



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

**Monday, May 4, 2015
3:00 p.m.**

District II Supervisor's Office
3338 Mt. Diablo Boulevard, Lafayette, 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 Danville Town Offices, 510 La Gonda Way, Danville, 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 April 6th, 2015 *(Attachments; Action)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Consider Approval of a BART allocation request for Measure J BART Parking and Access Funds (Measure J Expenditure Plan, Program 10): BART is requesting an allocation of \$110,000 in Measure J Program 10 funds for the purchase and installation of bicycle e-lockers for the Orinda and Lafayette BART stations. At its meeting of April 15th, 2015, SWAT TAC discussed and recommended moving the allocation request forward to SWAT for consideration. It is required that SWAT approves the allocation request prior to it moving forward to the Authority for consideration of final approval. *(Attachments; Action)*

6.B Consider Approval of a proposal from the City of San Ramon for SWAT Administrative Services: *(Attachments; Action)*

6.C Discussion of Transportation Expenditure Plan (TEP) Rollout: In March, the Contra Costa Transportation Authority (CCTA) made a decision to move forward with the development of a Transportation Expenditure Plan (TEP) for a possible 2016 ballot measure. Subsequently, in April, the Authority approved a set of principles for the development of the TEP. CCTA staff will provide an overview of the TEP process, milestones, and role of the SWAT Board. *(Ross Chittenden, CCTA Staff; Attachments; Information Only – Action as deemed appropriate)*

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

- CCTA Board summary of actions from meeting of 4/15/15
- TRANSPAC summary of actions from meeting of 4/9/15
- TRANSPLAN summary of actions from meeting of 4/9/15
- Town of Moraga – Notice of Public Hearing (Consideration of Appeal of PC Approval of a Dev. Plan for Moraga Town Center Homes)

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, June 1st, 2015, 3:00 p.m. District II Supervisor's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette, CA.

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or adillard@danville.ca.gov.

Staff Contact: Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: adillard@danville.ca.gov.

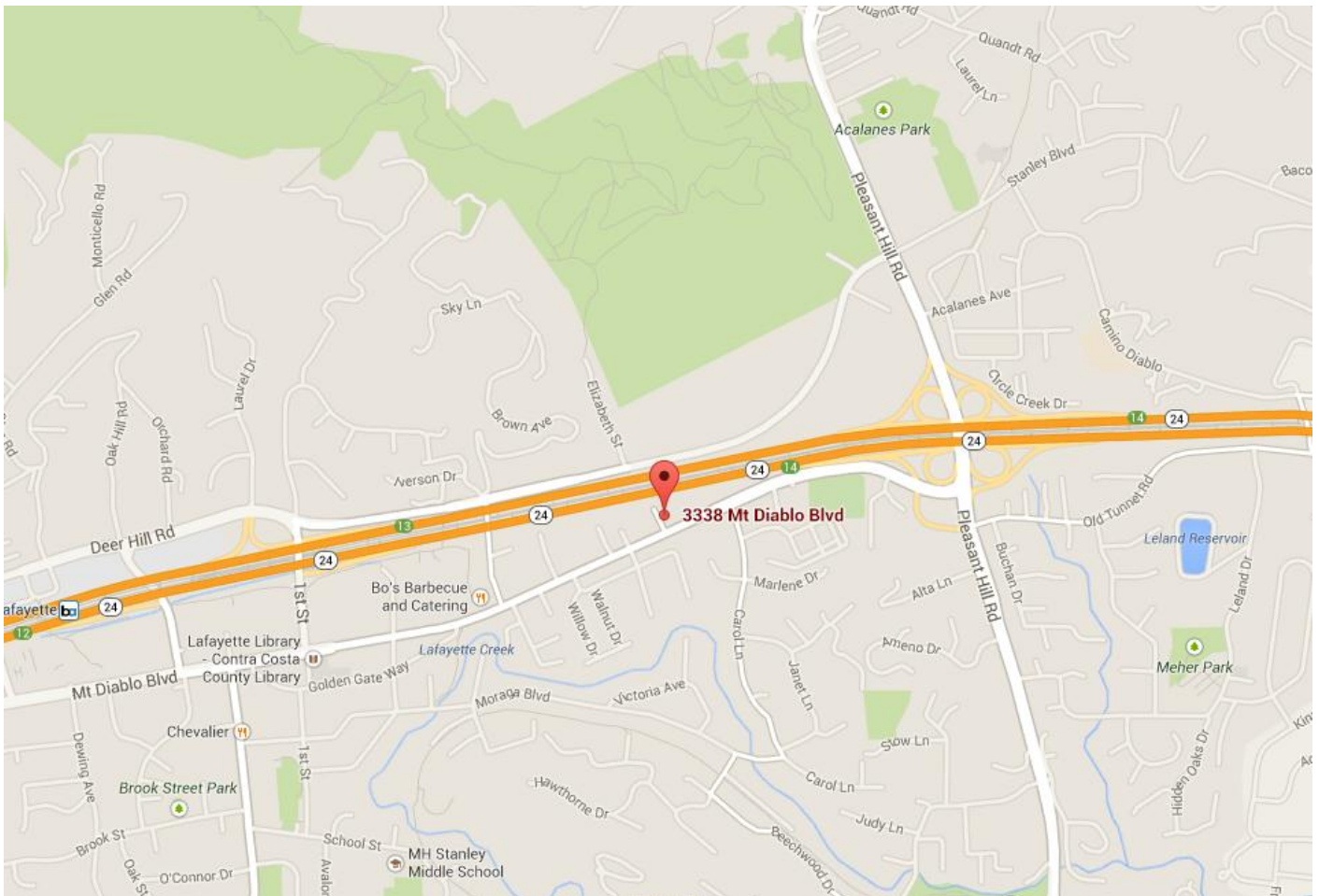
Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

CONTRA COSTA COUNTY, DISTRICT 2 SUPERVISOR'S OFFICE
3338 MT. DIABLO BOULEVARD, LAFAYETTE, CA

NOTES ON PARKING:

- A limited number of on-site parking spaces are located behind the building. Proceed up the driveway to the left of the building to parking lot.
- On-street parking on Mt. Diablo Boulevard is time-limited, 2-hour parking.



Agenda Item 5.A



SWAT

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SUMMARY MINUTES
April 6, 2015 – 3:00 p.m.
District II Supervisor's Office
3338 Mt. Diablo Blvd.
Lafayette, California

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

Staff members present: Tony Coe, City of Lafayette; Austin Lee, City of Lafayette; Ellen Clark, Town of Moraga; Chuck Swanson, City of Orinda; Robert Sarmiento, Contra Costa County; Andy Dillard, Town of Danville.

Others present: Matt Kelly, CCTA.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Tatzin at 3:15 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes.
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of March 2, 2015.

5.B Consider SWAT Appointments to the Contra Costa Transportation Authority's ("Authority") Technical Coordinating Committee (TCC) for the 2015-2017
Term: SWAT took action to appoint the following SWAT TAC members to the Authority's TCC:

	<u>Primary Representative</u>	<u>Alternate Representative</u>
Planning:	Lisa Bobadilla, San Ramon	Ellen Clark, Orinda
Engineering:	Tony Coe, Lafayette	Chuck Swanson, Orinda
Transportation:	Andy Dillard, Danville	Tai Williams, Danville

ACTION: Stepper/Hudson/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Consider and Approve Proposals for Safe Routes to School (SR2S) Technical Assistance Funds and forward to the Authority:** Andy Dillard, SWAT administrative staff presented. It was reported that, as part of the Contra Costa Transportation Authority's ("Authority") sponsorship of a three-phased countywide SR2S evaluation, the Authority had made available \$120,000 in SR2S Technical Assistance. The funds could be used for several purposes such as conducting bike/walk audits, preparing concept plans for developing capital improvements, bike/walk maps, data collection, and travel surveys.

It was reported that the Authority had allocated the SR2S Technical Assistance funds to each of the four RTPCs based on a student enrollment formula and that the SWAT sub-region's share was \$28,800. As the Authority was requesting a prioritized list of proposals from the RTPCs, the SWAT TAC discussed proposals from the sub-region at its meetings of February 18th and March 18th, 2015. Given the small amount of funds available for the sub-region, SWAT TAC recommended allocating the majority of the funds to a larger scoped project proposal, with any remaining funds allocated to two smaller projects. The three projects recommended for funding consisted of the following:

- Town of Moraga – Complete study of traffic control solutions for Campolindo High School Driveway/Moraga Road (@\$20,000).
- Town of Danville – Develop conceptual/feasibility plan for pedestrian enhancements at Danville Boulevard/La Gonda Way intersection in front of San Ramon Valley High School (@\$4,000 – \$5,000).
- City of Lafayette – Develop pedestrian safety improvements plan along Reliez Valley Road in vicinity of bus stops serving Stanley Middle School (@\$5,000).

Staff also mentioned that the recommended project prioritization was based on project readiness. SWAT moved to approve the proposals as submitted and to forward to the Authority for a recommendation of funding.

ACTION: Stepper/Worth/unanimous

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

- CCTA Board summary of actions from meeting of 3/18/15
- TRANSPAC summary of actions from meeting of 3/12/15
- TRANSPLAN summary of actions from meeting of 3/12/15
- CCC Board of Supervisors letter to the Authority regarding the 2014 CTP Update
- Town of Danville – Notice of Public Hearing to Approve GPA 14-01 (Housing Element)
- Town of Moraga – Notice of Public Hearing (Appeal of PC Approval of a Dev. Plan for Moraga Town Center Homes)
- Town of Moraga – Notice of Public Meeting (Approval of Precise Dev. Plan for Rancho Laguna II)

ACTION: None

- 8. DISCUSSION:** Next/Future Agenda:

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, May 4th, 2015 at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette.

ACTION: Meeting adjourned by incoming Chair Tatzin at 3:27 p.m.

Staff Contact:

Andy Dillard

Town of Danville

P (925) 314-3384

F (925) 838-0797

adillard@danville.ca.gov

www.CCTA-SWAT.net

Agenda Item 6.A



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2015

May 4, 2015

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

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

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Southwest Area Transportation Committee
c/o Andy Dillard
SWAT Administrative Staff
Transportation Division
510 La Gonda Way
Danville, CA 94526

SUBJECT: Request for \$110,000 in Measure J BART Parking and Access Funds for Electronic Bicycle Lockers at Lafayette and Orinda BART Stations

Dear SWAT Members,

On behalf of the San Francisco Bay Area Rapid Transit (BART) District, I am requesting that the Southwest Area Transportation Committee (SWAT) approve BART's request for an allocation of \$110,000 of BART Measure J funds for the purchase and installation of bicycle elockers at the Orinda and Lafayette BART stations.

Due to the high demand for secure bicycle parking facilities at the Orinda and the Lafayette BART stations, BART proposes to use its Measure J funding to purchase and install a total of 36 electronic bicycle lockers at these two stations. Four quads of lockers (16 spaces) will be installed at the Orinda BART station, for a total of 32 e-lockers. At Lafayette, BART will install an additional five quads (20 lockers) for a total of 32 e-lockers at this station. Because BART has an existing contract with the eLock Technologies vendor and is currently making site improvements at the two BART stations, the project can be implemented within six months of approval by the Contra Costa Transportation Authority (CCTA). Total project cost is \$122,760, and BART will provide the additional \$12,760 out of operating revenues.

We appreciate your consideration of this request. Please do not hesitate to contact me at (510) 287-4796 if you have any questions or concerns.

Sincerely,

Deidre Heitman
Principal Planner

BART Bicycle Locker Project at Orinda and Lafayette BART

Scope: Purchase and install nine quads of electronic bicycle lockers (four at Orinda BART and five at Lafayette BART).

Schedule: Project has been designed and site preparation is underway. Project can be completed within six months of approval by the Contra Costa Transportation Authority (CCTA).

Budget: Total project cost is \$122,760 @ \$3,410 each locker for the purchase and installation of 36 locker spaces.

Purchase/Installation of elockers:	\$122,760
BART Measure J, SWAT:	\$110,000
BART Operating:	<u>\$ 12,760</u>
	\$122,760

Agenda Item 6.B



SWAT

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

DATE: May 4, 2015
TO: SWAT Committee
FROM: SWAT TAC
SUBJECT: SWAT Administrative Services for FY 2015-16

BACKGROUND

At its January 7, 2013 meeting, the Southwest Area Transportation (SWAT) Committee authorized a Memorandum of Understanding (MOU) with the Town of Danville to provide "Basic Administrative Services (Tier 1)" for the 2013 and 2014 contract service years in the amount of \$32,500 per year (Attachment A). The following is a summary of the expenditures for the 2013 and 2014 contract service years:

2013 Contract Service – Budget Amount:	\$32,500.00
▪ Budgeted Meetings: 20	
▪ Actual Meetings Held: 17	
2013 Contract Service Expenditures:	\$27,625.00
2012 Budget Balance Carryover	<\$0.00>
2013 Contract Services Due:	\$27,625.00
<i>(per jurisdiction)</i>	\$4,604.17

2014 Contract Service – Budget Amount:	\$32,500.00
▪ Budgeted Meetings: 20	
▪ Actual Meetings Held: 15*	
2014 Contract Service Expenditures:*	\$24,375.00
2013 Budget Balance Carryover	<\$0.00>
2014 Contract Services Due:*	\$24,375.00
<i>(per jurisdiction)*</i>	\$4,062.50

As Danville has served as the SWAT administrator since 2007, staff has indicated a desire to move out of the role as administrator. At its December meeting, SWAT TAC took the opportunity to gauge interest and discuss rotating the administrative duties to another SWAT jurisdiction that may be interested. San Ramon indicated a desire to assume SWAT administrative duties.

At the SWAT meeting of January 5th, 2015, SWAT TAC provided a recommendation that Danville continue as the administrator for an additional six months, through June 30, 2015, and that a proposal for administrative services thereafter would be submitted for SWAT's consideration at a future meeting. As such, at its January 5, 2015 meeting, SWAT took action on the following items:

1. Extended the SWAT Administrative Services MOU with Danville for a period for six months, to expire on June 30, 2015; and
2. Adjusted future Administrative Services contract year periods to align with the fiscal year, from July 1st through June 30th; and
3. Would consider a proposal and MOU for SWAT Administrative Services for FY15-16 at a future SWAT meeting.

DISCUSSION

At this time, the City of San Ramon has prepared a proposal for SWAT Administrative Services for SWAT's consideration (Attachment A). The proposal includes an identical rate schedule as the current administrative services contract with the Town of Danville.

RECOMMENDATION

Consider a proposal from the City of San Ramon for SWAT Administrative Services. Upon approval of the proposal, an MOU would be brought back for SWAT's consideration at a future meeting.

Attachments: A – City of San Ramon Proposal for SWAT Administrative Services

Staff Contact:

Andy Dillard, Town of Danville
Phone: (925) 314-3384
Email: adillard@danville.ca.gov
Web: www.CCTA-SWAT.net



CITY OF SAN RAMON

2226 CAMINO RAMON
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
WEB SITE: www.sanramon.ca.gov

May 4, 2015

Don Tatzin, Chair
c/o Andy Dillard
510 La Gonda Way
Danville, CA 94526

RE: Proposal to provide administrative services for the Southwest Area Transportation Planning (SWAT) Committee

Dear Mr. Tatzin:

The City of San Ramon is pleased to submit a proposal to provide administrative staff services for the Southwest Area Transportation Planning (SWAT) committee. San Ramon recognizes the importance of regional collaborative transportation planning efforts as well as the value of a collective coordinated voice for jurisdictions within the southwest county area. It is with this recognition that we are pleased to submit the attached proposal to provide administrative services for SWAT.

The attached scope of work outlines two separate areas of administrative services. The basic administrative services are offered at an annual up-front, not-to-exceed, cost of **\$32,500** (inclusive of all materials, supplies, postage, and website administration). The supplemental services are structured to be utilized on an as-needed basis, and at an additional appropriation of **\$10,000**, to be drawn-down as necessary and invoiced on a semi-annual basis. The two-tiered nature of this proposal is intended to provide the flexibility needed to accommodate the fluctuations in service levels for SWAT.

Please do not hesitate to contact me at (925) 973-2651 if you should have questions.

Sincerely,

Lisa Bobadilla
Division Manager, Transportation Services

Attachment A: Proposed Scope of Services

ATTACHMENT "A"
Southwest Area Transportation Committee
Administrative Services Proposal – Scope of Work

Basic Administrative Services (Tier 1)

\$32,500.00

This is a not-to-exceed structure for basic administrative services, based on a historic average of 10 SWAT meetings and SWAT TAC meetings per year. These services would be split among the six jurisdictions, on an equal pro-rata share basis, and invoiced at the beginning of the fiscal year.

1. Agenda Packet Preparation: Work with CCTA and SWAT TAC to coordinate agenda items, assemble agenda, copy and mail packets, post agenda and upload onto SWAT web site;
2. SWAT TAC Meetings: Attend and facilitate SWAT TAC Meetings;
3. SWAT Meetings: Attend and assist Chair in facilitation of SWAT Meetings;
4. SWAT Summary Minutes and Correspondences: Generate summary minutes of SWAT meeting, generate follow-up correspondences as necessary and appropriate in coordination with the Chair and the SWAT TAC;
5. General Administration: Correspond with CCTA, Chair and SWAT TAC as necessary and appropriate, serve as direct contact for SWAT, maintain all SWAT files and documentation, respond to inquiries and requests of SWAT, and refer public and agencies to appropriate individual or agency if inquiries extend beyond the realm of an administrative nature.
6. SWAT Website administration, maintenance, and domain service fees.

Supplemental Services (Tier 2)

\$10,000.00

These supplemental services include the facilitation of any additional meetings or coordination, above and beyond the basic service level of 10 meetings per year. It is structured to be a pre-authorized appropriation by SWAT and would be drawn down as work load dictates. The costs associated with provision of these supplemental services will be invoiced to each agency within SWAT, on an equal pro-rata share basis, semi-annually.

1. *Measure J Renewal*: Facilitate any additional meetings and/or correspondences necessary for SWAT and SWAT TAC's review and development of the Measure J Renewal Process;
2. *I-680 Transit Investment/Congestion Relief Study*: Facilitate any additional meetings and/or correspondence necessary for SWAT and SWAT TAC's review of, and coordinate comments to the final document;
3. Attend CCTA related meetings as directed by SWAT; and
4. Supplemental services would be provided as work load dictates for the pre-authorized work tasks described above or as approved by SWAT.

Agenda Item 6.C

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: April 15, 2015

Subject	Approval of Principles for Development of a Transportation Expenditure Plan
Summary of Issues	At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort.
Recommendations	Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles). Upon approval of the Principles, staff will propose a work program, including schedule, cost estimate and stakeholder engagement plan, to pursue the development of a TEP for consideration in May.
Financial Implications	There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support effort, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$600,000 to \$700,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff will propose a comprehensive work program and budget to finalize development of a TEP for discussion at a future Authority meeting.

Options	<ol style="list-style-type: none">1. Modify the proposed Principles.2. Do not proceed with TEP effort.
Attachments	<ol style="list-style-type: none">A. Draft Principles for Development of a Transportation Expenditure Plan
Changes from Committee	N/A

Background

Since 1989, the Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures. Measure C, passed in 1988, created the Authority, and established a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, the voters of Contra Costa approved Measure J, which continued the half-cent transportation sales tax for an additional 25 years through 2034. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When leveraged with federal, State and regional funds, the two measures will result in over \$6.5 billion invested in transportation projects and programs in Contra Costa.

The projects and programs that are advanced with these funds were defined in a TEP that was developed by the Authority with input from many stakeholders. Each successful ballot measure involved a complex development process that eventually led to approval by the voters of Contra Costa.

The current Measure J half-cent transportation sales tax will expire in 2034. Approximately 58 percent of the overall revenues are used for "pay-as-you-go" programs and 42 percent for capital improvement projects. During the first ten years of the measure, all of the major capital improvement projects (SR-4 East, eBART, I-680 and I-80 corridor investments and others) will be complete or in construction. Consequently by 2018, approximately 82 percent of the Measure J project funds will have been expended, and any remaining project revenues will go towards repayment of bonds. Given the lack of new funding for major capital projects at the State and federal level, and the need to augment maintenance and operational programs, the Authority is considering development of a new TEP for possible consideration by the voters in November 2016.

Adoption of TEP Principles

At its meeting in March, the Authority directed staff to initiate the development of a TEP for a possible November 2016 ballot measure. An initial step in this process is to adopt Principles for Development of a TEP (Principles). Development of a new TEP should be guided by principles that build on the Vision, Goals and Strategies identified in the 2014 CTP and that embrace the values of collaboration between the Authority and its partner agencies. Development of a TEP will require technical, political, public and stakeholder engagement. The Principles will help guide the Authority through the TEP stakeholder engagement and development process and the range of issues that will be part of the discussion leading to a TEP.

The proposed Principles for a new TEP include supporting the Authority's vision and goals; conducting a robust public participation effort; adopting a consensus-based approach; finding the right balance for a healthy environment and strong economy for future generations; maintaining the system; leveraging funds and continuing our commitment to growth management and cooperative planning (see Attachment A).

Developing a Work Plan and Schedule

Authority adoption of the proposed Principles marks a starting point for a major work effort that staff is prepared to undertake. Staff is currently developing a work program, detailed cost estimate and schedule, proposed committee structure, and stakeholder engagement strategy for discussion in May.

Already, there is significant interest among stakeholders in the TEP development process. Upon approval of the Principles, staff and consultants will continue in the discussions that were held with the public and stakeholders during development of the draft CTP to transition to a discussion of a financially-constrained TEP.

Relationship of the TEP Effort and MTC's 2017 RTP

In March, MTC released information regarding an update to the Regional Transportation Plan (RTP). Staff has reviewed the proposed RTP process and schedule and believes that it could be complementary to development of a TEP. Consequently, beginning in April, staff will simultaneously introduce the RTP and TEP development process to the Regional Transportation Planning Committees (RTPCs), the Technical Coordinating Committee (TCC), the Citizens Advisory Committee (CAC), other standing committees and key stakeholders to collect input for development of a coordinated workplan. The goal of this effort will be to identify a process that

results in consensus on priority projects and programs that may be applicable to both the TEP and the RTP.

Next Steps

A schedule and work program for undertaking the TEP will be brought to the Authority in May. The schedule will be based upon the required lead time and process involved with the preparation for a possible November 2016 ballot measure. Staff will make every effort to combine and coordinate the work with MTC for the development of the 2017 RTP with the effort to develop policies and investment priorities for the TEP.

Contra Costa Transportation Authority

Principles for Development of a Transportation Expenditure Plan

April 15, 2015

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be needed over the next 25 years. The most recent update in 2014 included a comprehensive

public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Countywide Comprehensive Transportation Plan identifies the following goals:

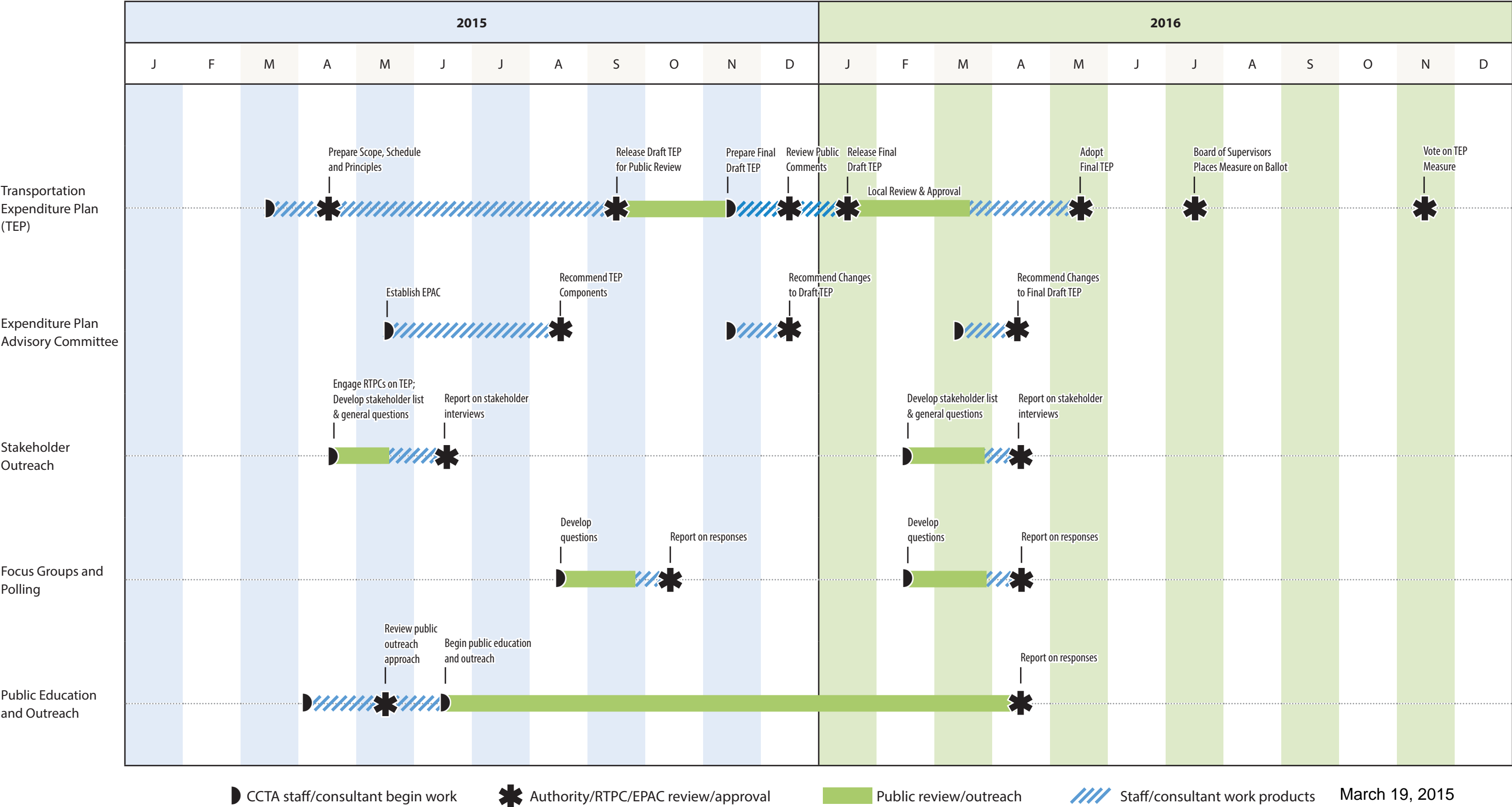
1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities;
3. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

1. **Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
2. **Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
3. **Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** Balance the needs and benefits for all people and areas of Contra Costa to provide a healthy environment and strong economy, considering impact on vehicle miles travelled and greenhouse gas emissions, supporting transportation for livable communities' projects, while accounting for future demographic and technological change and innovation.
6. **Public Health.** The Contra Costa Transportation Authority recognizes that transportation policy can result in a reduction of transportation impacts on the environment and provide complementary public health benefits.
7. **Maintenance of the Existing System.** Maintain the existing highway, road, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.



Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: March 18, 2015

Subject	Development of a Transportation Expenditure Plan (TEP)
Summary of Issues	<p>Over the past two years, the Authority, its partners and other stakeholders have been working on the 2014 Countywide Comprehensive Transportation Plan (CTP). Through that planning process, over \$32 billion of projects and programs were identified to improve our transportation system. The projected revenue from federal, state and regional sources is insufficient to fully fund the needs identified in the CTP. Over the last two decades, local funds from Measures C & J have become a major factor in the funding and delivery of transportation improvements, however, a significant funding gap still exists. Development and approval of a new Transportation Expenditure Plan (TEP) and an associated countywide transportation sales tax measure is one method to begin to address the funding gap. Staff seeks Authority guidance regarding development of a TEP, formation of appropriate advisory committees, drafting of TEP principles, and schedule for adoption.</p>
Recommendations	<p>Staff recommends that the Authority initiate the TEP development process by directing staff to develop a work plan, committee structure, principles, and cost estimates for undertaking a Transportation Expenditure Plan effort.</p>
Financial Implications	<p>Authority Agreement No. 366 with Gray Bowen Scott, as amended, includes a total budget of \$1.8 million for Public Outreach and Polling in Support of the CTP. Approximately \$900,000 remains in the budget for continued consultant support for conducting additional public education and outreach following CTP adoption. The total cost of developing a TEP and placing it on the ballot would likely exceed the remaining budget. Upon approval of the Principles, staff will propose a plan to pursue the development of a TEP, including costs associate with additional consultant efforts for development and other costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder.</p>
Options	<ol style="list-style-type: none"> 1. Defer TEP development. 2. Direct staff to investigate other options to address funding

	shortfalls.
Attachments	A. <i>Proposed Schedules to be handed out at Authority Meeting</i>
Changes from Committee	N/A

Background

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Measure C, passed in 1988, created a half-cent sales tax for 20 years, expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71.1 percent vote, to continue the half-cent transportation sales tax for an additional 25 years (beyond the original 2009 expiration date). Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When combined with federal, state and regional funds, it will result in over \$6.5 billion invested in transportation (year of expenditure dollars).

The projects and programs that are advanced with these funds are defined in a Transportation Expenditure Plan (TEP) that was approved by the Authority and included with the ballot measures. The TEP is a critical component of gaining approval of a local transportation revenue source, as it clearly defines what benefits will be received if the electorate approves a local sales tax measure. The TEP also allows the Authority to include details of policy provisions that will be used in the implementation such as accountability, priorities for leveraging other fund sources, the Growth Management Program, the Urban Limit Line, and other policies.

Information Developed Through the 2014 CTP Update

The Authority updates its CTP every 5 years. The CTP provides a blueprint for future investment in Contra Costa's transportation system, and identifies projects, programs and policies anticipated to be needed over the next 25 years. Public review of the Draft 2014 CTP Update, released in August 2014, included a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The Draft CTP identified goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

In response to the public input received during September and October of 2014, Authority staff revised the Draft CTP. The Proposal for Adoption version of the CTP was posted to the Authority website as part of the March 4 Planning Committee meeting packet. It identifies over \$32 billion (2014 constant dollars) of projects and programs. The projects are generally capital improvements to the transportation infrastructure, collections of related smaller infrastructure projects, and operational or service enhancements to existing transportation services. The programs generally represent costs to operate and maintain the existing transportation system. The cost for the projects identified in the draft CTP totals \$12.4 billion with available funding from approved local, federal, state and regional sources projected to be \$3.4 billion, resulting in a \$9 billion shortfall for projects. The CTP cost for programs is \$19.6 billion which is primarily funded from regional and other sources (including transit fares and tolls). The shortfall for programs is estimated to be less than \$2 billion.

Adoption of the Final 2014 CTP, originally scheduled for March 18, 2015, has been postponed pending further refinements to respond further to stakeholder comments.

Status of Measure J

The current Measure J half-cent transportation sales tax will be collected through 2034 and is included in the above revenue assumptions. Measure J includes a “pay-as-you-go” program component consisting of maintenance and operations activities and hybrid project programs (collections of related smaller infrastructure projects). Together, these represent about 58 percent of the overall revenue that will be used to continue the TEP defined program improvements (i.e. Local Streets Maintenance & Improvements, Bus Services, Transportation for Seniors & People with Disabilities, Safe Transportation for Children, Pedestrian, Bicycle & Trail Facilities, and Transportation for Livable Communities) through the expiration of Measure J.

The remaining Measure J funds (42 percent) are identified in the TEP for major projects (e.g., new Caldecott Tunnel fourth bore, BART extension, Highway 4 widening, Richmond Parkway, I-680 Carpool Lane Gap Closure). All of the major projects are either underway or completed, with accelerated delivery strategies ensuring that the benefits of the projects will be realized within the first 10 years. This is possible through an Authority policy to bond against future project revenues and aggressive delivery strategies. These strategies also resulted in nearly 3 to 1 leveraging of capital projects funding. A consequence of the aggressive delivery strategy is

that all the Measure J funds available for major capital projects have been expended or committed.

Impetus for the TEP

To continue to implement a robust capital program to improve the transportation network in Contra Costa, and to enhance or add new services, additional new revenue is required. Over the last two decades, local funds have become a major factor in the funding and delivery of transportation improvements. Development and approval of a new TEP and an associated countywide transportation sales tax measure is one method to begin to address the funding gap.

On behalf of the Authority, EMC Research completed a research program that consisted of focus groups conducted in each of the four sub-regions and countywide telephone surveys of likely voters in Contra Costa County. The focus groups and the initial survey were completed in the autumn of 2013 and the follow-up survey was completed in March of 2014.

The results showed strong support for the Authority's work and a willingness to consider an extension and augmentation of the sales tax. The research indicates, however, that voters will insist on a detailed spending plan with improvements across all modes of travel. In particular, survey respondents expressed preference for improved transit and BART, traffic smoothing, and maintenance of existing streets and roads. Specific capital project investments, improved pedestrian and bicycle trails, and expanding alternative modes of travel also polled well.

Process for Developing a new TEP

Developing a new TEP is a lengthy process that will require a significant level of public outreach and stakeholder engagement. Staff estimates that the process would take about 18 months, which means that to get on the ballot in November 2016, the process would have to begin now. Previous schedules circulated to the Authority envisioned release of a Draft TEP in summer 2015, approval of a Final Draft TEP in December 2015, and using 2016 to go through the local review and approval process.

Staff therefore seeks direction from the Authority to initiate the process. Upon direction from the Authority to start work on a new TEP, staff would develop a proposed committee structure, a schedule, and a cost estimate for the effort. The proposed process would need to address the various scenarios and options for projects and programs, the amount and term of a possible

new measure, and different funding distributions. For example, current forecasts indicate that an additional 25 year half-cent sales tax (with collection starting in 2017) would generate approximately \$2.3 billion (in constant 2014 dollars).

Development of a TEP would also require technical, political, public and stakeholder engagement. The Authority would need to develop a set of Principles to help guide it through a range of issues that will need to be addressed, including supporting the vision and goals of the Authority, public participation, the need for consensus, and highlighting priority programs and policies.

Regarding committee structure, staff recommends the creation of an Expenditure Plan Advisory Committee comprised of representatives from non-governmental organizations throughout Contra Costa. This committee would provide valuable input on developing a TEP that finds the right balance among competing transportation needs.

Next Steps

Upon direction from the Authority to proceed, staff would return in April with a recommended TEP process and schedule for consideration by the Authority.

Agenda Item 7



CONTRA COSTA
transportation
authority

COMMISSIONERS

Julie Pierce,
Chair

Dave Hudson,
Vice Chair

Janet Abelson

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Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Andy Dillard, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Tony Coe, LPMC (Interim)

From: Randell H. Iwasaki, Executive Director

Date: April 21, 2015

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

At its April 15, 2015 meeting, the Authority discussed the following items which may be of interest to the Regional Transportation Planning Committees:

- 1. Submittal of Draft 2015 Priority Development Area (PDA) Investment & Growth Strategy.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare and annually update a PDA Investment & Growth Strategy. The PDA Strategy is intended to outline the CMA's strategy for supporting PDA development in its county and to ensure that federal funds intended to support PDA development are used effectively. The Authority adopted its Initial PDA Strategy in 2013 and adopted its first update in April 2014. The Metropolitan Transportation Commission (MTC) is asking CMA's to submit a draft 2015 PDA Strategy by May 2015 for review. Authority staff and consultants have prepared a draft 2015 PDA Strategy for submittal. *The Authority approved submittal of the Draft 2015 PDA Investment and Growth Strategy to MTC.*
- 2. Approval of Principles for Development of a Transportation Expenditure Plan.** At its meeting in March, the Authority directed staff to undertake tasks to initiate the development of a Transportation Expenditure Plan (TEP) that would begin to address the major shortfall in funding identified in the Draft 2014 Countywide Transportation Plan (CTP). Development of a TEP should be

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
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aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort. *The Authority reviewed the Principles and directed staff to make a few revisions and return with a proposed work program, schedule, cost estimate and stakeholder engagement plan to pursue the development of a TEP for Authority consideration in May. The Authority also agreed that future TEP-related agenda items will continue to be brought directly to the Authority Board for consideration.*

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

April 10, 2015

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

Re: Status Letter for TRANSPAC Meeting – April 9, 2015

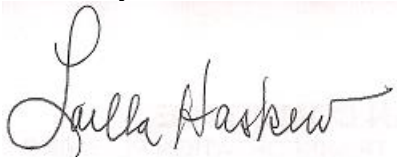
Dear Mr. Iwasaki:

At its meeting on April 9, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved the City of Concord's Measure C/J reprogramming proposal and forwarded the proposal to the Contra Costa Transportation Authority with a recommendation for approval.
2. Received a presentation from Steve Beroldo, BART's Manager of Access Programs and Deidre Heitman, BART's Principal Planner on plans for three new bicycle facilities at Walnut Creek, Pleasant Hill, and Concord BART stations.
3. Received a presentation from Lynn Overcashier, 511 Contra Costa Program Manager on Street Smarts Diablo School Education Programs and Infrastructure Improvements; as well as a presentation on the spring 2015 TRANSPAC/TRANSPLAN TDM Program Update.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff

Mr. Randell H. Iwasaki

April 10, 2015

Page 2

Candace Andersen, Chair – SWAT

Robert Taylor, Chair – TRANSPLAN

Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)

John Nemeth – WCCTAC

Janet Abelson – WCCTAC

Jamar I. Stamps – TRANSPLAN

Andy Dillard – SWAT

Danice Rosenbohm, CCTA

June Catalano, Diane Bentley – City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

April 29, 2015

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on April 9, 2015.

Receive 511 Contra Costa Street Smarts Program and Infrastructure Program Spring 2015 Update. The Committee received a presentation from 511 Contra Costa on its Street Smarts Program and Infrastructure Program and provided comments.

Adopt Fiscal Year (FY) 2015/16 Work Plan and Budget and Direct Staff to Deliver Invoices to Member Agencies. The Committee unanimously adopted the FY 2015/16 work plan and budget and directed staff to deliver invoices to member agencies.

Approve the Proposed Amendments to the East County Action Plan for Routes of Regional Significance and Direct Staff to Forward the Proposed Amendments to the Contra Costa Transportation Authority (CCTA). The Committee unanimously approved the proposed amendments to the East County Action Plan for Routes of Regional Significance and directed staff to forward the proposed amendments to CCTA.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 14, 2015 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC	J. Townsend, EBRPD
A. Tucci-Smith, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	

TOWN OF MORAGA PUBLIC HEARING **TOWN COUNCIL**

Consideration of an Appeal of the Planning Commission Approval of a Conceptual Development Plan for the Moraga Town Center Homes project, a 36-Unit Attached Single Family Subdivision, and Consideration of the Adoption of an Amendment to Moraga Municipal Code Chapter 8.48, and rezoning of the subject property (**Continued from April 8, 2015**). Actions under consideration include:

- Introducing and Waiving the First Reading of an Ordinance Amending Moraga Municipal Code Chapter 8.48 to add 12-DUA PD Land Use Classification, and Amending the Zoning Map for the Moraga Town Center Homes Property (APNs: 257-180-082-6 and 257-190-057-6) from Suburban Office (SO) to 12-DUA Planned Development (12-DUA-MC-PD); and
- Resolution No. __-2015 Considering the Appeal, Upholding the Planning Commission's decision and Approving the Conceptual Development Plan for the Moraga Town Center Homes Project

DAY/DATE/ TIME/PLACE	Town Council Meeting Wednesday, May 13, 2015 at 7:00 p.m. Joaquin Moraga Intermediate School Auditorium, 1010 Camino Pablo, Moraga
PROJECT SITE	Vacant lot situated between Moraga Way and Country Club Drive adjacent to the Moraga Orinda Fire District Offices (APN 257-180-082 & 257-190-057)
APPLICANT	City Ventures, 444 Spear Street, Suite 105 San Francisco, CA 94105
OWNER	Russell Bruzzone Inc. and Moraga General Properties, LLC, 899 Hope Lane, Lafayette CA 94595
ZONING	Suburban Office (SO), Moraga Center Specific Plan, Mixed Office Residential (proposed zoning 12-DUA PD)
CEQA STATUS	The project is located within the boundaries of the Moraga Center Specific Plan, which was evaluated under CEQA in an EIR (SCH # 2000031129) certified by the Town Council on January 27, 2010. There are no new significant effects or impacts or new information that require additional analysis under CEQA Guidelines Sections 15162 and 15183.
STAFF CONTACT	Ella Samonsky, Associate Planner (925)888-7042 esamonsky@moraga.ca.us