Bay commented on two items:

- Category 16, Community Development Investment Grant Program
- Category 2, Major Streets and Complete Streets Project Grants

He articulated the Bike East Bay approach is to rethink how to approach our busy streets, access to all users.

ACTION: SWAT will meet on the following dates:

- Monday, March 21, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 28, 2016 at 3:00pm, Town of Danville Offices

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- Town of Danville TEP letter to CCTA, March 9, 2016

ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, March 21, 2016 3:00pm at the Town of Danville

ACTION: Meeting adjourned by Chair Stepper at 4:54 p.m.

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AGENDA ITEM 5.B



SWAT

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SUMMARY MINUTES
March 21, 2016 – 3:00 p.m.
Town of Danville Office
510 La Gonda Way
Danville, California

Committee members present: Karen Stepper, Town of Danville (Chair); Amy Worth, City of Orinda (Vice Chair); Candace Andersen, Contra Costa County; Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga.

Staff members present: Robert Sarmiento, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Ellen Clark, Town of Moraga; Andy Dillard, Town of Danville; James Hinkamp, City of Lafayette.

Others present: Hisham Noemi, CCTA; Michael Tanner, BART; Joe Calabrigo, Town of Danville; Anne Muzzini, County Connection; Nikki Foletta, BART; Sandy Fink, Alamo Resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 3:02 p.m.
2. **PUBLIC COMMENT:** No public comment.
3. **BOARD MEMBER COMMENT:** No board member comment.
4. **ADMINISTRATIVE ITEMS:**
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Citizen Appointment** Greg Haet to the Contra Costa Bicycle/Pedestrian Advisory Committee as the new citizen representative for term effective 3/21/16 thru December 31, 2017.

ACTION: Tatzin/Andersen/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A **OBAG 2 Grant Program – Review and Comment on Proposed Recommendation**

Lisa Bobadilla, presented draft letter prepared by SWAT TAC members regarding One Bay Area Grant (OBAG) 2. Ms. Bobadilla stated that there are four areas that SWAT TAC focused on:

1. Process
2. Criteria and Scoring Measures
3. Scoring Criteria
4. Geographic Equity and maintain funding for Local Streets and Roads

Ms. Bobadilla requested comments from SWAT. Upon approval, the comment letter will be forwarded to CCTA.

Amy Worth asked what would an acceptable proposal for funding.

Ms. Bobadilla provide an example: SWAT is allocated a percentage (i.e. 18%) and the 18% allocation the sub-region initiates a competitive process, using CCTA scoring criteria, and project funded based on competitive ranking.

Karen Stepper supported the concept and directed staff to re-word the response letter so that the geographical equity, which is the most critical issue with SWAT, is highlighted first in the response letter.

Don Tatzin stated that the purpose of the OBAB funding is not to provide a “fair share” all the time, rather over a period of time funding will be available and projects will be funded over a length of time, and ultimately all projects will receive a level of funding.

Lisa Bobadilla stated that during the last OBAG funding, CCTA members expressed support to revise the “geographical equity issue.”

Don Tatzin stated that SWAT should remind CCTA of the discussion that transpired with OBAG 1 referencing the geographical equity issue.

Ellen Clark asked whether or not the OBAG 2 criteria referenced the OBAG 1 geographical equity issue.

Hisham Noemi stated that the OBAG 1 cycle provide two sources of funding for local jurisdictions 1) local streets and roads in which all cities/county received funding; and 2) competitive grant funding; therefore he suggested SWAT request that the Authority to add additional scoring criteria for applications submitted who did not receive funding in OBAG 1 and assign points to sub-regions who did not receive funding in the first cycle of OBAG.

Andy Dillard commented that the current OBAG scoring provides points to larger cities in the County, who are designated Communities of Concern. As a result, the SWAT cities do not score well as there are no jurisdictions within SWAT designated as “communities of concern”

Karen Stepper inquired as to when the funding will be available?

Hisham Noemi replied 2017 OBAG 2 will be awarded.

Amy Worth stated that the discussion taking place now at the policy level is a good step and demonstrates progress being made to maintain CCTA long standing protocol of respecting each sub region and providing funding to all jurisdictions over a period of time.

ACTION: OBAG 2 response letter will be revised to reflect SWAT comments. Letter will be circulated to Karen Stepper, Chair, for final signature and forwarded to CCTA.

6.B Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):

Hisham Noemi, CCTA provided an update:

- March 16, 2016 Authority Board Special Meeting
 - Options for Modifying the Principles of Agreement to Establish an Urban Limit Line (ULL), revised proposal will be reviewed at CCTA meeting on March 23, 2016.
 - Don Tatzin stated proposed language being developed includes:
 - Leave 30 acres exemption as is; with the caveat that any changes require a super majority from local agency policy board; and adjustments could be made once every five years for cities/towns and County three changes per five years (one from each sub-region) with no more than one in each sub-region.

Amy Worth inquired as to whether or not the GMP program changes will apply to the existing Measure:

Don Tatzin responded that CCTA legal counsel researching this topic and will provide info.

Joe Calabrigo asked if the changes are being done to respond to EPAC; and that this appears to be more growth inducing vs. what is in place today. Also, that there have been no issues over the course of the last Measure which suggests that it should be left as is.

Hisham Noemi reviewed the Draft Governing Structure, Including a Proposed Citizens Oversight Committee taking place and SWAT's feedback will be included.

Hisham Noemi stated that additional changes to the Draft TEP Version 2.0 include:

- Category 11 - Added "Bus" and Non-Rail Transit Enhancements.
- Category 19 – updated language will be added to Regional Choice to "Sub-regional Transportation Priorities."

Public Comment:

Sandy Finks, Alamo resident spoke about the language for the Alamo Intersection Improvements, under the Major Streets category.

Candace Andersen stated that the new language will read:

- Danville Blvd/Orchard Court Complete Streets Improvements
- Change will be made to the SWAT spreadsheet

Lisa Bobadilla reviewed SWAT funding category and requested SWAT reaffirm funding allocations as proposed in new TEP. Funding Categories:

- 1. Local Streets Maintenance & Improvements
 - SWAT concurs with funding
- 2. Major Streets and Complete Streets Project Grants
 - Ms. Bobadilla requested the language change from the County on the Alamo Project and stated that the category includes descriptions of some projects; however it's not a complete list.

- Don Tatzin asked how the SWAT funding allocation from August 2015, is incorporated into the TEP Version 2.0?
 - Hisham Noemi responded that “new” categories were developed and funding was moved from some categories; however, SWAT has the ability to request changes to allocations.
- 3 – BART Capacity, Access and Parking Improvements
 - Chair Stepper asked for more information to be brought back to the next SWAT meeting regarding funding allocation and language.
 - It was also stated that BART has not been asked to reduce its initial request of funding as other funding categories have been reduced.
 - Amy Worth stated that the \$300M will provide cars and stations access improvements; however if no deal is reached with BART, SFMTA and ACTC, then the funds should be dispersed to other projects.
 - Joe Calabrigo stated that if the BART deal is not reached, then 8% of funding could be dispersed among project categories
 - Mike Metcalf expressed why \$300M for new cars
 - Karen Stepper, again requested clarification from BART on how/where money will be spent
- 6 – Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24
 - Ms. Bobadilla will provide an update on the I-680 corridor (DAR Project) at the next SWAT meeting.
 - Joe Calabrigo inquired as to how/when the State Route 24 improvements were added to the category and how the funds will be dispersed to 680 vs. 24. He suggested allocating \$80M to 680 and \$20M to 24. The language in the narrative should reflect the split of funding so that voters have a clear understanding of where the funds will be spent.
 - Hisham Noemi replied that the funding was intended for both 680 and 24 and the language reflects the intent.
- 10 Advance Mitigation Program – Hisham reminded SWAT the programs intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a resalable approach for funding required mitigation for future transportation.

Karen Stepper stated that it’s very confusing for voters and if the program funding is not part of a project, it will not appeal to the voters.

Don Tatzin stated that a budget would be established as a part of a specific project.

Candace Anderson suggested that removing language that calls out a specific organization.

Karen Stepper suggested that funds be used for environmental mitigation on a project by project basis.

- 13- Safe Transportation for Children
 - Ms. Bobadilla stated that there is a decrease in funding then what SWAT proposed August 2015.
 - Mike Metcalf stated that there is a need to provide additional school bus service in Moraga and whether or not the funding will provide for expansion.
 - Lisa Bobadilla expressed the desire of the TRAFFIX program to enhance service as well; however in the San Ramon Valley TRAFFIX is not articulating a specific number of buses that will be added, rather they are stating that service may be expanded.

- Karen Stepper articulated that the language in the Measure should be clear that the funds will not provide for additional admin, rather the additional funding will add service.
- Commute Alternatives – No funding has been allocated
 - Add language to No 19 – Sub-regional Transportation Priorities.
 - Lisa Bobadilla suggested that language be added to the Sub Regional Category indicating that the current Measure J GMP Compliance Checklist requires a mandatory TDM program and that funding in a new measure should be to maintain a level of funding similar to what's in place today or, at a minimum .5%.

Chair Stepper requested that SWAT review each funding category “language” in the Draft TEP Version 2.0. Summary of discussion items:

- No 2 – Major Streets/Complete Streets/Traffic Signal Synchronization
 - Don Tatzin suggested that the 30% program be changed to either 20%-25% and money be spent over the course of 5 years vs. 3 years. It was also stated that the last two sentences are redundant and should be removed.
 - Joe Calabrigo stated that the demo project should be 20% for five years and agreed with removing the last two sentences as they are redundant.
 - Don Tatzin suggested to remove the wording:
 - separated bike lanes and
 - stations and transit oriented communities.
- No 3 – BART Capacity, Access and Parking Improvements
 - Amy Worth suggested to remove the reference to Transit Oriented Development (TOD) as it does not related to what is actually needed and has not been discussed among SWAT members.
- No 6 – Improve traffic flow and implement high capacity transit along the Interstate 680 and State Route 24 corridors in Central and Southwest County
 - Joe Calabrigo reiterated the statement that the category should separate the descriptions and funding for Interstate 680, and State Route 24
- No 16 – Community Development Incentive (CDI) Program
 - Amy Worth suggested that language referencing “*transit supported community centers*” be deleted

Karen Stepper suggested that language that Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing-

- Add reference to TOD.
- Suggested to remove the wording:
 - within established (or planned) transit supportive community centers.

ACTION: SWAT will meet on the following dates:

- Monday, March 28, 2016 at 3:00pm, Town of Danville Offices
- Monday, April 4, 2016 at 3:00pm, Town of Danville Offices

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- SWAT Meeting Summary Report, March 14, 2016

ACTION: Don Tatzin recommended a change to this summary report

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, March 28, 2016 3:00pm at the Town of Danville

ACTION: Meeting adjourned by Chair Stepper at 5:42 p.m.

Staff Contact:

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AGENDA ITEM 6.A

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: March 29, 2016

Subject	Development of a Potential Transportation Expenditure Plan - Review of the Updated Initial Draft Transportation Expenditure Plan (TEP) - Version 2.1.
Summary of Issues	<p>Authority staff and the Authority's consultant team have distributed several versions of an Initial Draft TEP for review and comment by the Authority at several Authority Board Special Meetings in March 2016, the Expenditure Plan Advisory Committee (EPAC) at its meetings on February 25 and March 3, 2016, and the Regional Transportation Planning Committees (RTPCs). Staff and the consulting team captured comments provided by the EPAC, RTPCs and the public, and solicited direction from the Authority Board as it reviewed various elements of the Initial Draft TEP. An updated Initial Draft TEP - Version 2.1 was developed by staff and the Authority's consultant team (Attachment A). The Authority will be provided the opportunity to review and provide direction to staff on the updated document. Staff is seeking final comments and direction on the Initial Draft TEP Version 2.1, approval to incorporate these comments into a Draft TEP Version 3.0, and approval to circulate the Draft TEP 3.0 to the EPAC, RTPCs, cities/towns and the County, and other interested parties for additional review and comment.</p>
Recommendations	<p>Staff seeks approval to incorporate comments from the Authority Board into a Draft TEP Version 3.0, and approval to circulate the Draft TEP 3.0 to the EPAC, RTPCs, cities/towns and the County, and other interested parties for additional review and comment.</p>
Financial Implications	<p>A potential new transportation sales tax measure with a rate of one-half percent over a 25-year term (2017-2042) will generate an estimated \$2.3 billion in constant 2015 dollars (\$3.7 billion in escalated dollars between 2017 and 2042).</p>
Options	N/A
Attachments	<p>A. Initial Draft Transportation Expenditure Plan Version 2.1 dated March 25, 2016</p>

**Changes from
Committee**

N/A

Authority staff and the Authority's consultant team have distributed several versions of an Initial Draft TEP for review and comment by the Authority at several Authority Board Special Meetings in March 2016, the Expenditure Plan Advisory Committee (EPAC) at its meetings on February 25 and March 3, 2016, and the Regional Transportation Planning Committees (RTPCs). Staff and the consulting team captured comments provided by the EPAC, RTPCs and the public, and solicited direction from the Authority Board as it reviewed various elements of the Initial Draft TEP. An updated Initial Draft TEP - Version 2.1 was developed by staff and the Authority's consultant team (Attachment A) for review and discussion by the Authority Board.

Staff is seeking final comments and direction on the Initial Draft TEP Version 2.1, approval to incorporate these comments into a Draft TEP Version 3.0, and approval to circulate the Draft TEP 3.0 to the EPAC, RTPCs, cities/towns and the County, and other interested parties for additional review and comment.

The following is a list of the significant changes that have been incorporated into the Initial Draft TEP Version 2.1 based on Authority Board, EPAC and RTPC's input:

Preface:

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

Table of Expenditure Plan Allocations:

- The Table of Expenditure Plan Allocations has been updated to reflect input from the RTPCs with respect to the former Regional Choice Category and other proposed revisions, including WCCTAC's request to split I-80 Transit and Interchange Improvements into two funding categories and TRANSPAC's request for additional Local Streets Maintenance and Improvement funds. Funds not allocated from the former Regional Choice category to other categories are shown in a new Regional Transportation Priorities category (similar to the Measure J Sub-Regional Needs category).

Detailed Description of Funding Categories:

- Category 1, Local Streets Maintenance and Improvements. No proposed change to this category (aka Return to Source). The description removed language to clarify that the

intent of the additional funding is for infrastructure. Category 1a was added to reflect additional funding for TRANSPAC jurisdictions.

- Category 2, Major Streets/Complete Streets/Traffic Signal Synchronization Program. Description has been updated to reflect intent of the proposed Complete Streets Policy and to clarify the intent of the proposed pilot program.
- Category 3, BART Capacity, Access and Parking Improvement. Condition 1 has been changed to reflect a minimum of \$100 million in BART funding (the Initial Draft TEP version 2.0 proposed \$150 million). This \$100 million is consistent with the proposed funding for this categories based on the initial RTPC's request.
- Category 5, High Capacity Transit Improvements along the I-80 Corridor in West CC County, and Category 6, Interstate 80 Interchange Improvements at San Pablo Dam Road and Central Avenue. The Initial Draft TEP Version 2.1 has been updated to separate the former Interstate 80 Transit and Interchange Improvements category into two distinct categories.
- Category 7, Improve Traffic Flow and Implement High Capacity Transit along the I-680 and SR 24 Corridors. Description changed to include the need for projects to be contiguous to the I-680 or SR-24 corridors.
- Category 8, Improve Traffic Flow along the SR 4 and SR 242 Corridors. Description changed to include the need for projects to be contiguous to the SR 4 or SR 242 corridors.
- Category 10, East County Corridors (Vasco Rd. and Byron Highway). Description has been revised to prioritize a new connector road between Byron Highway and Vasco Road, safety and capacity improvements to Byron Highway, and safety improvements on Vasco Road as early implementation items. The description also includes an intent that funds are not used for roads on new alignments with the exception of the new connector between Byron Highway and Vasco Road.
- Category 12, Bus and Non-Rail Transit Enhancements. The category description has been updated to include eligibility for programs that increase bus capability by offsetting fares. Funding increased based on RTPC's input.
- Category 13, Transportation for Seniors and People with Disabilities. Description rewritten so that language is consistent with other categories. Funding increased based on RTPC's input.
- Category 17, Community Development Transportation Program. Renamed (previously the Community Development Incentive Program). The description has not changed. Discussions

continue on the feasibility of this program with advocates and the Public Managers Association (PMA). Staff and the Authority's consultant team expect that discussions will continue regarding this program throughout April and this program description will change or perhaps that the program will be recommended for elimination and funding allocated to other purposes intended to stimulate infill.

- Category 20, Regional Transportation Priorities. This is a new category requested by the RTPCs. Funds in this category are similar to the Measure J Sub-Regional Needs category.

Growth Management Program (GMP):

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

Complete Streets Policy:

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

Regional Advance Mitigation Program (RAMP):

- The RAMP description remains unchanged, however, a new comment has been added to reflect the intent that advance mitigation be funded from project allocation amounts shown in the Initial Draft TEP Version 2.1. The comment also notes that a RAMP program must be coordinated with the existing East Contra Costa Habitat Conservancy Program. Staff also noted that the status of the proposed East Bay RAMP pilot effort, being led by the Metropolitan Transportation Commission (MTC) and the Coastal Conservancy, may affect how RAMP is described in the Final TEP.

Governing Structure:

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

Implementing Guidelines:

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

INITIAL DRAFT

Version 2.1
Transportation Sales Tax
Expenditure Plan (TEP)
(March 25, 2016)

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

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

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

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

TEP Outline

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

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

Preface

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

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

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

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

TABLE OF EXPENDITURE PLAN ALLOCATIONS

No.	Funding Category	\$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa	20.0	0.9%				20.0
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%				60.0
7	Improve traffic flow & implement high capacity transit along the I-680 & SR 24 Corridors	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 / State Route 4 Interchange	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
11	Advance Mitigation Program	TBD	TBD				
12	Bus Transit and Other Non-Rail Transit Enhancements	230.0	9.8%	50.0	50.0	80.0	50.0
13	Transportation for Seniors and People with Disabilities	77.7	3.3%	20.1	4.7	22.9	29.9
14	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
15	Intercity Rail and Ferry Service	50.0	2.1%	8.0		35.0	7.0
16	Pedestrian, Bicycle and Trail Facilities	62.0	2.7%	12.4	24.7	16.8	8.1
17	Community Development Transportation Program	140.0	6.0%	41.1	26.8	32.6	39.5
18	Innovative Transportation Technology / Connected Communities Program	65.0	2.8%	21.8	5.5	26.7	11.0
19	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
20	Regional Transportation Priorities	21.6	0.9%	3.2	3.7	9.7	5.0
21	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	TOTAL	2339.0	100.0%	686.9	447.4	544.0	660.8
	Population Based Share			686.9	447.4	544.0	660.7
	Population Share (2030 Estimate) of Total			29.37%	19.13%	23.26%	28.25%

Notes

- Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified
- Regional Transportation Priorities – This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs in that subregion. Projects / program descriptions will ultimately be blended in to the final draft TEP
- Commute Alternatives – This program is not proposed in TEP as a countywide funded category. Funds may be assigned from Regional Transportation Priorities category for this type of program.
- TLC – This program not proposed in TEP. A new program (Community Development Transportation Program) is proposed to be included in TEP.
- Community Development Transportation Program is a new category. It is intended to provide funding for housing incentives and job creation programs/ investments (see details on following pages).

Detailed Descriptions of Funding Categories

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

Funding Categories

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

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

Commented [WG4]: New monies focused on local street and road maintenance needs.

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

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

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

Commented [MT5]: Additional \$17m added at request of sub region.

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

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

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

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; infrastructure improvements to facilitate Transit Oriented Development (T.O.D.) at or near BART stations, station capacity, safety and operational improvements; additional on or off site parking; development and implementation of last mile shuttle and/or other improvements (including transit stops, as well as bicycle/ pedestrian facilities – complete streets) oriented at increasing BART ridership while also providing BART users alternatives to driving single occupant vehicles to BART 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 a minimum of \$100 million in Authority identified improvements, such as BART station, access and parking improvements, in Contra Costa County from other BART revenues, and 2) a regional approach, that includes binding funding commitments from both Alameda and San Francisco Counties, is developed and agreed to prior to any funds from this measure being used to fund the acquisition of BART cars.

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

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

Commented [MT6]: - This portion of the funding from this category is intended to fund marquee projects.
 - The amount called out for the demonstration projects has been revised to 20% (from 30%). With the revision, there is \$40m defined for this use.
 - Bike East Bay has proposed that every demonstration project include a separated bikeway component
 - A number of key stakeholders have questioned the feasibility of this approach and requested further defining of how the demonstration program will work.
 - Revised term of demonstration program from 3 to 5 years.

Commented [WRG7]: The staff/ consultant team has received a number of comments suggesting that this amount be reduced to better reflect the recommendations of the RTPC's. \$300m is consistent with discussions w/ BART to date and no change is recommended.

Commented [WG8]: Recommended minimum is consistent with discussions with BART to date.

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

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

Commented [MT9]: -Eligibility for this project will include projects and programs that result from the West County High Capacity Transit Study (including transit operational costs).
-The funding for this category was from an I-80 Corridor category in the prior version of the TEP and requested to split out by WCCTAC

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

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

Commented [MT10]: The funding for this category was from an I-80 Corridor category in the prior version of the TEP and requested to split out by WCCTAC

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

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

Commented [WG11]: Reference to SR 24 added to clarify that projects in the SR 24 corridor are eligible for funding out of this category.

Commented [WG12]: A number of key stakeholders have suggested that funding for this category/ project be increased to at least \$200m. Increasing the level of funding in this category would necessitate reductions in one or more other categories.

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

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

Commented [WG13]: -Additional language added to make it clear this funding is intended for use on the actual corridors. Parallel arterials and/or other roadway improvements would be eligible only if they are physically adjacent.
-Stakeholders have requested that alternative language be considered, intent is understood, but there may be a better word choices.

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

Commented [WG14]: Language added to make it clear that funding is intended for use on the actual corridors. Parallel arterials and/or other roadway improvements would be eligible only if they are physically adjacent. -Stakeholders have requested that alternative language be considered, intent is understood, but there may be a better word choices

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

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

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

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

Commented [WRG15]: Language changed to prioritize completion of a connector roadway between Byron Hwy and Vasco Road north of the Bryon Airport (the 'airport connection).

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

Commented [WG16]: Language added to make it clear that it is the intent of the authority to work with San Joaquin and/or Alameda Counties as appropriate to implement these projects.

Commented [WG17]: Authority staff and stakeholders are participating in an effort to establish an East Bay Regional Advance Mitigation Program. Staff/consultant team have identified projects in this draft of the TEP (v2.1) as potential 'RAMP eligible' projects. Considerations regarding the RAMP program include its relationship with the East Contra Costa Habitat Conservation Program (HCP) and the status of the RAMP pilot when the final TEP is adopted. Funding for advance mitigation is included in the allocation amounts for 'RAMP eligible' projects included in this Plan.

11. 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.

12. Bus Transit and Other Non-Rail Transit Enhancements ---- 9.8% (\$230m)

This category of funding is intended to provide funding to existing transit operators and for future non-rail transit service alternatives that can be shown to reduce total vehicle miles traveled (VMT) and/or greenhouse gas (GHG) emissions. Funding will be provided to increase the frequency and capacity of high demand routes and for non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people along existing transit corridors and within the existing transportation infrastructure. Projects that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered. Funding may be used to deliver transit capital projects or implement service to transit stations, congested corridors, last mile service to transit hubs 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 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 13. Transportation for Seniors and People with Disabilities.

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

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

Commented [MT18]: -Mode of "Bus Transit" specified in the category title
-Additional \$30m added at request of WCCTAC (from the previous I-80 Corridor category)

Commented [MT19]: Added to reflect comments at March 23 Authority Board meeting.

Commented [MT20]: -Language of this item revised to be in a consistent format with other sections of the TEP.
-Added a time frame for adoption of an ATS Strategic Plan, to ensure recommendations are identified and implementation can begin.
-Additional funds identified from funds previously in Regional Transportation Priority category (\$28M)

options. Projections indicate that people who would be eligible for these services are the fastest growing segment of our population and will likely increase approximately 300% over the next 50 years.

To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan would also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

The ATS Strategic Plan must be adopted within 12 months of the passage of this Measure.

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

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

Commented [MT21]: -Additional funds identified from funds previously in Regional Transportation Priority category (\$2M)

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

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

16. Pedestrian, Bicycle and Trail Facilities ---- 2.7% (\$62m)

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.

Commented [MT22]: -Additional funds identified from funds previously in Regional Transportation Priority category (\$2M)

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

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

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

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

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

Commented [WG23]: This is a proposed new grant program developed as an alternative to augmenting the Authority's existing TLC program (created with Measure J). The intent of this program is to stimulate infill housing and job development.

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

18. Innovative Transportation Technology / Connected Communities Program ----- 2.8% (\$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.

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

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

20. Regional Transportation Priorities ---- \$22m

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

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

Funds administration of new measure.

The Growth Management Program

Goals and Objectives

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

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

Commented [WRG24]: This language reflects the current CCTA Growth Management program as approved with Measures C and J and subsequently updated in 2007 (?) by the Authority.

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

Commented [WG25]: Some EPAC members have asked for clarification on schedule for periodic review/ update of GM elements (5yr, 10yr, ??).

2. Adopt a Development Mitigation Program

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

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

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

3. Address Housing Options

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

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

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

Commented [MT26]: Some EPAC members are recommending a review and enhancement of the reporting requirements, such as actual housing production compared against targets.

Commented [WG27]: EPAC has suggested a number of edits to align the Authority's requirements related to the provision of Affordable Housing with current statutory requirements.

and pedestrian access in new developments.

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

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

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

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

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

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

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

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

Commented [MT28]: 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.

Commented [WRG29]: Suggest consideration be given to including this information (i.e. Attachment A) in the Implementing Guidelines of the draft TEP.

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

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

Commented [WRG30]: The GBS team would recommend we include all of the compliance requirements here and eliminate the 'Conditions of Compliance' in Attachment A.

6. Develop a Five-Year Capital Improvement Program

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

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

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

Allocation of Funds

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program 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.

Commented [MT31]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined this this TEP.

INITIAL DRAFT - V2.1

Attachment A

Urban Limit Line (ULL) Definitions and Compliance Requirements

Commented [WRG32]: See recommendation below. The GBS team would propose to move all of the 'compliance requirements' to Section 5 of the GMP and retitle this as **Urban Limit Line (ULL) Definitions.**

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

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

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

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

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

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of San Ramon
City of Pittsburg	

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

Revisions to the ULL

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

Commented [WRG33]: Is it intended to apply the County developed findings to those jurisdictions with a LV ULL or simply to require those who have chosen to adopt the County ULL as their own to comply with the County's requirements?

If the latter is the intent, it might be better to simply require local jurisdictions that have chosen to adopt the County ULL to secure the County's concurrence for any Minor Adjustments to the ULL

The GBS team would suggest consideration of a requirement that would require jurisdictions who have chosen to adopt the County ULL as their own be required to secure the County's concurrence prior to processing a Minor Adjustment to the ULL.

Commented [WRG34]: Added per discussion at 3/16 special mtg of CCTA Board

Conditions of Compliance

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

Commented [WRG35]: GBS proposes that all of these 'conditions of compliance' be moved to Section 5 of the GM plan

Complete Streets Policy

Vision

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

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

Policy

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

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 and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context, and will build on accepted best practices for complete streets and context-sensitive design.

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

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

- 1) be consistent with and be designed to implement each agency's general plan policies once

Commented [MT36]: - Staff/ consultant recommended changes, including language that cites best accepted practices for all modes. While Bike East Bay recommends adding language that explicitly requires that protection for non-motor traffic be of the highest quality possible in the context, that language is not recommended.

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

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

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

Exceptions

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

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

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

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

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

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

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

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

Public Oversight Committee

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

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

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

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

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

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

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

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

Commented [MT37]: Staff / Consultant team will provide alternatives for the make up of the Public Oversight Committee. At the March 16 Board meeting, alternatives discussed ranged from 6 to 25 members.

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

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

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

The Committee replaces Authority's existing Citizens Advisory Committee.

Advisory Committees

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

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

Implementing Guidelines

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

Duration of the Plan

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

Administration of the Plan

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

Taxpayer Safeguards, Audits and Accountability

6. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan
7. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements or transit (Non-Rail Transit Enhancements, Transportation for Seniors & People With Disabilities programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
8. **Performance Audits:** Each year, the Authority shall select and perform a focused performance audit on approximately one-fourth of the funding categories 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 to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a program or project is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.
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. **Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

Commented [MT38]: Staff will provide clarification in future version to define items such as funding categories, projects and programs to be addresses, and frequency

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

12. Geographic Equity: The proposed projects and programs to be funded through the Plan constitute a “balanced” distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

Restrictions On Funds

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

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

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

Commented [WG39]: 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.

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

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

implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.

- 18. Safe Transportation for Children:** Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.
- 19. Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Transportation (CDTI) Program funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.
- 20. Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.
- 21. New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Commented [MT40]: Discussing with representatives of the labor community how to address topics such as:

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

Project Financing Guidelines and Managing Revenue

- 22. 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.
- 23. Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
- 24. Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.
- 25. Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item

the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for another 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.

- 26. 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.

AGENDA ITEM 7



CONTRA COSTA
transportation
authority

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Dave Hudson
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Tom Butt
Vice Chair

Janet Abelson

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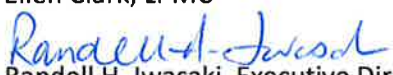
Kevin Romick

Robert Taylor

Randell H. Iwasaki,
Executive Director

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: March 23, 2016

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

At its March 16, 2016 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Adopt the 2016 Measure J Strategic Plan.** The Authority approved Resolution 16-05-P which adopted the *2016 Measure J Strategic Plan*. A draft of the Plan was presented at the February Authority meeting. The Plan reflects revised financial assumptions, anticipated project schedules, and input from the Regional Transportation Planning Committees (RTPCs) on priorities. *The authority approved Resolution No. 16-05-P, which adopted the 2016 Measure J Strategic Plan. The final draft of the 2016 Measure J Strategic Plan is available at http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=222&meta_id=18957. The final report will be available at www.ccta.net in early April.*

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SWAT

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March 23, 2016

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

RE: SWAT Meeting Summary Report for March 21, 2016 – Comments on Initial Draft Transportation Expenditure Plan (“TEP”) Version 2.0 (3/14/16)

Dear Mr. Iwasaki:

At their March 21, 2016 meeting, the Southwest Area Transportation Committee (“SWAT”) received an update from Contra Costa Transportation Authority (“Authority”) staff on the Initial Draft Transportation Sales Tax Expenditure Plan (“TEP”), and discussed various funding categories and policies related to components of the plan. SWAT appreciates the opportunity to provide input and acknowledges that the plan represents a tremendous amount of hard work and collaboration. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meetings over last several months in assisting the sub-region through this process.

To date, SWAT has held a series of meetings in which the Draft TEP has been the focus of discussion. At the March 21, 2016 meeting, the TEP v2.0 Funding Category allocations and description language were discussed in detail and SWAT is forwarding the following comments and recommendations for the Authority’s consideration:

Funding Category 1: Local Streets Maintenance and Improvements

1. It is unclear why the category description language “...consistent with the current Measure J Program” has been deleted from the category description. SWAT recommends retaining the deleted language.

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

2. SWAT recommends that specific reference to “separated bike lanes” be deleted as it is covered under earlier project component language “bike and pedestrian facilities”. It is also recommended that language that references prioritization of projects within “transit stations and transit oriented communities” be removed in order to ensure that all jurisdictions may be eligible to qualify for the category funding.

3. It is the consensus of SWAT that the recently added language that requires allocating 30% of the funding to four demonstration projects within the first three years of the Measure may be unrealistic and unattainable. SWAT recommends deleting this requirement as the focus should be on delivering the most beneficial projects that meet the category criteria over the life of the measure. Alternately, if the requirement to implement demonstration projects is retained, a more feasible approach would be to allocate 20% of the program funding to four Complete Streets Projects within 5 years of the Measure's passage, including one project from each subregion. SWAT further finds the added Complete Streets language toward the end of the category description to be unnecessary and recommends that it be omitted.

In consideration of the comments provided above, it is recommended that the category description be modified as follows:

"Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of "smart" parking management programs, ~~separated bike lanes~~, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the 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~~ and whose design process included opportunity for public input. ~~from existing and potential users of the facility.~~ Priority will be given to projects that can show a high percentage of 'other funding' allocated to the project (i.e. – leverage). All projects funded through this program must comply with the Authority's Complete Streets Policy and include complete street elements whenever possible. ~~30% of the program funding will be allocated to four Complete Streets projects within three years of the Measure's passage, one in each subregion, recommended by the relevant RTPC and approved by Authority, to demonstrate the successful implementation of Complete Streets projects.~~ [See previous SWAT comment regarding this criteria]. ~~By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing need to widen roadways. The purpose of these demonstration projects is to create examples of successful complete streets projects in multiple situations throughout the county.~~

Funding Category 3: BART Capacity, Access and Parking Improvements

4. As written, the language describing the "either/or" funding and financing concept being proposed seem complex and likely to confuse voters.

5. To reiterate SWAT comments submitted in its May 16, 2016 letter to the Authority, absent a regional funding commitment with San Francisco, Alameda, and MTC to purchase additional BART cars, Contra Costa should not solely fund this purchase. Under this approach, an alternative funding plan must be developed to address the difference of \$150 million. Under the alternate funding plan, SWAT recommends that these funds be proportionately allocated to all of the other funding categories consistent with currently recommended (RTPC) allocation proposals.
6. It is recommended that category description language be deleted that references use of funds are to be inclusive of “*infrastructure improvements to facilitate TOD at or near BART stations*”. Funds for this program should be designated for BART improvements only.

Funding Category 6: Improve Traffic Flow and implement high capacity transit in the I-680 & SR 24 Corridor

7. As currently written in the description, it is unclear how funding allocations would be prioritized within this category. SWAT recommends specifying that the sub-region’s \$100M allocation be split per the initial SWAT TEP allocation proposal, and as follows:
 - I-680 Corridor (Improve traffic flow/high capacity transit) - \$80M
 - SR 24 (Interchange Ops Improvements - Camino Pablo, Orinda) - \$20M
8. It is recommend that recently added language be deleted as it may be too limiting for providing certain improvements such as locating future Park & Ride lots or other recommended improvements and technologies suggested in the recently completed I-680 Transit Investment Options Study.
 Recommendation: Remove the language “*Projects funded from this category must be physically on or immediately contiguous to the I-680 or the SR 24 corridors.*”

Funding Category 10: Advance Mitigation Program

9. There are several overarching concerns with respect to this proposed new program including a) how funding will be allocated to the program, and b) what types of mitigation measures will be required that is above and beyond what CEQA requires. SWATs preference is to allocate funds for environmental mitigation on a project by project basis, and to remove any references to specific conservation plans.

In consideration of the comments provided above, it is recommended that the category description be modified as follows:

“The identified funds shall be used for environmental mitigation purposes on a project by project basis. If this approach cannot be fully implemented, 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.”

Funding Category 11: Bus and Non-Rail Transit Enhancement:

10. SWAT supports the initial category title “Non-rail Transit Enhancements” as it more broadly represents enhancement of existing services as well as other elements stated in the category description such as “innovative approaches to maximizing the movement of people along existing transit corridors and within the existing transportation infrastructure”.

Funding Category 16: Community Development Incentive (CDI) Grant Program

11. To reiterate SWAT comments submitted in its May 16, 2016 letter to the Authority, it is recommended that the category description language be revised to provide clarity and re-affirm that allocations will be apportioned sub-regionally.
12. To ensure that all jurisdictions are eligible to compete for funding in this category, it is recommended that language referencing “transit supported community centers” be deleted (modify the corresponding excerpt as follows):

“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.~~

Program Category 19: Regional Choice/Subregional Transportation Priorities

13. SWAT supports the proposed change of funding category title to “Sub-regional Transportation Priorities” to further represent this as a sub-regional program.
14. The current allocation of \$3.7 is supported with the caveat that the program be fully flexible and eligible to support all sub-regional transportation needs. As an example, Commute Alternatives funding (included in the current Measure J), should be eligible from this category given that it is not a specific funding category included in the Draft TEP, and further, that the Authority has not proposed to amend the current TDM requirement in the GMP compliance checklist.

The next SWAT meeting is scheduled for **Monday, March 28, 2016**. Additional comments on the TEP and/or policy related comments are forthcoming.

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

Sincerely,

A handwritten signature in black ink that reads "Karen J. Stepper". The signature is fluid and cursive, with the first name "Karen" being the most prominent.

Karen Stepper, Chair
SWAT

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



CITY OF SAN RAMON

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March 23, 2016

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

RE: City of San Ramon Request to Shift Priority Emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and Discontinue Efforts Related to the Direct Access Ramp Project in San Ramon

Dear Mr. Iwasaki:

At its meeting on Tuesday, March 22, 2016, the San Ramon City Council adopted Resolution No. 2016-027 requesting to shift priority emphasis to the San Ramon Bollinger Canyon Road/I-680 Interchange Improvements and discontinue all efforts related to the Direct Access Ramp Project in San Ramon. Resolution No. 2016-027 is attached.

The City Council withdraws support for the Norris Canyon/Executive Parkway Direct Access (DAR) project, as described in Measure J, and withdraws support for construction of HOV/DAR ramps at any other location on the I-680 corridor in San Ramon, including the Executive Parkway location. In addition, the City Council rescinds all letters submitted to the Transportation Authority in support of High Occupancy Vehicle (HOV)/Direct Access Ramp (DAR) construction on the I-680 corridor in San Ramon.

Furthermore, the City Council requests to reallocate funds from the HOV/DAR project to the I-680 Bollinger Canyon Improvements; and that the Transportation Authority acknowledges receipt of the City's request and supports the Council decisions and actions.

We would appreciate receiving your acknowledgment that the above described actions by the City Council are sufficient to the end the Norris Canyon DAR project. Thank you very much.

Sincerely,

Bill Clarkson
Mayor
City of San Ramon



CITY OF SAN RAMON

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CC: San Ramon City Council
Contra Costa Transportation Authority Commissioners
Southwest Area Transportation Committee (SWAT)
Tri-Valley Transportation Council (TVTC)
Contra Costa County Board of Supervisors
Metropolitan Transportation Commission (MTC)

RESOLUTION NO. 2016-027

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON
REQUESTING THE CONTRA COSTA TRANSPORTATION AUTHORITY
SHIFT PRIORITY EMPHASIS TO THE BOLLINGER CANYON ROAD/
I-680 INTERCHANGE IMPROVEMENTS AND DISCONTINUE EFFORTS RELATED
TO THE DIRECT ACCESS RAMP PROJECT IN SAN RAMON**

WHEREAS, in 2004, Contra Costa voters approved Measure J, which continued the Contra Costa half-cent transportation sales tax program to 2035; and

WHEREAS, the Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements and one component of the Project included adding High Occupancy Vehicle (HOV), also known as Direct Access Ramps (DAR) project; and

WHEREAS, the Measure J Expenditure Plan did not approve the Direct Access Ramp Project; it provided funding to initiate the required studies, including Project Study Report and the Environmental Impact Report; and

WHEREAS, today, the Project Environmental Impact Report is underway and has not been released for review and comment by the public and San Ramon staff; and

WHEREAS, since approval of the Measure J Expenditure Plan in 2004, changes in State and Federal funding have occurred and priorities within San Ramon have changed; and

WHEREAS, The DAR project is a regional transportation project that requires collaboration among multiple agencies. Simultaneously, the Project is competing for very limited funding from a variety of sources; and ultimately requires consensus from a large contingency of stakeholders with very diverse goals and objectives. In today's environment, regional projects, such as the DAR project, can take a significant amount of time, resources and funding to complete; and

WHEREAS, There are a number of project/studies currently underway along the I-680 corridor from Walnut Creek to Dublin, including: (1) Express Lanes Construction; (2) I-680 SB Carpool Lane Completion/Express Lanes (environmental/design); (3) I-680 NB Design Alternative Analysis (study) Completing these projects is critical to providing improvements along the I-680 corridor and San Ramon has supported these regional efforts; and

WHEREAS, In December 2015, the Contra Costa Transportation Authority approved the I-680 Transit/Congestion Relief Options Study. The Study outlines a range of alternatives for the I-680 corridor including: a) Enhanced Bus Service; b) Connected and Automated Vehicle Support; c) Active Traffic Management; and d) Demand-Responsive Transit Service (using connected Shared Autonomous Vehicles on local streets). These recommendations, when approved and funding becomes available, would implement a suite of advanced technologies and techniques known as Innovation Transportation Systems Management; and

WHEREAS, The DAR project is a regional transportation project that requires collaboration among multiple agencies. Simultaneously, the Project is competing for very limited funding from a variety of sources; and ultimately requires consensus from a large contingency of stakeholders with very diverse goals and objectives. In today's environment, regional projects, such as the DAR project, can take a significant amount of time, resources and funding to complete; and

WHEREAS, regional projects are critical to the freeway network, improvements along local arterial roadways in San Ramon are equally as important. Because regional projects will not provide immediate relief on local arterials in San Ramon; staff has begun to examine operational options that can be implemented sooner than improvements proposed as part of the DAR project; thereby providing relief on local arterial roadways particularly at the Bollinger Canyon Road/I-680 Interchange; and

WHEREAS, ending the efforts related to the Direct Access Ramp (DAR) project provides San Ramon with an opportunity to advocate for funding through the development of a Countywide Transportation Expenditure Plan, for improvements on arterial roadways, such as the Bollinger Canyon Road/I-680 Interchange; rather than advocate for limited dollars for a regional project, such as the Direct Access Ramps, that may not provide immediate traffic congestion relief for San Ramon.

NOW THEREFORE IT BE RESOLVED, that the City of San Ramon does hereby Request the Contra Costa Transportation Authority shift emphasis to funding improvements to the Bollinger Canyon Road/I-680 Interchange and discontinue work efforts related to the Direct Access Ramp Project.

NOW, THEREFORE IT BE FURTHER RESOLVED,

1. The City Council withdraws support for the Norris Canyon/Executive Parkway Direct Access Ramps (DAR) project, as described in Measure J, and withdraws support for construction of HOV/DAR ramps at any other location on the I-680 corridor in San Ramon, including the Executive Parkway location.
2. The City Council withdraws support for any and all studies, past, present, or future, related to HOV/DAR ramp construction on the I-680 corridor in San Ramon. Specifically included are the completed CCTA Project Study Report (PSR) and the ongoing CCTA Environmental Impact Report (EIR) related to HOV/DAR ramp construction at Norris Canyon/Executive Parkway.
3. The City Council rescinds any and all letters written to the CCTA in support of HOV/DAR ramp construction on the I-680 corridor in San Ramon.
4. The City Council requests that the CCTA, the CCC Board of Supervisors, the MTC, CalTrans, TVTC, SWAT and all other relevant agencies and municipalities re-allocate funds currently assigned to HOV/DAR ramp construction on the I-680 corridor in San Ramon to a new project focused on the study of traffic improvements

at the Bollinger Canyon/I-680 interchange and end all funding for any and all activities related to HOV/DAR ramp construction on the I-680 corridor in San Ramon.

5. The City Council shall post a copy of this Resolution on the City website.
6. A copy of this Resolution shall be forwarded to the CCTA, the CCC Board of Supervisors, the MTC, Cal Trans, TVTC, SWAT and all other relevant agencies and municipalities.

PASSED, APPROVED AND ADOPTED at the meeting of March 22, 2016 (by the following votes):

AYES: *Cm. Hudson, O'loane, Perkins, Sachs, and Mayor Clarkson*

NOES:

ABSENT:

ABSTAIN:

A handwritten signature in black ink, appearing to read 'Bill Clarkson', written over a horizontal line.

Bill Clarkson, Mayor

ATTEST:

A handwritten signature in black ink, appearing to read 'Renée Beck', written over a horizontal line.
Renée Beck, City Clerk