



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE MEETING AGENDA

**Monday, August 5, 2019
3:00 p.m.**

**City of San Ramon City Hall
7000 Bollinger Canyon Road, San Ramon, CA 94583
EOC Room – 1st Floor**

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 INTRODUCTION

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

- 4.A** SWAT meeting minutes of June 10th and June 18th will be deferred to September meeting for approval

5. CONSENT CALENDAR

- 5.A** **Approve** 511 Contra Costa FY 2019-20 SWAT Transportation Demand Management Programs and Budget

End of Consent Calendar

6. REGULAR AGENDA ITEMS

- 6.A** **Receive Update and Provide Comments** on Proposed Projects and Programs for Potential Transportation Expenditure Plan (TEP) by Hisham Noeimi, Engineering

Manager, Contra Costa Transportation Authority (*Attachment – Action as deemed appropriate*)

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

- TRANSPAC Meeting Summary – June 13, 2019
- Contra Costa Transportation Authority Meeting Summary – June 19, 2019
- Contra Costa County Sustainability Commission – June 24, 2019
- TRANSPLAN Special Meeting Summary – June 27, 2019
- League of Women Voters of Diablo Valley Comments on TEP – July 1, 2019
- TRANSPAC Meeting Summary – July 3, 2019
- WCCTAC Special Meeting Summary – July 12, 2019
- Contra Costa Transportation Authority Meeting Summary – July 17, 2019
- TRANSPLAN Meeting Summary – July 25, 2019
- WCCTAC Board Meeting Summary – July 26, 2019

8. DISCUSSION: Next Agenda

9. ADJOURNMENT Monday, September 9, 2019 - 3:00 p.m. City of San Ramon City Hall, EOC Room 1st Floor, 7000 Bollinger Canyon Road, San Ramon, CA 94583

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.

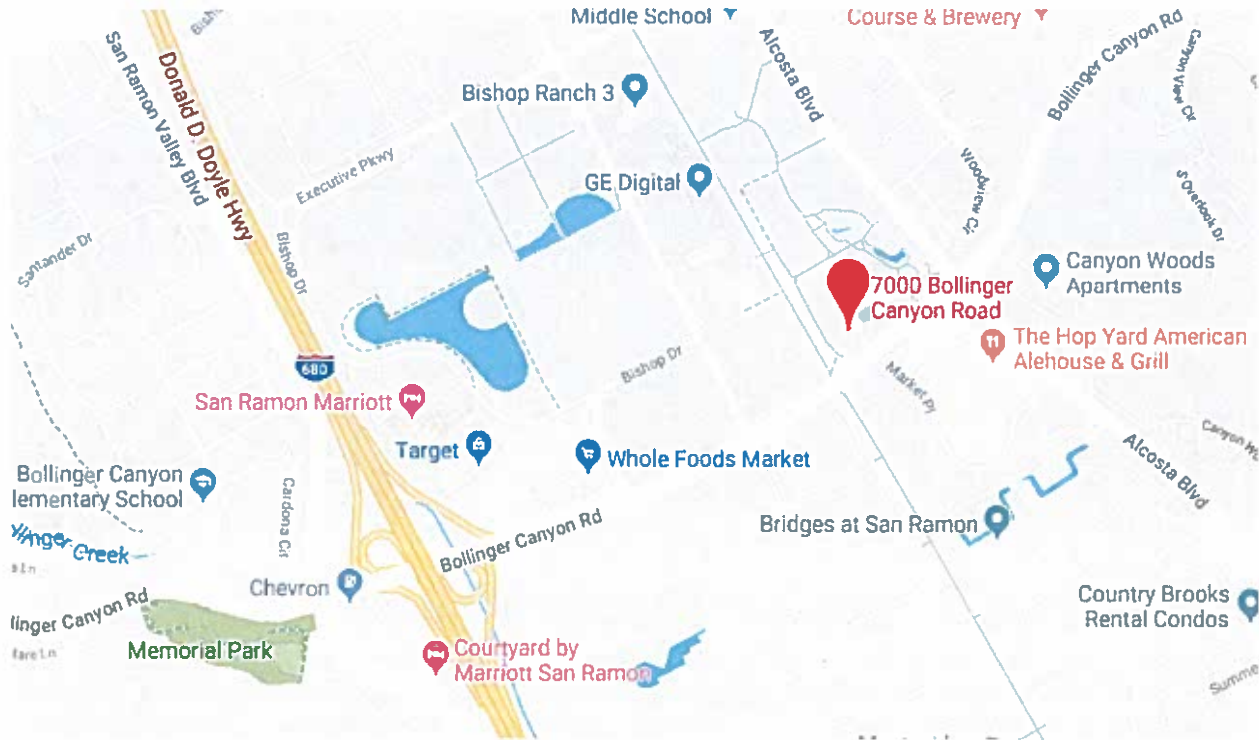
Staff Contact: Lisa Bobadilla, SWAT Administrative Staff

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

**CITY OF SAN RAMON CITY HALL
7000 BOLLINGER CANYON ROAD, SAN RAMON 94583
EOC Room – 1st Floor**



AGENDA ITEM 5.A



SWAT

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

DATE: August 5, 2019

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee
By: Darlene Amaral, SWAT TDM Analyst

SUBJECT: 511 Contra Costa FY 2019-20 SWAT Transportation Demand Management (TDM) Programs and Budget

RECOMMENDED ACTION

The SWAT TAC recommends SWAT review and approve the following:

1. 511 Contra Costa FY 2019-20 SWAT TDM programs and budget; and
2. Authorize staff to submit program applications to the Contra Costa Transportation Authority for Measure J and Transportation Fund for Clean Air (TFCA) funding.

BACKGROUND AND ANALYSIS

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). Through its countywide and sub-regional TDM programs, 511 Contra Costa provides essential support to Contra Costa jurisdictions in the following areas:

- Compliance with the TDM ordinance requirements of the Measure J Growth Management Program Compliance Checklist.
- Implementation of TDM measures as outlined in the Tri-Valley and Lamorinda sub-regional Action Plans.
- Fulfillment of the TDM priorities of each of the Regional Transportation Planning Committee's (RTPC's), including Countywide and local TDM ordinances.
- Implementation of cost-effective Bay Area Air Quality Management District (BAAQMD) TFCA programs to reduce Greenhouse Gas (GHG) emissions.

- Implementation of the MTC-delegated Employer Outreach Program.
- Support and implementation of the TDM elements of the Sustainable Community Strategies of SB 375.
- Support for employers within SWAT with 50 or more employees, to comply with the mandatory Bay Area Commuter Benefit Program (SB 1339), by offering commute incentives through the 511 Contra Costa Programs.

FISCAL ANALYSIS

For FY 2019-20, the primary funding for the 511 Contra Costa TDM program is derived from TFCA funding, provided by the BAAQMD Program Manager Funds and administered locally by the Contra Costa Transportation Authority (CCTA). The incentive programs (transit, vanpool, carpool, guaranteed ride home and employer outreach) are funded with TFCA dollars. In addition, Measure J Commute Alternative funding is available to 511 Contra Costa to cover indirect costs associated with programs funded with TFCA grant money, as well as local TDM programs/projects, approved by the RTPCs.

The CCTA and BAAQMD allocate funding for purposes of implementing employer and residential based TDM projects and programs that meet the goals and objectives to reduce traffic congestion and improve air quality. Current BAAQMD TFCA policy allows the use of TFCA funds for program and project direct costs but are limited in use for program indirect costs. Funding for the 511 Contra Costa programs is allocated sub-regionally based on a formula which includes 50% population and 50% jobs within each sub-region.

The current allocation distribution is as follows:

Central/East County (TRANSPAC/TRANSPLAN)	57.10%
West County (WCCTAC)	22.70%
Southwest County (SWAT)	20.20%

The BAAQMD allows the Congestion Management Agency's (CCTA) to use 5% of the county allocation for program administration. Therefore, the Authority's share of funding covers the Authority's administration of the 511 Contra Costa TDM program.

The proposed FY 2019-20 SWAT TDM programs and budget includes a one-time increase of \$15,000 in Measure J funds for the Lamorinda School Bus Program and a one-time increase of \$13,000 in TFCA funds for the Countywide Vanpool Incentive Program.

With respect to the Lamorinda School Bus Program, the funding will not be used for school bus operations, rather it will be applied to the School Bus Program reserve account.

The one-time increase of \$13,000 in TFCA for the Countywide Vanpool Program will be used to initiate a “pilot” vanpool or on-demand shuttle from the East County region (Oakley/Brentwood) or from an area where large concentration of commuters live and travel to the San Ramon Valley, i.e., Bishop Ranch Business Park. The funding will be directed to individual riders or to the vanpool/shuttle leasing company to cover startup cost for vanpool or on-demand shuttle.

The proposed FY 2019-20 SWAT TDM programs and budget have been reviewed by SWAT TAC and recommendations from TAC have been incorporated. The Program funds are available July 1, 2019. The TFCA funds must be spent within two years of receipt, unless an application states that the program will extend a longer period of time, thereby exceeding the two-year criteria.

A summary of TDM program funding for FY 2019-20 is as follows:

TFCA	\$324,761
Measure J	\$172,895
TOTAL:	\$497,656

STEPS FOLLOWING APPROVAL

1. Forward 511 Contra Costa FY 2019-20 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority.
2. Upon receipt, Authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District.
3. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority.
4. Subsequently, the Contra Costa Transportation Authority will enter into an agreement with the City of San Ramon for the implementation and oversight of the 511 Contra Costa SWAT TDM programs for FY 2019-20.

ATTACHMENT

- A. FY 2019-20 SWAT TDM program expenditure plan and budget

511 CONTRA COSTA - SWAT SUBREGION
SUMMARY OF PROGRAMS & PROJECTS

FY 2019-20

	SW Emissions/Trip Reduction	Measure J	Proposed Budget FY 2019-20	Approved FY 2018-19
Programs & Projects	20CCXX	20SRMJ19	TOTAL	TOTAL
Personnel	\$ 101,919	\$ 36,400	\$ 138,319	\$ 138,319
Professional Services				
TRAFFIX Program	\$ 54,031	\$ 20,969	\$ 75,000	\$ 72,500
Lamorinda School Bus Program *	\$ -	\$ 90,000	\$ 90,000	\$ 72,500
Bike East Bay Bike Classes & Services		\$ 3,126	\$ 3,126	\$ -
Program-related services(chamber dues, membership renewals, etc.)		\$ 2,000	\$ 2,000	\$ 1,000
Total Professional Services	\$ 54,031	\$ 116,095	\$ 170,126	
Printing/Marketing	\$ -	\$ -	\$ -	\$ 10,000
Travel & Training				
TDM Administrative Oversight (mileage reimbursement & cost of training)		\$ 4,500	\$ 4,500	\$ 4,000
Postage	\$ 500		\$ 500	\$ 500
Program Office Supplies		\$ 500	\$ 500	\$ 481
Incentives				
Countywide Vanpool Program *	\$ 50,000		\$ 50,000	\$ 37,000
Student Transit Program (Flash Pass) & DVC SR Campus	\$ 46,719		\$ 46,719	\$ 47,000
High School Carpool to School Incentive Program	\$ 5,000		\$ 5,000	\$ 5,000
SWAT Employer Program				
Commuter Fairs/Events	\$ 500		\$ 500	\$ 500
Bike Racks and/or Lockers	\$ 46,000		\$ 46,000	\$ 54,766
Bike to Work Day Supplies & Incentives	\$ 5,000		\$ 5,000	\$ 5,092
Electric Vehicle Charging Stations (Measure J)		\$ 15,000	\$ 15,000	\$ 30,000
Survey Incentives	\$ 5,000		\$ 5,000	\$ 5,000
SWAT In-House Commuter Program		\$ 400	\$ 400	\$ 400
Countywide Summer Bike Challenge	\$ 10,092		\$ 10,092	\$ -
Total Incentives	\$ 168,311	\$ 15,400	\$ 183,711	
Total Program Expenditures:	\$ 324,761	\$ 172,895	\$ 497,656	\$ 484,058
Allocated Amounts by Project	\$ -	\$ -	\$ -	

REVENUES FY19-20	Amounts	FY18-19	Difference
TFCA Funds	\$ 324,761	\$ 322,042	\$ 2,719
Measure J Funds	\$ 172,895	\$ 172,016	\$ 879
CMAQ Funds	\$ -	\$ -	
Total Program Revenues:	\$ 497,656	\$ 494,058	\$ 3,598

*Lamorinda School Bus Program - The additional funding of \$15,000 in Measure J funds is a one-time only allocation for this fiscal year. The funding will not be used for school bus operations, rather it will be applied to the School Bus Program reserve account.

*Countywide Vanpool Program - The additional funding of \$13,000 in TFCA funds is a one-time only allocation for a Pilot on-demand Shuttle or Vanpool. The funding will be used to initiate a “pilot” on-demand shuttle or vanpool from the East County region (Oakley/Brentwood) or from an area where large concentration of commuters live and travel to the San Ramon Valley (Bishop Ranch Business Park). The funding will be directed to individual riders, or to the vanpool/shuttle leasing company to cover startup cost a vanpool or on-demand shuttle.

AGENDA ITEM 6.A



SWAT

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

DATE: August 5, 2019

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee (TAC)

SUBJECT: Development of a New Transportation Expenditure Plan (TEP)
for Contra Costa County

BACKGROUND

Since 1989, the Contra Costa Transportation Authority (CCTA) 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 \$3.7 billion in local sales tax funds.

The projects and programs funded with these funds are defined in a Transportation Expenditure Plan (TEP). The TEP is a critical component of gaining approval of a local transportation revenue source. The TEP defines what benefits will be received if the electorate approves a local sales tax measure.

ANALYSIS

Today, Measure J includes ongoing funding for programs consisting of maintenance, operations, and local projects related to small infrastructure improvements. These funding sources represent approximately 58 percent of the overall Measure J revenue that will fund defined program improvements such as Local Streets Maintenance & Improvements (LSM), Bus Services, Safe Transportation for Children (TRAFFIX/Lamorinda School Bus Program), Pedestrian, Bicycle & Trail Facilities (PBTF), and Transportation for Livable

Communities (TLC) through the end of the current Measure J half-cent transportation sales tax in 2034.

The remaining Measure J funds, approximately 42 percent, were dedicated to construction of major infrastructure projects such as the 4th boar of the Caldecott Tunnel, Highway 4 widening and the Bay Area Rapid Transit (BART) extension to East Contra Costa County (Antioch), improvements to the Interstate 680 (I-680)/Highway 4 Interchange, and the High Occupancy Lane (HOV) Carpool Gap Closure Project on I-680.

A majority of the major capital projects in Measure J are either under construction or completed. The CCTA, using accelerated delivery strategies, was able to deliver the projects to the public quickly and efficiently. In addition, CCTA's policy that allows bonding against future project revenues helped accelerate project delivery.

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

Development of New Transportation Expenditure Plan (TEP)

In April 2019, the CCTA authorized staff to begin exploring development of a new TEP and conduct public opinion research, propose guiding principles, and prepare a work plan, schedule and cost estimate for development of a new TEP.

In May 2019, the CCTA approved the guiding principles and work plan for development of a new TEP, and directed CCTA staff to undertake activities towards development of a new TEP. The development of a new TEP is underway and time is of the essence, it should be noted that the ***target date for CCTA approval of a proposed new TEP for consideration by City/Town Councils and the County Board of Supervisors is August 21, 2019. The target date for CCTA approval of the final TEP and request that it be placed on the ballot is October 30, 2019.***

On Wednesday, June 5, 2019, the CCTA held a special meeting to review and approve a proposed draft TEP to circulate to Regional Transportation Planning Committees (RTPC's), etc., and to seek input from RTPC's and stakeholders.

On Monday, June 10, 2019 SWAT met. A summary of SWAT comments on the draft TEP were forwarded to CCTA and are attached, for reference.

On Wednesday, June 12, 2019, the CCTA held a special meeting. The SWAT initial comments were submitted to the CCTA and were included as part of the TEP discussion. In addition, a number of documents related to the development of a new TEP were circulated for review/comment by CCTA at the June 12, 2019 special meeting.

On June 18, 2019, SWAT held a special meeting to review an updated version of the TEP. A summary of SWAT comments from the June 18th meeting were forwarded to CCTA and are attached, for reference.

On June 19 and July 17 2019, the CCTA held meetings to receive updates on the status of the draft TEP. Subsequently, on July 18, 2019 a revised TEP was circulated to the RTPC's for review and comment (Attachment A).

To continue the SWAT review and discussions of a possible new TEP as well as provide review and input on related policy documents, SWAT TAC recommends review and comment on the TEP dated July 18, 2019 and policy related documents circulated by CCTA.

NEXT STEPS

1. Forward SWAT TEP preliminary recommendation(s) to CCTA;
2. Prepare updated SWAT consensus on proposed TEP; and
3. Direct SWAT CCTA representatives to articulate SWAT recommendation(s) at all future CCTA TEP meetings.

ATTACHMENTS

- A. Transportation Expenditure Plan – dated July 18, 2019
- B. Guiding Principles for Development of a Proposed TEP
- C. CCTA Staff Report Dated July 17, 2019 – Proposed Policies in the Initial Draft TEP
- D. SWAT meeting summary June 10, 2019
- E. SWAT meeting summary June 18, 2019
- F. A Plan for Contra Costa's Future – 2020 TEP – Initial Draft

Staff Contact:

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Web: www.CCTA-SWAT.net

Expenditure Plan Summary - JULY 18, 2019

			Distribution of Funding by Subregion			
Funding Category	\$ millions	%	Central (a)	Southwest (b)	West (c)	East (d)
RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS	1370	44.8%				
Improve State Route 242 (SR-242), Highway 4 and eBART Corridor	673	22.0%				
Relieve Congestion and Improve Access to Jobs along Highway 4 and SR-242	200	6.5%	154			46
Improve Local Access to Highway 4 and Byron Airport	150	4.9%				150
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	3.3%				100
Improve Traffic Flow on Major Roads in East County	75	2.5%				75
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.6%	30			20
Improve Transit Reliability along SR-242, State Route 4 and Vasco Road	50	1.6%	12			38
Seamless Connected Transportation Options	20	0.7%	8			12
Additional Train Cars for e-BART	28	0.9%				28
Modernize I-680, Highway 24, and BART Corridor	481	15.7%				
Relieve Congestion, Ease Bottlenecks, and Improve Local Access along the I-680 Corridor	200	6.5%	105	95		
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	103	3.4%	93	10		
Improve Transit Reliability along the Interstate 680 and Highway 24 Corridors	50	1.6%	25	25		
Provide Greater Access to BART Stations along I-680 and Highway 24	49	1.6%	30	19		
Seamless Connected Transportation Options	25	0.8%	17	8		
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.1%	3	33		
Improve Traffic Flow on Major Roads in San Ramon Valley	19	0.6%		19		
Upgrade I-80 and I-580 (Richmond Bridge), and BART Corridor	216	7.0%				
Improve Transit Reliability along the I-80 Corridor	90	3.0%			90	
Relieve Congestion and Improve Local Access along I-80 Corridor	57	1.9%			57	
Enhance Ferry Service and Commuter Rail in West County	34	1.1%			34	
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway	19	0.6%			19	
Seamless Connected Transportation Options	5	0.2%			5	
Improve Traffic Flow on Major Roads in West County	10	0.3%			10	
IMPROVING TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES	1569	51.3%				
Modernize Local Roads and Improve Access to Jobs and Housing	532	17.4%	156	122	101	154
Improve Walking and Biking on Streets and Trails	215	7.0%	53	54	51	57
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	192	6.3%	78	78		36
Increase Bus Services and Reliability in West Contra Costa	187	6.1%			187	
Affordable Transportation for Seniors, Veterans, and People with Disabilities	154	5.0%	40	25	41	48
Cleaner, Safer BART	120	3.9%	30	19	43	28
Safe Transportation for Youth and Students	87	2.8%	14	31	27	15
Reduce Emissions and Improve Air Quality	37	1.2%	11	7	9	10
Improve Transportation and Access to Job Centers	45	1.5%	13	8	10	13
Transportation Planning, Facilities & Services	92	3.0%	27	17	21	26
Administration	31	1.0%	9	6	7	9
TOTAL	3061	100.0%	908	577	713	864
Population Based Share	3061		908	577	713	864
Population Share (2035 Estimate) of Total			29.7%	18.8%	23.3%	28.2%

Contra Costa Transportation Authority Guiding Principles for Development of a Transportation Expenditure Plan

July 2019



MISSION

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

VISION

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

BUILDING A NEW TRANSPORTATION FUTURE

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

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

A ROADMAP TO THE FUTURE

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



Performance Orientation. Use transportation sales tax to achieve defined outcomes and benefits most sought by residents and businesses. Funding will flow to the best opportunities consistent with other Guiding Principles.



Maximize Available Funding. Proactively seek regional, state, and federal funding and private investments to supplement the county's local sales tax revenue, thereby maximizing the total amount of funding for transportation projects in Contra Costa County.



Public Participation. Conduct a public outreach program that collects input from stakeholders, residents and the communities throughout Contra Costa County and respond accordingly with meaningful action.



Commitment to Technology and Innovation. Keep Contra Costa County on the cutting edge of transportation technology by continuing to incorporate advanced technologies and emerging innovations into the transportation system.



Accountability and Transparency. Strive for excellence in protecting the public's investment and shall routinely engage with partner organizations, advisory committees, and the county's residents and businesses to ensure full transparency.



Commitment to Growth Management. Administer countywide policies that support thoughtful growth management to sustain Contra Costa's economy, preserve its environment, and support its communities.



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



Economic Opportunity. Recognize that adding jobs closer to residents' homes can reduce commute times, greenhouse gas emissions and vehicle miles traveled. Consider making sales tax revenue available in expenditure categories to partially fund transportation infrastructure that is likely to result in significant job growth, such as the Northern Waterfront.

BENEFITS OF FUTURE MOBILITY

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



Improve Pavement Condition. Smoother roads in Contra Costa County.



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



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



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



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



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



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

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: July 17, 2019

Subject	Proposed Policies in the Initial Draft Transportation Expenditure Plan (TEP)
Summary of Issues	<p>At its special meeting on June 19, 2019, the Authority Board concurred with staff's recommendation to include several existing and proposed new Policy Statements in the Initial Draft TEP. The Policy Statements include several that were included in the 2016 TEP, as well as, several proposed new Policy Statements. In providing its approval, the Authority Board directed staff to make certain changes to the Policy Statements as presented. Subsequent to the June 19th Authority Board meeting, the Ad Hoc Committee provided additional direction and clarifications to the Policy Statements that were also included in the Initial Draft TEP.</p> <p>Additionally, staff conducted a thorough quality and consistency review of the proposed Policy Statement language. Attachment A also includes numerous non-substantive changes made to the Policy Statements to ensure consistency with the proposed Funding Categories and other sections of the Initial Draft TEP.</p>
Recommendations	Staff seeks input from the Authority Board on the Policy Statements included in the Initial Draft TEP.
Financial Implications	The cost to the Authority of implementing the Policy Statements is included in the proposed 1% of anticipated sales tax revenue reserved for administration in the Initial Draft TEP.
Options	The Authority Board could elect to direct staff to use the Policy Statements as presented at the June 19 th Authority Board Special Meeting in the Initial Draft TEP.
Attachments	A. Policy Statements included in the Initial Draft TEP, shown in "track changes" to highlight changes made since June 19, 2019.

Changes from Committee	N/A
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Background

The Authority Board has approved various administrative, financial and accountability policies beginning with the passage of Measure C in 1988 and the Authority Board's approval of Ordinance 88-01, which was subsequently amended in 2006 with the approval of Measure J. Ordinance 88-01, as amended, contains certain policies related to administrative and accounting practices, committee structures, local hiring preference, allocation of funds, and maintenance-of-effort, among others.

Over time, transportation sales tax measures included additional policies to expand accountability and transparency, increase public participation, impose certain requirements on the recipients of measure funds, and address future uncertainties. Several new Policy Statements were developed and included in the 2016 TEP. These Policy Statements, as well as, two new additional Policy Statements were discussed during the development of the 2020 Initial Draft TEP.

Summary of Policy Statements Included in the Initial Draft TEP

During the development of the 2016 TEP, the Authority Board reviewed other sales tax measures and received suggested policy considerations from stakeholders and advocates. After much debate and careful consideration, the Authority included the following Policy Statements in the 2016 TEP:

A. Growth Management Program (GMP)

The Authority's GMP has been an essential and successful part of TEP's since the passage of Measure C in 1988. The passage of Measure J in 2004 made several refinements to the Measure C GMP, such as adding a requirement that each jurisdiction adopt a voter-approved Urban Limit Line (ULL). The Measure J GMP, as amended, is the current policy of the Authority. The 2016 TEP proposed additional elements that require each jurisdiction to adopt growth management policies for hillside, ridgeline, wildlife corridor, and creek development, as applicable.

The Initial Draft TEP contains essentially the same GMP as proposed in the 2016 TEP, except for updates, by which compliance to policies must be attained.

B. Urban Limit Line (ULL) Compliance Requirements

The requirement to adopt a voter-approved ULL was included in Measure J (2004). Once approved, an adjustment to the ULL also requires voter approval, with the exception of minor (less than 30-acre) adjustments. The policy language included in the 2016 TEP modified the process for a minor (30 acres or less) adjustment to the ULL to require various findings, and that minor adjustments to accommodate residential or commercial development include permanent mitigation of environmental impacts. The County ULL sunsets in 2026. Revisions have been made to the ULL Policy to provide requirements in the event that if any countywide measure to approve an extension or revision to the County ULL fails, then each local jurisdiction relying on the prior County ULL may continue to accept the existing County ULL. The Initial Draft TEP includes essentially the same ULL Compliance Requirements as that proposed in the 2016 TEP.

C. Complete Streets Policy

The Complete Streets Policy was a new Policy Statement proposed in the 2016 TEP. The Policy Statement articulates the policy as follows:

All recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the Exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system.

The Initial Draft TEP includes the Complete Streets Policy with minimal changes.

D. Advance Mitigation Program

An Advance Mitigation Program was included as a new Policy Statement in the 2016 TEP resulting from an opportunity co-sponsored by the Coastal Conservancy and the Metropolitan Transportation Commission (MTC). In 2014, the MTC and the Coastal Conservancy launched an effort to develop a Regional Advance Mitigation Program (RAMP) initiative in the San Francisco Bay Area as a strategy in Plan Bay Area 2040, MTC's most recent Regional Transportation Plan (RTP). MTC and the Coastal Conservancy selected the Nature Conservancy to guide an effort bringing together transportation agencies, regulatory agencies and conservation groups to develop the East Bay RAMP pilot program. In Contra Costa County, the East Bay RAMP pilot aims to complement the East Contra Costa County Habitat Conservation Plan and Natural

Community Conservation Plan (ECCC HCP/NCCP) by providing opportunities to meet species mitigation needs on projects that cannot be met by ECCC HCP/NCCP.

The Initial Draft TEP includes the Advance Mitigation program with minimal changes.

E. Taxpayer Safeguards and Accountability

In 2016, the Authority elected to include a robust Policy Statement for Taxpayer Safeguards and Accountability in the 2016 TEP. Including this policy in the TEP provides greater accessibility to voters as they consider the merits of a new transportation sales tax. The Taxpayer Safeguards and Accountability Policy Statement has two main sections that define the overall Governing Structure of the Authority with respect to the TEP and the Implementing Guidelines regarding the use of funds to deliver the projects and programs included in the TEP.

The process to develop the Initial Draft TEP used the 2016 TEP Taxpayer Safeguards and Accountability language as a starting point. Several additions and edits were included in the Initial Draft TEP. The Changes to the Policy Statement section in this staff report outlines changes made to this section since June 19, 2019.

F. Transit Policy

The Transit Policy is a new proposed policy for the 2020 TEP. The Transit Policy includes a vision for a public transit system that provides convenient, safe, affordable and reliable service that offers an attractive alternative to private automobile usage. The draft policy includes the requirement for Contra Costa County transit operators to collaborate in the development of an Integrated Transit Plan (ITP). The ITP would define how TEP funding could be used to achieve the Transit Vision.

The Initial Draft TEP includes the Transit Policy presented at the special meeting of the Authority Board of June 19, 2019.

G. Vision Zero Policy

The Vision Zero Policy is a proposed new policy for the 2020 TEP. The Vision Zero Policy was presented as a hand-out at the special meeting of the Authority Board on June 19, 2019. Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all. The Vision Zero Framework will consist of the policies, goals and strategic action necessary to achieve Vision Zero, and

the initiatives and actions jurisdictions and transit providers can take to advance Vision Zero.

The Initial Draft TEP includes the Vision Zero Policy with substantive changes to focus on the vision, development of a Model Vision Zero Policy, and coordination with local jurisdictions to evaluate the effects of Vision Zero

Changes to the Policy Statements Subsequent to the June 19th Special Authority Board Meeting

In providing its approval to include the above referenced Policy Statements in the Initial Draft TEP, the Authority Board directed staff to make certain changes to the Policy Statements as presented. Subsequent to the June 19th Authority Board Special Meeting, the Ad Hoc committee provided additional direction and clarifications to the Policy Statements that were also included in the Initial Draft TEP.

Additionally, staff conducted a thorough quality and consistency review of the proposed Policy Statement language. Attachment A also includes numerous non-substantive changes made to the Policy Statements to ensure consistency with the proposed Funding Categories and other sections of the Initial Draft TEP.

Attachment A is the Policy Statements included in the Initial Draft TEP in “track changes” to highlight the changes made to the Policy Statements included in the June 19, 2019 Authority Board Special Meeting packet.

The following discussion highlights the substantive changes made to the Policy Statements subsequent to the June 19th Authority Board Special Meeting. This section does not discuss non-substantive changes, however, both substantive and non-substantive changes are shown in “track changes” in Attachment A.

A. Growth Management Program

- Based on the additions of new policies for Complete Streets and Vision Zero, an additional requirement has been added to require each jurisdiction to adopt a Complete Streets Policy and Vision Zero Policy to be consistent with the 2020 TEP policies.

B. Urban Limit Line (ULL) Compliance Requirements

- Replace language to address the potential for a County ULL ballot to fails for cities and towns that rely on the County ULL.

C. Complete Streets Policy

- Addition to require that procedures be consistent with California Complete Streets Act of 2008, Assembly Bill 1358 (AB 1358).
- Addition to require that procedures be consistent with the adopted Local Jurisdiction Complete Streets Policy and Authority's Complete Street Policy.

D. Advance Mitigation Program

- Clarifying language that all projects funded by the TEP are eligible for inclusion in the Advance Mitigation Program.

E. Taxpayer Safeguards and Accountability

The Taxpayer Safeguards and Accountability Policy Statement has two major sections, Governing Structure and Implementing Policies.

- **Governing Structure**

No changes. The Initial Draft TEP includes the same language for the Governing Structure section as presented at the June 19th Authority Board Special Meeting.

- **Implementing Policies**

- **Section 8. Fiscal Audits**

Revise Fiscal Audits section to apply to all project and program categories. Previously applied to specified programs only.

- **Section 9, Performance Audits**

Revise Performance Audits section to apply to all project and program categories. Previously applied to specified programs only.

- **Section 10, Maintenance of Effort (MOE)**

- Paragraph d is modified to add implementation of a jurisdiction's synchronized signals plan, Complete Streets, Vision Zero and Transit First Policies as additional conditions for jurisdictions to request an adjustment to their MOE.

- Section 16, Performance-Based Project Review
 - Revise language for Performance-Based Project Reviews to be performed for projects exceeding \$10 million (previously \$25 million), and other miscellaneous changes to criteria as shown.
 - Add paragraph to document that four specified funding categories will be subject to additional performance-based reviews as specified in Sections 30 – 33.
- Section 23, Affordable Transportation for Seniors, Veterans, and People with Disabilities
 - Add language to clarify that no funds may be distributed to a service provider before it adopts the Affordable Transportation for Seniors Plan required to be developed by Section 23.
- Section 24, Safe Transportation for Youth and Children
 - Add language to specify that the program guidelines and performance assessments required by Section 16 and Section 24 will not affect the allocation of Measure J programs.
- Section 27, Cleaner, Safer BART
 - Add language to allow the potential use of TEP funding for new Bay Area Rapid Transit (BART) cars in the event that BART completes the train control system. The allocation would only be considered in conjunction with a periodic review of the expenditure plan.
- Section 30, Countywide Major Roads Improvement Program (replaces and modifies prior Section 31, Countywide Local Streets Improvement Program)
 - Clarifying language regarding development of guidelines, performance assessments and process for RTPCs to withdraw projects that do not meet the program guidelines and to substitute new candidate projects.
- Section 39, Programming of Excess Funds
 - Clarifying language that excess funds will be allocated first to the TEP projects and programs that are not fully funded.

- Section 41, Development of Guidelines for Performance-Based Project Review and Programs

Section 41 is a comprehensive, new section to reflect the intent to develop robust procedures and guidelines for several programs and funding categories to ensure that the goals of the TEP are achieved. Section 41 provides additional clarification and definition for the requirements to develop guidelines as required.

F. Transit Policy

No changes. The Initial Draft TEP includes the Transit Policy as presented at the June 19th Authority Board Special Meeting.

G. Vision Zero Policy

The Initial Draft TEP includes the Vision Zero Policy with substantive changes to focus on the vision, development of a Model Vision Zero Policy, and coordination with local jurisdictions to evaluate the effects of Vision Zero

Staff seeks Authority Board comments on the Policy Statements contained in the Initial Draft TEP.

THE GROWTH MANAGEMENT PROGRAM (GMP)

Goals and Objectives

The overall goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa County through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

The objectives of the GMP 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 County that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions; and
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan (TEP) GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is augmented and superseded by this 2020 Transportation Expenditure Plan.

Components

To receive its share of “A Plan for Contra Costa’s Future 2020 TEP” funding from ~~Fix and Modernize Local Roads and Improve Access to Jobs and Housing~~ funds and its share of Contra Costa County’s Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa County’s Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities (TLC) funds ~~and the Contra Costa County 2020 TEP funding from Focus Growth, Support Economic Development, and Create Jobs in Contra Costa County funds~~ each jurisdiction must:

1. Adopt a Growth Management Element (GME)

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–98 below. The Authority will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

Each jurisdiction is encouraged to incorporate other standards and procedures into its GME to support the objectives and required components of the GMP.

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 Transportation Plan (CTP).

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 services or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each RTPC shall develop the regional Development Mitigation Program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives (MTSOs) and actions to achieve them established in the Action Plans for Routes of Regional Significance. RTPCs may use existing regional mitigation programs, if consistent with this section, to comply with the GMP.

3. *Address Housing Options*

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

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

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

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

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

- a. Identify Routes of Regional Significance, and MTSOs or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as MTSOs 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 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; and
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the RTPCs, 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 MTSOs 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 GMP, all jurisdictions must continually comply with an applicable voter approved ULL. Said ULL may either be the Contra Costa County voter-approved 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.

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

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

6. *Develop a Five-Year Capital Improvement Program (CIP)*

Each jurisdiction shall prepare and maintain a CIP 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 CIP shall include approved projects and an analysis of the costs of the proposed^{1.3-11}

projects, as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its CIP 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 TSM Ordinance that the Authority has drafted and adopted. Upon approval of the Authority, cities/towns with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. *Adopt Additional Growth Management Policies, as Applicable*

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable):

- a. Hillside Development Policy;
- b. Ridgeline Protection Policy;
- c. Wildlife Corridor Policy; and
- d. Creek Development Policy.

Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Conservation Plan Act (NCCP) shall satisfy the requirement to have an adopted Wildlife Corridor Policy and Creek Development Policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (FMMP) (as defined by the California Department of Conservation and mapped by FMMP) within their planning areas but outside of their city/town shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting FMMP outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

9. *Adopt a Complete Streets Policy and Vision Zero Policy*

Each jurisdiction shall adopt a Complete Streets Policy, consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Authority's Complete Streets Policy, which accommodates all users of travel modes in the public right-of-way. Each jurisdiction shall also adopt a Vision Zero Policy which substantially complies with the Authority's Model Vision Zero Policy and reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds. Jurisdictions shall document their level of effort to implement these policies, including during requests for funding, peer review of project design, and as part of the newly-added compliance requirement in the biennial Growth Management Program Checklist.

Allocation of Funds

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

Each jurisdiction shall demonstrate its compliance with all of the components of the GMP 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 GMP, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the GMP, it shall allocate to the jurisdiction its share of Contra Costa's 2020 TEP funding from the ~~Fix and Modernize Local Roads~~ and Improve Access to Jobs and Housing category and its share of Contra Costa County's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold those funds and also make a findings that the jurisdiction shall not be eligible to receive ~~Contra Costa's 2020 TEP funding from Focus Growth, Support Economic Development, and Create Jobs in Contra Costa County funds~~ or Contra Costa County's Measure J Transportation Sales Tax Expenditure Plan TLC funds until the Authority determines that 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 policies and procedures.

Footnote:

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

URBAN LIMIT LINE (ULL) COMPLIANCE REQUIREMENTS

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

1. **Urban Limit Line (ULL):** A ULL, 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 County, plus any newly incorporated cities or towns established after July 1, 2020.
3. **County ULL:** A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

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

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

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

The following local jurisdictions have adopted a LV-ULL:

City of Antioch
City of San Ramon
City of Pittsburg

5. **Minor Adjustment:** An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.
6. **Other Adjustments:** Other adjustments that address issues of unconstitutional takings, and conformance to State and Federal law.

Revisions to the ULL

1. A local jurisdiction, which has adopted the County ULL, as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
 - e-d. However, if any countywide measure to approve a revision to the County ULL fails, then the legislative body of each local jurisdiction relying on the prior County ULL may accept and approve the existing County ULL.
- ~~— The County ULL approved by voter as Measure L (2006) expires in 2026. In the event that the County ULL is not extended past its expiration date with its current or different boundaries, 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. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.~~
4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor Adjustment shall not exceed 30 acres.
 - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 200606 § 3, 91-1 § 2, 90-66 § 4), which include:
 - A natural or man-made disaster or public emergency has occurred, which warrants the provision of housing and/or other community needs within land located outside the ULL.
 - An objective study has determined that the ULL is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by State law, and the governing elected legislative body finds that a change to the ULL is^{1.3-15}

necessary and the only feasible means to enable the County jurisdiction to meet these requirements of State law.

- A majority of the cities/towns that are party to a preservation agreement and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, or County growth management studies or otherwise) or circumstances have changed, warranting a change to the ULL.
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the County's aviation related needs; or
 - A change is required to conform to applicable California or Federal law.
- c. Adoption of a findings that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
- e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
- f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.

Conditions of Compliance

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

COMPLETE STREETS POLICY

Vision

This Plan envisions a transportation system and infrastructure in which each component provides reliable, safe, comfortable and convenient access for users of all ages and abilities. These users include pedestrians, bicyclists, transit riders, automobile drivers, taxis, Transportation Network Companies (TNCs) and their passengers, truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users. All projects shall be planned, designed, constructed and operated to prioritize users' life safety and accommodate the Complete Streets concept.

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

Policy

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

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for complete streets and context-sensitive design.

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

checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of 2020 TEP funding from ~~Fix and Modernize Local Roads and Improve Access to Jobs and Housing~~ and Measure J TEP funding from Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public ROW for which the agency is responsible. These procedures shall:

1. Be consistent with California Complete Streets Act of 2008 (AB 1358)
- ~~1-2.~~ Be consistent with and be designed to implement each agency's General Plan Policies once that plan has been updated to comply with the California Complete Streets Act of 2008 and the Authority's Complete Streets Policy;
- ~~2-3.~~ Involve and coordinate the work of all agency departments and staff whose projects will affect the public ROW;
4. Consider the Complete Streets design standards adopted by the Authority; and
- ~~3-5.~~ Be consistent with the adopted Local Jurisdiction Complete Streets Policy and Authority's Complete Street Policy herein
- ~~4-6.~~ Promote proactive data collection and traffic system monitoring using next generation technology, such as advance detection systems
- ~~5-7.~~ 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 CIP.

As part of their biennial GMP checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes by applying Transit, Complete Streets and Vision Zero policies.

As part of the multi-jurisdictional planning required by the GMP, agencies shall work with the Authority and the RTPCs to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

Exceptions

Project sponsors may provide a lesser accommodation or forgo Complete Streets 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 exception 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.

Footnote:

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

ADVANCE MITIGATION PROGRAM

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program (AMP) as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change.

Assembly Bill 2087 (AB 2087) outlines a program for informing science based, non-binding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The AMP used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The AMP will provide environmental mitigation activities specifically required under the California Environmental Quality Act of 1970 (CEQA), National Environmental Policy Act of 1969 (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. Senate Bill 1 (SB1) (2017) created the AMP at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects. The Authority's AMP compliments advance mitigation funding from SB1.

The Authority's participation in an AMP is subject to the following conditions:

1. Development and approval of a Regional Conservation Investment Strategy (RCIS) that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The RCIS established conservation goals and includes countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County HCP/NCCP for the areas of the County covered by the East Contra Costa HCP/NCCP. The RCIS will identify mitigation opportunities for all areas of the County to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will

review and approve the RCIS, in consultation with the RTPCs, prior to the allocation of funds for the AMP.

2. Development of a Project Impacts Assessment (PIA) that identifies the portfolio of projects to be included in the AMP and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the PIA prior to the allocation of funds for the AMP. The Assessment and estimated costs do not, in any way, limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an AMP in Contra Costa County.
4. The identification of the Implementing Agency to administer the AMP for Contra Costa County or portions of the Bay Area including Contra Costa County.

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

All projects funded from the Transportation Expenditure Plan are eligible for inclusion in the AMP. Note that some projects are within the East Contra Costa County HCP/NCCP. The AMP provides an opportunity to meet species mitigation needs on projects that cannot be met by East Contra Costa County HCP/NCCP.

TAXPAYER SAFEGUARDS AND ACCOUNTABILITY

GOVERNING STRUCTURE

Governing Body and Administration

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

- Two members from the Central County Regional Transportation Planning Committee (RTPC) also referred to as Transportation Partnership and Cooperation (TRANSPAC);
- Two members from the East County RTPC, also referred to as the East County Transportation Planning Committee (TRANSPLAN);
- Two members from the Southwest County RTPC, also referred to as Southwest Area Transportation Committee (SWAT);
- Two members from the West County RTPC, also referred to as the West Contra Costa County Transportation Advisory Committee (WCCTAC);
- One member from the Conference of Mayors; and
- Two members from the Board of Supervisors.

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

The four subregions within Contra Costa County: Central, West, Southwest and East County are each represented by a RTPC. Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Public Oversight Committee

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

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

The POC shall prepare an annual report including an account of the POC'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 TEP. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority website and made continuously available for public inspection at the Authority's office. The report shall be composed of easy to understand language not in an overly technical format. The POC shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

POC members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of POC is to provide a balance of viewpoints including, but not limited to, geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPCs representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the County's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council (PCC), Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the Measure). About one-

half of the initial member appointments will be for two-years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the POC for no more than 6 consecutive years.

POC members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of the 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 POC, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The POC 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 (The 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 three meetings per year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the POC by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the POC may effectively perform its oversight function. The POC 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 POC Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The POC 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 TEP.

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

The POC replaces the Authority's existing Citizens Advisory Committee (CAC).

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 RTPCs that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee (TCC) that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council (PCC)
- The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)
- Bus Transit Coordinating Committee (BTCC)

IMPLEMENTING GUIDELINES

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

Duration of the TEP

The duration of the TEP shall be for 30 years from July 1, 2020 through June 30, 2050.

Administration of the TEP

1. **Funds only Projects and Programs in the TEP:** Funds collected under this Measure may only be spent for purposes identified in the TEP, as it may be amended by the Authority governing body. Identification of projects or programs in the TEP does not ensure their implementation. As authorized, the Authority may amend or delete projects and programs identified in the TEP, including to provide for the use of additional federal, State and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa CTP, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under CEQA at such time as each project and program is proposed for approval.
2. **All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Authority will be conducted in public according to State law, through publicly noticed meetings. The annual budgets of Authority, strategic delivery plans and annual reports will all be prepared for public review. The interest of the public will be further protected by the POC, described previously in the TEP.
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 from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the TEP and the GMP 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 RTPCs will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the County will be given a 45-day period to comment on any proposed Expenditure Plan amendment.
5. **Augment Transportation Funds:** Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation

purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the TEP shall be made available for project development and implementation as required in the project's financial and implementation program.

6. Jurisdiction: The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the TEP.

Taxpayer Safeguards, Audits and Accountability

7. Public Oversight Committee (POC): The POC will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC 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 TEP, and compliance by local jurisdictions with the maintenance of effort and GMP described previously in the TEP.
8. Fiscal Audits: All funds expended by the Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of ~~Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs~~ Measure funds (including but not limited to County, cities/towns and transit operators) will be audited at least once every five-years, conducted by an independent Certified Public Accountant (CPA). Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
9. Performance Audits: ~~The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/Connected Communities Program.~~ All funding categories shall be subject to performance audits by the Authority. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories ~~listed above~~, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional

Performance Audits shall continue on a similar cycle for the duration of the TEP. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE): Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all 2020 TEP funding from ~~Fix and Modernize Local Roads and Improve Access to Jobs and Housing~~ and Measure J TEP funding from Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to an annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its MOE requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority Board. Taking into consideration the recommendation, the Authority Board may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.

- c. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
 - d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to MTC, and the jurisdiction has implemented its synchronized signals plan, and its Complete Streets, Vision Zero and Transit First policies.
11. **Annual Budget and Strategic Delivery 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 Delivery 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 Delivery Plan will be adopted by the Authority Board at a public meeting.
12. **Requirements for Fund Recipients:** All recipients of funds allocated in this TEP will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.
13. **Geographic Equity:** The proposed projects and programs to be funded through the TEP constitute a proportional distribution of funding allocations to each subregion in Contra Costa County. The subregional share of projected revenue is based on each subregion's share of the projected overall population in Contra Costa County at the midpoint of the measure. RTPCs must approve any revisions to the proportional distribution of funding allocations in the TEP and Strategic Delivery Plan.

Restrictions On Funds

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

15. Environmental Review: All projects funded by sales tax proceeds are subject to laws and regulations of federal, State, and local government, including the requirements of CEQA. Prior to approval or commencement of any project or program included in the TEP, all necessary environmental review required by CEQA shall be completed.

16. Performance-based Project Review: Before the allocation of any Measure funds for the construction of a project with an estimated ~~capital~~ cost in excess of ~~\$25-10~~ million (or elements of a corridor project with an overall estimated cost in excess of ~~\$25-10~~ million), the Authority will: 1) verify that the project is consistent with the approved CTP, as it may be amended; 2) verify that the project is included in the RTP/Sustainable Communities Strategy (SCS); and 3) require the project sponsor to complete a performance-based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be limited to, an analysis of the project impacts on GHG emissions, vehicle miles travelled (VMT), goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system, other environmental effects, and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. The Authority will ~~encourage-expect~~ project sponsors to identify and select a project alternative that reduces GHG emissions, as well as VMT per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall employ a public process to develop and adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2022.

There will be additional performance based reviews for actions in four categories of expenditure: Improve Walking and Biking on Streets and Trails; Countywide Major Road~~Local Street~~ Improvement Program; Reduce Emissions and Improve Air Quality; and, Seamless Connected Transportation Options~~Focused Growth, Support Economic Development, and Create Jobs in Contra Costa~~. The additional review guidelines are outlined in Sections 30-33 of these Implementing Guidelines.

17. Countywide Transportation Plan (CTP): State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a CTP for the County and cities/towns within the County. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa County. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP

must consider the region's most recently adopted RTP and SCS while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.

18. **Complete Streets:** The Authority has adopted a policy requiring all recipients of funding through this TEP to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users and may require reallocating existing ROW for different uses.
19. **Compliance with the Growth Management Program (GMP):** If the Authority determines that a jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a findings that the jurisdiction shall not be eligible to receive 2020 TEP funding from ~~Fix and Modernize Local Roads and~~ Improve Access to Jobs and Housing and Measure J TEP funding from Local Streets Maintenance & Improvements funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP section of the TEP.
20. **Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy (such as the Helmets to Hardhats program).
21. **New Agencies:** New cities/towns or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the TEP may be considered as eligible recipients of funds through a TEP amendment.
22. **Integrated Transit Plan (ITP):** The Authority has adopted a Transit Policy that envisions a public transit system which provides convenient, safe, affordable and reliable service that offers an attractive alternative to private automobile usage. In order to achieve this vision, the Authority and transit operators will develop an Integrated Transit Plan to identify how Contra Costa County transit operators can utilize Transportation Expenditure Plan funding to better coordinate and integrate their services. This Integrated Transit Plan will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Allocations pursuant to this Transportation Expenditure Plan will be made in

support of the findings and recommendations included in the Integrated Transit Plan.

All transit operators who receive funding from the Transportation Expenditure Plan shall participate in the development of an Integrated Transit Plan. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the Integrated Transit Plan, and cities, towns and the county, as applicable, regarding Transportation Expenditure Plan funding for signal synchronization, complete streets and other investments that could benefit transit. Transit operators shall incorporate the findings and recommendations of the Integrated Transit Plan their respective Short Range Transit Plans.

CCTA expects that transit operating funds from the Transportation Expenditure Plan be used to support new service, not to subsidize existing transit service. In the event that Transportation Expenditure Plan funds must be used to subsidize existing services as a result of the reduction operating funds from other sources or due to other financial concerns, the transit operator shall update its Short Range Transit Plan and notify the Authority.

23. Affordable Transportation for Seniors, Veterans, and People with Disabilities. An Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under the Affordable Transportation for Seniors, Veterans, and People with Disabilities category will be allocated until the ATS Strategic Plan has been developed and adopted. No funds may be distributed to a service provider before it adopts the plan except as noted below. The development and delivery of the ATS Strategic Plan will focus on using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all service providers and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan will 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 will be developed by the Authority, in consultation with direct users of service, stakeholders representing seniors and people with disabilities who face mobility barriers, and non-profit and publicly operated paratransit service providers. Public transit operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted no later than December 31, 2020. The development of the ATS Strategic Plan will not affect the allocation of funds to current operators as prescribed in the existing Measure J Expenditure Plan.

24. Safe Transportation for Youth and Children. Prior to an allocation of funds from the Safe Transportation for Youth and Children category-, the Authority will employ a public process to develop and adopt program guidelines and performance assessment procedures to maximize effectiveness. The guidelines and performance assessment may require provisions such as operational efficiencies, performance criteria, parent contributions, and reporting requirements. The guidelines will be developed in coordination with the RTPCs to develop the program that meets the needs within each subregion. Funding will be allocated to subregions and program funding will be subject to the publicized performance assessment conducted by Authority (see policy section 16). The development of the program guidelines and performance assessment procedures will not affect the allocation of funds to current programs as prescribed in the existing Measure J Expenditure Plan.

24. Enhance Ferry Service and Rail Connectivity in Contra Costa County. ~~Any~~All projects funded in the Enhance Ferry Service and Commuter Rail in Contra Costa category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing Vehicle Miles Traveled (VMT) and green-house gas (GHG) reductions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Proposed projects must be included in and conform with the Integrated Transit Plan. Projects sponsors requesting funding from this category will be required to prepare a feasibility and operations plan and submit to the Authority to demonstrate there is sufficient funding available to operate the proposed project and/or service.

26. BART Maintenance of Effort (MOE). Prior to any appropriation, allocation or reimbursement of funds to BART, the Authority Board shall make a finding that BART has continued to use a proportional share of its operating allocations for capital projects. BART's preliminary FY 2019~~7~~ Budget forecasts approximately \$150~~44~~ million of its operating allocations to capital projects. BART shall demonstrate that it continues to use an equivalent proportional share of its operating revenues for capital projects allowing for normal annual fluctuations in capital projects or maintenance expenditures. In years where BART fare revenues or other general fund revenues are reduced by a decrease in ridership or unforeseen economic circumstances, loss of regional, state or federal funding, or where one-time costs are increased by a natural disaster, then the Authority may release funds only if the Authority Board makes findings that 1) BART has not reduced its capital project funding disproportionately to the total operating revenue and 2) BART made best efforts to fund capital projects that benefit Contra Costa County.

27. Cleaner, Safer BART. Prior to making an allocation of funds to BART for the Cleaner, Safer BART category, BART shall develop and submit a county-wide plan to the Authority that proposes how these funds and other funds available to BART (including Measure RR, Regional Measure 3, and other funds) will be used as part of a system-wide effort to improve its stations to meet the goals described in the expenditure plan. The funding from the Cleaner, Safer BART category will be used for improvements to stations in Contra Costa County and requires a minimum dollar-for-dollar match from other BART funds. The plan should document how a

system-wide program to improve BART stations benefits Contra Costa residents who travel outside the county. BART should consult with the Authority (in consultation with RTPCs) in the development of the county-wide plan.

In the event BART completes the train control system and if BART has maintained the commitment to provide a minimum dollar-for-dollar match from other BART funds as describe above, the Authority (in consultation with RTPCs) and BART will jointly identify and the Authority may allocate funds for the acquisition of additional new BART cars to increase frequency during periods of high demand. The allocation will be considered in conjunction with a periodic review of the expenditure plan (see policy section 38) and available funding capacity in the expenditure plan.

28. Improve Local Access to Highway 4 and Byron Airport. Prior to each allocation of funds from the Improve Local Access to Highway 4 and Byron Airport category, the Authority Board must make a finding that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection/acquisition of agricultural and open space or performing conservation measures required to cover this project under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCP). With the exception of the proposed new connection between Vasco Road and the Byron Highway, funding from this category shall not be used to construct new roadways on new alignments. The Authority will coordinate with Alameda and/or San Joaquin Counties relative to project improvements in those jurisdictions.

29. ~~Fix and Modernize Local Roads~~ and Improve Access to Jobs and Housing. Each jurisdiction in Contra Costa County will receive a base allocation of \$100,000 per year plus additional funds distributed based half on relative population and half on road miles within each jurisdiction. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current information included in the Highway Performance Monitoring System (HPMS). Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. In addition to the requirements set forth in the Growth Management Program / Urban Limit Line Compliance policies and other applicable policies, local jurisdictions 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.

~~3029. Countywide Major Roads~~ Local Street Improvement Program. Prior to an allocation of funds from the Improve Traffic Flow on Major Roads ~~Local Streets~~ category, the Authority will develop a new Countywide Major Roads ~~Local Street~~ Improvement Program to address congestion relief on major roads ~~local streets~~ within each subregion. The program guidelines will include information regarding how to evaluate the range of possible components.

Implementation guidelines and performance standards will be developed through a public process in coordination with the RTPCs and approved by the Authority Board. Project funding is subject to a performance assessment conducted by the Authority using approved and publicized guidelines with exception that the assessment will be required for any project over five million dollars or a series of related projects, which have cumulative costs exceeding five million dollars.

Funds are allocated to subregions in the expenditure plan. If projects proposed by an RTPC do not meet performance standards, project is either modified or withdrawn in favor of another project from the same region. Funds in this category may be used for arterial refurbishment/redesign for transit first and complete streets. Projects funded from the Improve Traffic Flow on Major Local Streets must conform to the Transit, Complete Streets, Vision Zero and other related policies.

3031. Improve Walking and Biking on Streets and Trails. Prior to an allocation of funds from the Improve Walking and Biking on Streets and Trails category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the Transportation Expenditure Plan. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines (~~see policy~~ Implementing Guidelines Section 1630-section). Projects funded from this category must comply with the Transit, Vision Zero, Complete Streets Policies and include complete street elements whenever possible.

Up to fifteen million dollars within each subregion for a total of ~~\$~~sixty million dollars (\$60 million) will be allocated to Complete Street demonstration projects. Each demonstration project will be recommended by the relevant Regional Transportation Planning Committees and approved by the Authority prior to allocation of funds to demonstrate the successful implementation of Complete Streets projects no later than July 1, 2024.- Each demonstration project will be required to strongly pursue the use of separated bike lane facilities to be considered for funding. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the county.

Approximately one-fifth of the funding is to be allocated to the East Bay Regional Park District (EBRPD) for the development, rehabilitation, and maintenance of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and approval of the conceptual planning/design phase by 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 component of the funding category.

~~310. Countywide Local Street Improvement Program/Improve Traffic Flow on Local Streets. Prior to an allocation of funds from the Improve Traffic Flow on Local Streets category, the Authority will develop a new Countywide Local Street Improvement Program to address congestion relief on local streets within each subregion. The program guidelines will include information regarding how to evaluate the range of possible components. Implementation guidelines and standards will be developed in coordination with the RTPCs and approved by the Authority Board. Project funding subject to performance assessment conducted by Authority using approved and publicized guidelines with exception that the assessment will be require for any project over five million dollars (see policy section); funds allocated to subregion; if projects do not meet performance standards, project is modified or withdrawn in favor of another one from the same region. This can also cover arterial refurbishment/redesign for transit first and complete streets. Projects funded from the Improve Traffic Flow on Local Streets must conform to the Transit, Complete Streets Policy, Vision Zero and other related policies.~~

32. Reduce Emissions and Improve Air Quality. Prior to an allocation of funds from the Reduce Emissions and Improve Air Quality category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the Transportation Expenditure Plan. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines (see Implementing Guidelines Section 1630policy section). Projects funded from this category must comply with the Transit, Complete Street, Vision Zero and other related policies.

~~33. Focused Growth, Support Economic Development, and Create Jobs in Contra Costa. Prior to an allocation of funds from the Focused Growth, Support Economic Development, and Create Jobs in Contra Costa category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the Transportation Expenditure Plan. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines (see policy section). Projects funded from this category must comply with the Transit, Complete Street, Vision Zero and other related policies.~~

334. Seamless Connected Transportation Options. Prior to an allocation of funds from the Seamless Connected Transportation Options category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the Transportation

Expenditure Plan. Project funding subject to performance assessment conducted by Authority using approved and publicized guidelines (see Implementing Guidelines Section 1630 policy section). Projects funded from this category must comply with the Transit, Complete Street, Vision Zero and other related policies.

Project Financing Guidelines and Managing Revenue

35. **Fiduciary Duty:** Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the TEP and will be subject to audits.
36. **Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
37. **Strategic Delivery Plan:** On a periodic basis, the Authority will develop a Strategic Delivery Plan to program revenue from the Measure to TEP projects and programs. The Strategic Delivery Plan will program Measure funds as a firm commitment for the upcoming 2- to 3-year period, and will consider the amount of Measure funds and additional leveraged funds available to the project or program, expected cost and cash-flow needs, and project or program delivery schedule in programming Measure funds. Recipients of Measure funds may seek an allocation for projects and programs included in the Project Delivery Plan.
38. **Periodic Review of the 2020 Transportation Expenditure Plan (TEP):** The Authority may review the TEP to consider updating the financial forecast due to changing economic conditions and adjust funding, if necessary, due to revenue shortfalls. The project and program categories may need to be adjusted based on progress made regarding meeting the commitments of the TEP. The review may determine to invest increased revenues in projects and programs deemed by the Authority to address transportation needs to best serve the residents of Contra Costa County. The review will provide the opportunity to adjust the TEP to adapt to the current state of transportation, leverage new funding opportunities, reflect changed conditions, and capture new opportunities that are becoming better defined. The Authority will review the Transportation Expenditure Plan at a minimum of every 10 years. Any amendments to the TEP must comply with the policy for “Expenditure Plan Amendments Require Majority Support” and the following related policies.

39. Programming of Excess Funds: Actual revenues may, at times be higher or lower than expected in this TEP due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be higher or lower than expected as the economy fluctuates. Determination of when the additional funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to the TEP projects and programs that are not fully funded, and second to other projects deemed by the Authority to best serve the residents of Contra Costa County. Any new project or program will be required to be amended into the TEP pursuant to the "Expenditure Plan Amendments Require Majority Support" section above.

40. Reprogramming Funds: Through the course of the Measure, if any TEP project becomes undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the TEP 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 category in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion's RTPC will in priority order consider:

- a. A project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion;
- b. A project or program for other modes of travel in the same subregion;
- c. Other TEP projects or programs, and
- d. Other project deemed by the Authority to best serve the residents of Contra Costa County.

The new project, program or funding level may be required to be amended into the TEP pursuant to the Expenditure Plan Amendments section above.

~~3872927. Leveraging Funds: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.~~

41. Development of Guidelines for Performance-Based Project Review and Programs: The Transportation Expenditure Plan envisions creation of several procedures and guidelines to ensure that the goals of the TEP are achieved. To ensure high quality of the resulting guidelines and substantial public participation, the following procedure shall be used unless specifically replaced by the Authority.

1. Scope. The process explained below shall apply to the following guidelines and procedures described in the TEP.
 - a) Performance-Based Project Review
 - b) Countywide Major Road Improvement Program
 - c) Safe Transportation for Youth and Children
 - d) Improve Walking and Biking on Streets and Trails
 - e) Reduce Emissions and Improve Air Quality
 - f) Seamless Connected Transportation Options
2. Master schedule and participation listing. Before December 31, 2020, the Authority shall publish, including on its website, a master list of when it expects to develop each of the guidelines and policies, hereafter reference as either guidelines or policies. Individuals and organizations shall be able to register their interest in a guideline and shall subsequently receive advance notification from the Authority of the steps described below and encouragement to participate.
3. Semi-structured scoping. Authority staff shall request comments regarding the proper scope for each guideline in a format that encourages both free-form recommendations and preferences among options.
4. Initial draft and release for comments. Using the responses to the structured scoping effort and other applicable information, Authority staff shall develop an initial draft of the proposed policy. Following discussion at a public meeting and requested modifications, the Authority shall release the draft for comment from any interested party. The comment period shall be at least 30 days. Authority staff shall conduct outreach to the RTPCs, Public Oversight Committee, potential funding recipients, and interested parties to explain the draft policy and solicit comments.
5. Modification and adoption of revised policy. Authority staff shall revise the policy taking into consideration the goals of the TEP, other policies and comments received. The revised policy shall be presented to the Authority where it may be adopted or recirculated for further comments.
6. Policy guidelines. Each policy shall adhere to the following parameters.
 - a) Shall be designed to implement the overall goals and policies of the TEP and the applicable funding category efficiently and effectively.
 - b) Shall utilize other regulations and reporting requirements for funding recipients as possible to avoid additional work.
 - c) Shall be designed to increase public confidence regarding the Authority and its actions.
 - d) Shall be written concisely in plain language.

TEP TRANSIT POLICY

Vision

This Transportation Expenditure Plan (TEP) envisions a transportation system that provides reliable, safe, comfortable and convenient access for all users of the transportation system, regardless of mode choice and travel characteristics. The TEP further envisions a public transit system that provides convenient, safe, affordable and reliable service and offers an attractive alternative to private automobile usage. The Transit Policy Vision includes the infrastructure needed to accommodate a more robust transportation system for Contra Costa County that promotes greater use of transit and other shared mobility alternatives by prioritizing the movement of people rather than single-occupancy vehicles across the network. The TEP aims to improve transit countywide and reduce commute travel times, deliver more frequent and reliable service, expand transit service areas and provide better connections to and from transit by various modes of mobility options. Improving the coordination among transit operators and integrating the existing transit systems with new technological tools and platforms to enhance customer access and experience should increase the share of residents and employees who choose public transit. Doing so will reduce congestion, improve air quality, and will accommodate a growing population.

To achieve this vision, the TEP allocates approximately one-half of the expected sales tax revenue to Transit and Alternative Modes and approximately one-quarter for local road improvements. In order to provide the maximum benefits to Contra Costa residents, the Contra Costa Transportation Authority (CCTA) adopts the following policies and principles for use of transit funds authorized in the TEP:

Policy

1. The Policy shall promote Transit-First and guide the development of an Integrated Transit Plan. In the context of this Policy, Transit-First considers the following to provide a seamless and integrated transportation system:
 - a. Decisions regarding the use of limited public street and sidewalk space shall prioritize the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
 - b. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve safety for people who bike and walk.
 - c. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

- d. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
 - e. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
 - f. The ability to reduce traffic congestion depends on the adequacy of regional public transportation. The cities/towns and county shall promote the use of transit and the continued development of an integrated, reliable, regional public transportation system.
 - g. The cities/towns and county shall encourage innovative solutions to meet public transportation needs wherever possible.
- 2. All transit operators that receive funding from the TEP shall participate in the development of an ITP to identify how to utilize funding to better coordinate and integrate transit services countywide. The ITP should guide how the TEP funding dedicated to Transit and Alternative Modes categories can be used to implement the Transit Policy Vision.
 - a. The ITP will be developed and managed under the leadership of CCTA and the County's transit operators. CCTA and the transit operators shall coordinate with transportation service providers in Contra Costa to inform the development of the Integrated Transit Plan. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the Integrated Transit Plan.
 - b. The ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators, and should identify transit service investments (i.e. new routes, service hours, frequency), capital projects/assets (i.e. transit centers, bus stops, stop amenities, vehicles), and transit priority measures (i.e. transit signal priority, bus lanes, queue jumps) to be funded from the TEP.
 - c. Transit operators, cities/towns and county shall coordinate regarding planned improvements for signal synchronization, Complete Streets and Vision Zero elements, as well as other locally-owned infrastructure investments that could benefit transit.
 - d. Prioritization for TEP funding should consider projects that can leverage other state, federal or local funding.
 - e. The ITP shall be updated at least every five years to address new technology opportunities, any changes in demand and other conditions.

3. Transit operators in Contra Costa County shall incorporate the findings and recommendations of the ITP pertinent to each operator's service area into their respective Short-Range Transit Plans (SRTP). The SRTPs shall be reviewed for consistency with the ITP associated with this TEP.
4. Allocations pursuant to this TEP will be made in support of the recommendations in the ITP. Any recommendations in the ITP shall include performance measures to achieve continued funding.
5. CCTA expects that transit operating funds from the TEP be used to support the vision of this policy. In the event that TEP funds must be used to support other transit services as a result of reduction of operating funds from other sources, the transit operator shall update its SRTP and submit to CCTA.
6. CCTA expects that public agencies and transit operators leverage new and emerging technologies to improve service and to address first-mile/last-mile connections between transit stops and other traveler destinations. These technologies may include, but not be limited to, ride hailing partnerships, autonomous shuttles, shared mobility (bikes, scooters, cars), and mobility on demand platforms that best fit within each transit operators service area. The ITP should address how these technology services function within and among service boundaries and provide a seamless experience countywide for customers.
7. CCTA expects that recipients of TEP funding create, analyze and seize opportunities for fare and schedule integration among transit operators and any technology services adopted. Focus should be placed on reducing inconveniences associated with transferring between services and on having a cost-effective universally accepted digital payment method. The ITP should address how Contra Costa transit operators can maximize benefits of fare payment and schedule integration.

VISION ZERO POLICY

Vision

In this Plan, the Vision Zero policy is intended to eliminate traffic-related deaths and severe injuries within Contra Costa County by prioritizing a system-wide safety approach to transportation planning and design. Principally, the Vision Zero policy treats personal mobility and accessibility as a fundamental activity of the general public, in order to attend school, conduct business, and visit friends and family free from the risk of physical harm due to traffic. This policy applies to all transportation system users including pedestrians, bicyclists, transit riders, micromobility users, automobile drivers, taxis, ride-hailing services and their passengers, and truckers, and people of varying abilities, including children, seniors, and people with disabilities. Implementation of the Vision Zero policy is intended to reduce societal costs due to loss of life and injury, lessen congestion stemming from non-recurring traffic collisions and incidents, and generally enhance quality of life in Contra Costa.

Policy

Achieving this vision will require shifting the paradigm of traditional transportation planning and engineering such that life safety becomes the primary consideration in Measure-funded project and program evaluation. All recipients of funding through this Plan shall systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system.

In consultation with local jurisdictions and the RTPCs, the Authority shall develop and adopt a Model Vision Zero Policy that reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds. Key design elements of the Model Vision Zero Policy shall be incorporated into the Authority's project development guidelines as appropriate. In order to be eligible to receive Measure funds, local jurisdictions must adopt a Vision Zero Policy that substantially complies with the Authority's Model Vision Zero Policy.

The Authority shall coordinate periodic traffic system and project monitoring with local jurisdictions and the RTPCs, and utilize data collected over time to evaluate the effects of Vision Zero implementation on public health and safety. Emphasis shall be placed on proactive deployment of next generation technology, such as advanced detection systems,

at major intersections and corridors identified in regional and local plans as having high collision density. Funding for this level of effort shall be made available to local jurisdictions and RTPCs through the Countywide Major Road Improvement Program and funding from the Improve Traffic Flow on Major Roads categories..

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: July 17, 2019

Subject	Initial Draft Transportation Expenditure Plan (TEP)
Summary of Issues	At its meeting on June 19, 2019, the Authority Board reviewed and provided input on a proposed Initial Draft TEP and directed staff to review additional changes to the Initial Draft TEP with the Ad Hoc Committee. Based on input received from the Ad Hoc Committee, staff has developed a revised Initial Draft TEP for consideration and discussion by the Authority Board.
Recommendations	Staff seeks input from the Authority Board on the Initial Draft TEP.
Financial Implications	None
Options	The Authority Board could direct staff to not continue with the development of a proposed Initial Draft TEP.
Attachments	A. Initial Draft TEP (Revised Attachment may be provided at the meeting)
Changes from Committee	N/A

Background

At its meeting on June 19, 2019, the Authority Board reviewed and provided input on a proposed Initial Draft TEP and directed staff to review additional changes to the Draft TEP with the Ad Hoc Committee. Based on input received from the Ad Hoc Committee, staff has developed a revised Initial Draft TEP for consideration and discussion by the Authority Board.

Key revisions to the Initial Draft TEP include:

- Revisions to funding categories and amounts (See Agenda Item 1.1);
- Revisions to Policy Statements (See Agenda Item 1.3);
- Inclusion of additional graphics to better identify programs and projects proposed for funding; and

- Edits to text and formatting to improve readability.

The revised document reflects input received by the Authority Board, Regional Transportation Planning Committees (RTPCs), cities/towns, and stakeholders as part of the initial outreach activities.

Next Steps

Staff will continue to seek input on the Initial Draft TEP from interested stakeholders including special interest groups, RTPCs, cities/towns and the general public.

Consistent with the schedule adopted by the Authority Board, a special meeting of the Authority Board is scheduled for August 7, 2019 to review comments on the Initial Draft TEP. At a special meeting scheduled for August 21, 2019, the Authority Board will be requested to approve the Draft TEP and circulate for consideration by the cities/towns, Contra Costa County and the Board of Supervisors.



SWAT

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June 11, 2019

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

RE: SWAT Meeting Summary Report for June 10, 2019 - Comments on Initial Draft Transportation Expenditure Plan ("TEP") dated June 5, 2019

Dear Mr. Iwasaki:

At their June 10, 2019 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 related to components of the plan.

SWAT appreciates the opportunity to provide input and acknowledges that the development of the Plan will require a tremendous amount of hard work and collaboration among the Regional Transportation Planning Committee (RTPC's), among other stakeholders. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meeting to initiate the discussions and to assist the sub-region through this process.

To date, SWAT has held one meeting in which the Draft TEP was the focus of discussion. It is our expectation that a series of meetings will be held so that each local agency, within SWAT, has the opportunity to weigh in on the Draft TEP and to come together as a region to gain consensus and forward our collective input to the Authority. It is SWAT's expectation that our representatives on the Authority (Commissioners Hudson and Garringer) will articulate SWAT's perspective and position on issues related to Policies, Projects, Programs and Funding allocations.

At this time, SWAT respectfully submits the following preliminary comments for the Authority's consideration:

1. **Sub-regional Funding Allocation** - SWAT's initial review of the draft TEP indicates that approximately \$245M increase of funding is allocated to projects and programs outside of the SWAT sub-region.

This is of concern because a key finding of the voter survey highlights the fact that "Voters in the East County and the San Ramon Valley are the most likely to feel transportation tax dollars are spent on things that don't benefit them"

(63% of those surveyed in the San Ramon Valley “Strongly Agree” or “Agree” with this statement). This is consistent with the voting results of Measure X, where it failed in the San Ramon Valley by a significant margin.

While we recognize that initial allocations are based on the Authority’s traditional population formula, it may be in the interest of the overall effort to offer sufficient “things that benefit” the voters in the SWAT sub-region to garner their critical support for a new sales tax measure.

2. **Length of Sales Tax Measure** - SWAT supports a 30-year Sales Tax Measure rather than a Measure with a “no sunset” clause.
3. **Sub-regional Flexibility** – Consistent with past practice, SWAT recognizes that each sub-region has different needs that necessitate different approaches. Consequently, SWAT recommends pursuing a more sub-regional approach to categories that may struggle to reach consensus (e.g., return-to-source Local Streets and Roads category).
4. **Funding Categories** - SWAT’s preliminary positions on each category, as follows:

Funding Category	Preliminary Position
<ul style="list-style-type: none"> Improve Transit Reliability along I-80 and I-680 corridors 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Relieve Congestion and Improve Local Access along Interstate 680 Corridor 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel 	<i>Support with amendments:</i> (1) funding for the Caldecott modernization (\$5M) to be used as matching funds; (2) allocation of funding from another RTPC, consistent with Measure J.
<ul style="list-style-type: none"> Provide Convenient and Reliable Transit Services in Central, East and Southwest County 	<i>Potential Support:</i> contingent upon clarification on how funds would be dispersed.
<ul style="list-style-type: none"> Cleaner, Safer BART 	<i>To be Determined:</i> at upcoming meeting.
<ul style="list-style-type: none"> Additional trains for e-BART, Parking and Access Improvements to BART 	<i>To be Determined:</i> at upcoming meeting. There was agreement that any funding should only be used for access and construction of off-site/satellite parking facilities within the SWAT region.
<ul style="list-style-type: none"> Safe Transportation for Youth and Students 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Affordable Transportation for Seniors, Veterans and People with Disabilities 	<i>Support:</i> category and allocation.

<ul style="list-style-type: none"> • Fix and Modernize Local Roads 	<i>Support: category but No Support for proposed allocation. SWAT members expressed support for a range of 18% to 24% (consistent with Measure X) and recommended that this category would benefit from sub-regional flexibility (e.g., SWAT allocation would be 24% with a reduction in other SWAT line items).</i>
<ul style="list-style-type: none"> • Complete and Improve Traffic Flow on Local Streets (previously "Major Streets") 	<i>Support (category and allocation) with amendments: SWAT members suggested a return-to-source formula approach to demonstrate direct benefits to SWAT voters.</i>
<ul style="list-style-type: none"> • Improve Walking and Biking on Streets and Trails 	<i>Potential Support (category and allocation), contingent upon further discussions on funding allocation of \$38M to EBRPD.</i>
<ul style="list-style-type: none"> • Seamless Connected Transportation Options and Reduce Emissions 	<i>Potential Support (concept) but did not take position on funding allocation. To be discussed at upcoming meeting.</i>
<ul style="list-style-type: none"> • Regional Transportation Priorities 	<i>Support: category and allocation.</i>
<ul style="list-style-type: none"> • Transportation Planning, Facilities & Services 	<i>Need More Information regarding program eligibility and rationale for 50% funding allocation increase from Measure X.</i>
<ul style="list-style-type: none"> • Administration 	<i>Support (category) with amendments (allocation): SWAT members requests rationale for 50% funding allocation, particularly given that Measure J would support this program through 2034.</i>

The next SWAT meeting is scheduled to take place the week of June 17th. Consequently, 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,



David Hudson, Chair
SWAT

Cc: Tim Haile, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN



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June 19, 2019

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

RE: SWAT Meeting Summary Report for June 18, 2019 - Comments on Draft
Transportation Expenditure Plan ("TEP") dated June 14, 2019

Dear Mr. Iwasaki:

At a special meeting on June 18, 2019, the Southwest Area Transportation Committee ("SWAT") received an update from Contra Costa Transportation Authority ("Authority") staff on the updated Draft Transportation Sales Tax Expenditure Plan ("TEP") and continued discussions on various funding categories related to components of the plan.

SWAT has held two meetings in which the Draft TEP was the focus of discussion. It has, and continues to be, our expectation that a series of meetings will be held so that each local agency within SWAT, has the opportunity to weigh in on the Draft TEP and to come together as a region to gain consensus and forward our collective input to the Authority.

At this time, SWAT respectfully submits the following preliminary comments for the Authority's consideration:

1. **Transportation Expenditure Plan - Funding Categories** - Several SWAT members expressed concern that the number of categories within the draft TEP could pose a challenge and confusion when seeking voter-approval for a new measure, as there are too many program/project categories. SWAT recommends that the project categories are consolidated, with at least one "signature" project for each sub-region.
2. **Sub-regional Flexibility** - SWAT continues to advocate for sub-regional flexibility, which is consistent with past practice. SWAT recognizes that each sub-region has different needs that necessitate different approaches. Consequently, SWAT concurs that pursuing a more sub-regional approach to funding categories that may struggle to reach consensus (e.g., return-to-source Local Streets and Roads category).
3. **Funding Categories** - SWAT has not reached consensus on several project/program categories, including funding allocations. Consequently, another meeting has been scheduled to continue discussions. In the meantime, SWAT's preliminary positions on each category, is as follows:

Funding Category	Preliminary Position
• Improve Transit Reliability along I-80 and I-680 corridors	<i>Support:</i> category and allocation.

<ul style="list-style-type: none"> Relieve Congestion and Improve Local Access along Interstate 680 Corridor 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel 	<i>Support with amendments:</i> (1) funding for the Caldecott modernization (\$5M) to be used as matching funds; (2) allocation of funding from another RTPC, consistent with Measure J.
<ul style="list-style-type: none"> Provide Convenient and Reliable Transit Services in Central, East and Southwest County 	<i>Potential Support:</i> contingent upon clarification on how funds would be dispersed.
<ul style="list-style-type: none"> Cleaner, Safer BART 	<i>To be Determined:</i> at upcoming meeting.
<ul style="list-style-type: none"> Additional trains for e-BART, Parking and Access Improvements to BART 	<i>To be Determined:</i> at upcoming meeting. There was agreement that any funding should only be used for access and construction of off-site/satellite parking facilities within the SWAT region.
<ul style="list-style-type: none"> Safe Transportation for Youth and Students 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Affordable Transportation for Seniors, Veterans and People with Disabilities 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Fix and Modernize Local Roads 	<i>Support:</i> category but <i>No Support</i> for proposed allocation. SWAT members expressed support for a range of 15%, 18% or 24% (consistent with Measure X) and recommended that this category would benefit from sub-regional flexibility (e.g., SWAT allocation would be based on SWAT consensus with the understanding that a reduction in other SWAT line items would take place).
<ul style="list-style-type: none"> Complete and Improve Traffic Flow on Local Streets (previously "Major Streets") 	<i>Support</i> (category and allocation) <i>with amendments:</i> SWAT members suggested a return-to-source formula approach to demonstrate direct benefits to SWAT voters.
<ul style="list-style-type: none"> Improve Walking and Biking on Streets and Trails 	<i>Potential Support</i> (category and allocation), contingent upon further discussions on funding allocation of \$38M to EBRPD.
<ul style="list-style-type: none"> Seamless Connected Transportation Options and Reduce Emissions 	<i>Potential Support</i> (concept) but did not take position on funding allocation. To be discussed at upcoming meeting.
<ul style="list-style-type: none"> Regional Transportation Priorities 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> Transportation Planning, Facilities & Services 	<i>Potential Support (concept)</i> but did not reach consensus on funding allocation <i>regarding program eligibility and rationale</i>

	for 50% funding allocation increase from Measure X. To be discussed at upcoming meeting.
<ul style="list-style-type: none"> Administration 	<i>Support (category) with amendments (allocation):</i> SWAT members requested rationale for 50% funding allocation, particularly given that Measure J would support this program through 2034. CCTA staff has provided input; however, SWAT has not yet reached consensus. It should be noted that any decrease in funding from another RTPC, will affect the overall percentage allocation to remaining RTPC's.

SWAT appreciates the opportunity to provide input and acknowledges that the development of the Plan will require a tremendous amount of hard work and collaboration among the Regional Transportation Planning Committee (RTPC's), among other stakeholders. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meeting to initiate the discussions and to assist the sub-region through this process.

The next SWAT meeting will take place *Monday, July 8, 2019*, therefore 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,



Candace Andersen, Vice Chair
SWAT

Cc: Tim Haile, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

A PLAN FOR CONTRA COSTA'S FUTURE

2020 Transportation Expenditure Plan



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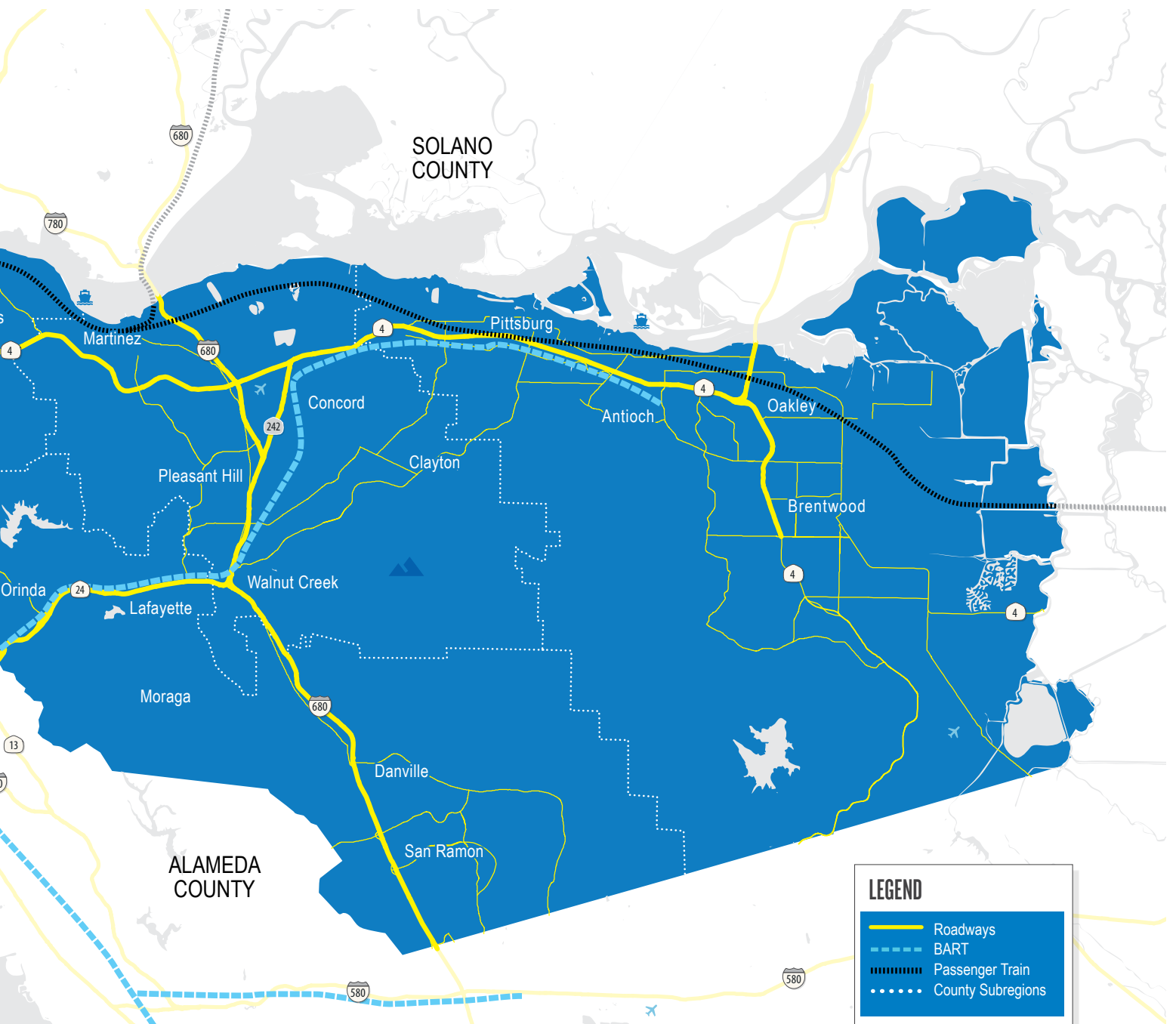
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» Contra Costa is a county as unique and diverse as its residents. Our communities stretch from the Richmond coastline to Discovery Bay, from Port Chicago to the San Ramon Valley, and from Mount Diablo to Crockett Hills.

» **ALL FUNDING AMOUNTS** presented in this Transportation Expenditure Plan are rounded.



A NEW TRANSPORTATION FUTURE FOR CONTRA COSTA COUNTY

TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

The Contra Costa Transportation Authority (CCTA) envisions a future where all of our transportation systems work together for more streamlined, safe, efficient, and convenient travel. We envision strong cooperation and mutual support across all of Contra Costa's cities, towns, and communities to make it easier for people in Contra Costa County to get around. We envision transportation networks that support a healthy environment and protect Contra Costa County's unique landscapes.

This 2020 Transportation Expenditure Plan (TEP) focuses on innovative strategies and new technologies that will relieve congestion, promote a strong economy, protect the environment, and enhance the quality of life for all of Contra Costa County's diverse communities. In order to offer a wide range of transportation options, CCTA will continue to deliver projects that integrate and optimize transit and vehicular travel in a more balanced way. This plan outlines projects that will achieve a broad range of goals:

- **Relieve Traffic Congestion on Highways and Interchanges.** CCTA's goal is to improve the movement of people and goods through major corridors, to address bottlenecks and hot spots, and to make commutes smoother and more predictable. Contra Costa County's residents and travelers will see smoother traffic flow and less congestion with the implementation of this TEP.
- **Make Bus, Ferry, Passenger Train, and BART Safer, Cleaner, and More Reliable.** Contra Costa County's residents and travelers value safe, clean, convenient, and affordable transit options. CCTA's goal is to support transit operators in providing more frequent and reliable transit service and to plan and build the infrastructure that enables travelers to make quick and convenient transit connections between their homes, work, and recreational activities.
- **Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities.** CCTA is committed to supporting mobility and transportation options for all Contra Costa County residents.
- **Improve Transportation in Our Communities.** CCTA supports livable communities and quality of life in Contra Costa County by providing local cities and towns with funding to fix and modernize local streets, offer safer places to walk and cycle, and improve air quality. CCTA also helps manage urban sprawl through its transportation-related growth policies.

For planning purposes, CCTA divides the county into four subregions: central, east, southwest, and west. The TEP is intentionally designed to be equitable across all subregions based on the number of people who live in each subregion. **All locally generated transportation revenue—plus any additional grant funding CCTA receives—will be spent on local projects in Contra Costa County.**

EXPENDITURE PLAN SUMMARY

FUNDING CATEGORIES	SUBTOTALS	
	\$ (millions)*	%
RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS	\$1408	
Improve State Route 242 (SR-242), Highway 4, and eBART Corridor		
Relieve Congestion and Improve Access to Jobs Along Highway 4 and SR-242	200	6.5
Improve Local Access to Highway 4 and Byron Airport	150	4.9
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100	3.3
Improve Traffic Flow on Major Roads in East County	75	2.5
Enhance Ferry Service and Commuter Rail in East and Central County	50	1.6
Improve Transit Reliability Along SR-242, Highway 4, and Vasco Road	50	1.6
Seamless Connected Transportation Options	36	1.2
Additional eBART Trains Cars	28	0.9
Modernize I-680, Highway 24, and BART Corridor		
Relieve Congestion, Ease Bottlenecks, and Improve Local Access Along the I-680 Corridor	200	6.5
Improve Traffic Flow on Major Roads in the Central County and Lamorinda	103	3.4
Improve Transit Reliability along the I-680 and Highway 24 Corridors	50	1.6
Provide Greater Access to BART Stations Along I-680 and Highway 24	49	1.6
Seamless Connected Transportation Options	36	1.2
Improve Traffic Flow on Highway 24 and Modernize the Old Bores of Caldecott Tunnel	35	1.1
Improve Traffic Flow on Major Roads in San Ramon Valley	20	0.6
Upgrade I-80, I-580 (Richmond-San Rafael Bridge), and BART Corridor		
Improve Transit Reliability Along the I-80 Corridor	90	3.0
Relieve Congestion and Improve Local Access Along the I-80 Corridor	57	1.9
Enhance Ferry Service and Commuter Rail in West County	34	1.1
Improved Traffic Flow and Local Access to Richmond-San Rafael Bridge Along I-580 and Richmond Parkway	19	0.6
Seamless Connected Transportation Options	16	0.5
Improve Traffic Flow on Major Roads in West County	10	0.3
IMPROVING TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES	\$1530	
Modernize Local Roads and Improve Access to Job Centers and Housing	532	17.4
Improve Walking and Biking on Streets and Trails	215	7.0
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	192	6.3
Increase Bus Services and Reliability in West Contra Costa	187	6.1
Affordable Transportation for Seniors, Veterans, and People with Disabilities	154	5.0
Cleaner, Safer BART	120	3.9
Safe Transportation for Youth and Students	87	2.9
Reduce Emissions and Improve Air Quality	43	1.4
SUBTOTAL	\$2938	96%
Transportation Planning, Facilities & Services	\$92	3.0
Administration	\$31	1.0
TOTAL	\$3061	100%

*Funding amounts are rounded



WHAT THESE PROJECTS MEAN FOR CONTRA COSTA COUNTY

The investments described in this TEP have been carefully selected to offer a broad array of tangible benefits to the residents and travelers in Contra Costa County. Here are just a few:

- » Smooth-flowing traffic along highways and roads
- » Quicker trips and less time sitting in traffic
- » Smoother pavement and fewer potholes
- » Transit, where and when it's needed
- » Easier ways to get from home or work to transit stops and back home again
- » Cleaner air due to reduced vehicle emissions
- » More bicycle lanes and walking paths to support an active lifestyle
- » Free or reduced transit fares for students

THREE DECADES OF TRANSPORTATION IMPROVEMENTS

WHO WE ARE AND WHAT WE DO

Contra Costa Transportation Authority (CCTA) is responsible for **maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation projects that connect our communities**, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. CCTA is also responsible for putting solutions in place to help manage traffic by providing and connecting a wide range of transportation options.

We are proud of our accomplishments and we also recognize the immense transportation challenges still faced by county residents and businesses—particularly considering population growth, continued development, and threats to the environment. CCTA works to advance transportation solutions, ease congestion, and prepare Contra Costa County for safe future mobility.

CCTA is evolving with the times and presenting innovative solutions while protecting the qualities that make Contra Costa a wonderful place to call home. We present this Transportation Expenditure Plan (TEP), which reflects where we are now and, more importantly, our commitment to pursuing transportation policies, planning, and investments that will get us to where we want to be in the future.

FULFILLING OUR PROMISE TO CONTRA COSTA COUNTY VOTERS

Contra Costa County voters passed **Measure C** in 1988 sending a clear message that recognized the immense need to improve the way people travel around Contra Costa County. Voters authorized a 20-year (1989-2009) half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. In 1989, the CCTA was born.

Measure C expired in 2009 but much was accomplished including Highway 4 widening from Hercules to Martinez; BART extension to Pittsburg/Bay Point; Richmond Parkway construction; and new transit programs for seniors and people with disabilities.

In 2004, Contra Costa County voters approved **Measure J**. The measure provided for the continuation of the county's half-cent transportation sales tax for 25 more years (2009-2034) beyond the Measure C expiration date. Without Measures C and J funding, CCTA would not have qualified to receive additional federal, state, or regional funds. With a total of \$1.4 billion in Measure C and J project funds, a total of more than \$5.5 billion will be invested in vital transportation projects in Contra Costa County through 2034, leveraging Measure C and J funding at about a three-to-one ratio.

CCTA has delivered most of the major infrastructure improvements projects in Measure J—such as the fourth bore of the Caldecott Tunnels, Highway 4 East widening, eBART extension from the Pittsburg/Bay Point BART station to Antioch and I-680 and I-80 corridor improvements—on an accelerated timeline to deliver its promises to voters. CCTA periodically issues bonds to provide advance funding to design and build major infrastructure projects. Then, the revenue generated from the transportation sales tax is used to pay back the bonds. By turning future Measure J revenue into capital dollars and accelerating design and construction, transportation projects are put into place sooner to alleviate transportation challenges. Designing and building the projects earlier costs less money, because the added cost of future inflation is avoided.

As of 2018, about 80 percent of the Measure J project funds were expended. Remaining revenues are now going toward repayment of bonds, fixing local streets, continuing programs, and supporting public transportation. Without a new TEP, the county will be unable to fund any new major projects to address pressing mobility needs.

TRANSPORTATION FOR THE NEXT THREE DECADES

While the existing Measure J will remain intact through 2034, this new TEP has been developed for several reasons:

- All of the planned major capital improvement projects funded by Measure J are either complete or in construction, ahead of schedule.
- New transportation technology is offering unprecedented opportunities to streamline travel and traffic, and reduce emissions.
- The gap between transportation needs and available funding is at an all-time high. The new TEP will allow local funding to keep needed services in place and alleviate congestion by attracting other funding sources.



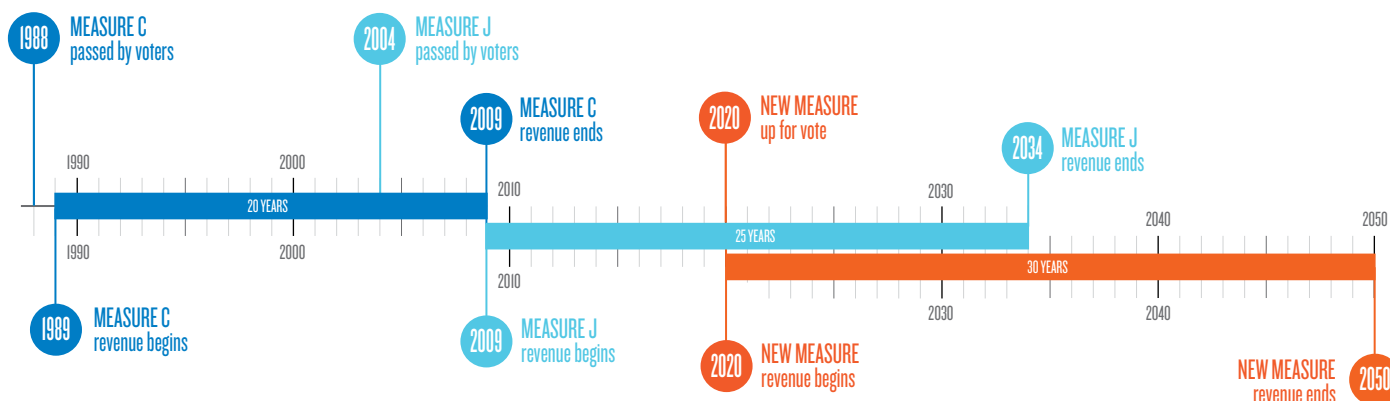
- The demand on Contra Costa County's roads, highways, BART stations, and buses is increasing. The county's population is growing and more people are using roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate growth and prepare the system for the future.
- People are increasingly valuing alternative ways to get around, such as transit, walking and biking. Our roads need to safely accommodate all users.
- Contra Costa County's population is aging. Currently, about 14 percent of the population is age 65 or older.* By 2035, this population is expected to double to about 30 percent. New and different transportation solutions are needed to keep our older residents mobile and maintain quality of life.

LOCAL FUNDING FOR LOCAL PROJECTS

Measures C and J local transportation sales taxes have provided a substantial and steady share of the total funding available for transportation projects in Contra Costa County. State and federal sources have targeted some major projects, but local funding is needed to attract and supplement those sources. Our local transportation sales tax has been indispensable in helping to meet the county's growing needs in an era of unpredictable resources.

* Population based on Association of Bay Area Governments (ABAG) Projections 2013

Timeline of Local Funding Contra Costa County Transportation Improvements



The funding for this TEP will augment the existing Contra Costa County Measure J half-cent transportation sales tax by a half-cent until Measure J expires in 2034, then continue the half-cent transportation sales tax until 2050. A sales tax will generate approximately \$3 billion for essential transportation improvements that touch every city, town, and community in Contra Costa County.

These local funds have allowed CCTA to compete effectively for outside funds by providing a local matching fund source, as required by most grants. Measures C and J, for example, will attract \$4.1 billion of additional funds for Contra Costa County transportation projects through 2034, providing a total investment of \$5.5 billion in vital transportation improvements.

CCTA will continue to use local transportation sales tax revenue to attract outside funds for projects already identified in regional and state funding measures. In fiscal year 2017-2018 alone, more than \$77 million of California's Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017 transportation funding was earmarked for projects sponsored by CCTA. The required local match for the grant was \$35 million. In other words, for every dollar Contra Costa County taxpayers paid for these projects, the state paid two more dollars.

Similarly, voters approved Regional Measure 3 (RM-3), which was authorized and signed into law in 2018 to fund major roadway and public transit improvements via an increase in tolls on the Bay Area's seven state-owned toll bridges. Contra Costa County projects that may benefit from RM 3 include:

- Interstate 80 Transit Improvements: expand bus service along the Interstate 80 corridor
- Interstate 680 Transit Improvements: enhance transit service along the Interstate 680 corridor, including bus operations, transit centers, and real-time travel information
- East Contra Costa County Transit Intermodal Station: construct a transit intermodal center to enhance access to eBART and the Mokelumne Bike Trail/Pedestrian Overcrossing at Highway 4
- Contra Costa Interstate 680/Highway 4 Interchange Improvements: reduce congestion and improve safety by widening Highway 4 and adding new direct connectors between I-680 and Highway 4
- Richmond-San Rafael Bridge Access (Contra Costa approach): make improvements to reduce delays on bridge approaches and at the toll plaza, including improvements to the Richmond Parkway
- Byron Highway-Vasco Road Airport Connector: improve access, safety, and economic development with a new connector between Byron Highway and Vasco Road

RM 3 provides only partial funding for these projects. Additional funding is needed to make them a reality.



A ROADMAP FOR THE FUTURE

WHAT THIS TRANSPORTATION EXPENDITURE PLAN WILL ACCOMPLISH

Contra Costa Transportation Authority's (CCTA's) 2020 Transportation Expenditure Plan (TEP) serves as both a roadmap and an itinerary that will guide transportation investments for the coming 30 years. Throughout the 30-year duration of this plan, Contra Costa County's population is expected to grow and change, infrastructure will continue to age and wear out, new forms of travel will emerge, and the environment needs continued protection. Such changes will place even more strain on the county's transportation systems. **Without new investment in transportation, Contra Costa will face a future with distressed and outdated infrastructure, increased traffic on already-congested roadways, and a decrease in critical transportation services to those with the greatest need.**

CCTA strives to preserve and enhance an excellent quality of life for Contra Costa County's residents, businesses, and communities with convenient, reliable, and accessible transportation. We do this through optimizing the existing transportation system, leveraging emerging technologies, offering meaningful programs and services, and providing seamless connections between various forms of transportation (for example, cars, transit, cycling, and walking).

The projects in this plan will benefit all who live and travel within Contra Costa County. The projects will help improve the transportation network over the coming decades to meet growing needs, while supporting economic vitality and an environmentally sustainable future.

Transportation-related technological solutions will continue to evolve to help ease traffic congestion, offer alternative mobility options for travel, provide valuable information to travelers, make it easier and more efficient to maintain our transportation infrastructure, and many other applications that may be currently under development. This TEP reflects CCTA's commitment to fully integrate applicable transportation technologies with traditional infrastructure for the benefit of residents and travelers.

When implemented, the projects in this TEP will accomplish an array of major transportation improvements throughout the county. These projects serve to enhance people's transportation options and reduce congestion on every major transportation corridor in the county. The funding will also reach deep into the local communities to improve residents' quality of life and protect the county's natural environment.

HOW THE TEP WAS CREATED

The 2020 TEP was created for Contra Costa County residents, businesses, and travelers by the communities and people it is intended to serve. Key stakeholder groups were convened and community outreach conducted to understand what outcomes and results are most important to the residents and businesses of Contra Costa County. Through this outreach process, a number of desired outcomes were determined to be of highest priority.

These outcomes served as the basis for high-level funding categories that shape the framework for the TEP. The plan presents a suite of transportation projects and programs that align with guiding principles and will offer a transportation system that supports a vibrant, modern, and livable Contra Costa County.

This TEP is "performance-based," meaning that projects must have defined and measurable outcomes that benefit residents and travelers. Every project with a total project cost more than \$10 million in funding must undergo a performance analysis and review prior to funding being allocated. In this way, county taxpayers can be assured that the funding is well spent to meet the county's transportation goals.

TAXPAYER SAFEGUARDS

Over the past 30 years, CCTA has operated under a system of rigorous taxpayer safeguards to protect the county's investments and to ensure that transportation sales tax revenue is invested wisely, equitably, and transparently. CCTA consistently achieves the highest standards in its governmental accounting and financial reporting and ensures full accountability in its programs and projects.

With the 2020 TEP, CCTA is fully committed to continuing our strong accountability to Contra Costa taxpayers through many safeguards. For example:

- CCTA will continue to publish an annual budget and strategic plan that estimates expected transportation sales tax receipts, other anticipated revenue, and planned expenditures for the year.
- CCTA's public oversight committee will continue to provide diligent oversight of all CCTA expenditures and report its oversight activities and findings to the public through annual audits that focus on the allocation of funding, project performance, local jurisdiction compliance, and growth management performance.
- CCTA will routinely inform, communicate with, and engage its partner organizations, advisory committees, and the county's residents and businesses to ensure that its programs and projects are fully transparent and best meet the needs of its residents.
- CCTA will strive to balance the needs of all people and areas of Contra Costa County to support an equitable and sustainable transportation system for all.
- CCTA's regional transportation planning committees will continue to ensure cohesion with local and subregion planning and implementation efforts and adherence to adopted policies.

PERTINENT POLICIES

CCTA implements and follows several key policies to ensure that Contra Costa's transportation systems are in alignment with the county's established future vision. Full text of these policies is included in the Policy Statements section at the end of this document. In summary, these key policies are as follows:

Growth Management Program: establishes principles that preserve and enhance the county's quality of life and promote a healthy and strong economy through a cooperative, multi-jurisdictional process for managing growth while maintaining local authority over land use decisions.

Urban Limit Line Compliance Policy: requires each jurisdiction to adopt and comply with a voter-approved Urban Limit Line, which defines the physical limits of a jurisdiction's future urban development.

The Growth Management Program and Urban Line Limit Compliance policies in place since Measure J began in 2009 have been enhanced in this TEP.

CCTA, with input from many stakeholders, has developed the following additional four policies to ensure that projects align with the vision, guidelines, and requirements for fund expenditures.

Transit Policy: sets out goals for improving, coordinating, and modernizing transit service—along with first- and last-mile connections to transit—thereby increasing the percentage of residents and commuters that may travel conveniently by public transit.

Complete Streets Policy: encourages making local streets more efficient and safe for all users—including

drivers, pedestrians, bicyclists, and transit riders—and giving travelers convenient options while minimizing the need to widen roadways.

Advanced Mitigation Program: provides innovative ways to advance needed infrastructure projects more efficiently and provides more effective conservation of natural resources, watersheds and wetlands, and agricultural lands.

Vision Zero: requires all funding recipients to systemically apply planning and design practices that quantifiably reduce the risk of traffic-related deaths and severe injuries.

GUIDING PRINCIPLES USED TO DEVELOP THE TEP

CCTA is fully committed to planning, funding, and delivering transportation solutions that meet the transportation needs of Contra Costa County's residents, businesses, and travelers, through a strong set of guiding principles including:



DEFINED BENEFITS

CCTA will use transportation sales tax revenue to achieve defined outcomes and benefits.



PUBLIC PARTICIPATION

CCTA will conduct a public outreach program that collects input from stakeholders, residents, and communities throughout Contra Costa County and responds accordingly with meaningful action.



ACCOUNTABILITY AND TRANSPARENCY

CCTA strives for excellence in protecting the public's investments. We aim to routinely engage with partner organizations, advisory committees, and the county's residents and businesses to ensure full transparency.



BALANCED AND EQUITABLE APPROACH

CCTA will balance the needs and benefits for all people and all areas of Contra Costa County to provide an equitable and sustainable transportation system.



MAXIMIZE AVAILABLE FUNDING

CCTA will proactively seek regional, state, and federal funding and private investments to supplement the county's local transportation sales tax revenue, thereby maximizing the total amount of funding for transportation projects in Contra Costa County.



COMMITMENT TO TECHNOLOGY AND INNOVATION

CCTA is committed to keeping Contra Costa County on the cutting edge of transportation technology by continuing to incorporate advanced technologies and emerging innovations into the transportation system.



COMMITMENT TO GROWTH MANAGEMENT

CCTA administers countywide policies that support thoughtful growth management to sustain Contra Costa's economy, preserve its environment, and support its communities.



PROPOSED TRANSPORTATION INVESTMENTS

PLANNING FOR THE FUTURE

This Transportation Expenditure Plan (TEP) includes transportation-related projects and programs to be planned, designed, funded, constructed, and/or delivered in Contra Costa County over the next thirty years. This plan anticipates an investment of approximately \$3 billion of revenue generated from the half-cent transportation sales tax. Contra Costa County's local sales tax revenue will help Contra Costa Transportation Authority (CCTA) attract additional local, regional, state, and federal funding to augment the sales tax revenue.

The project descriptions that follow are purposefully brief and offer general overviews of the purpose and nature of the projects. Several projects (such as affordable transit for students, seniors, and people with disabilities) are continuations or enhancements to ongoing work performed under Measure J. Many other projects included in this plan are still in the concept or planning stages. Stakeholders and the public will have plenty of future opportunities to help shape these projects so that they are most useful and beneficial to residents, commuters, and visitors.

In its role as the administrator of Contra Costa County's transportation sales tax revenue, CCTA has instituted requirements so that taxpayer's revenue is invested per established policies, as presented in the Policy Statements section of this TEP. The policy statements generally require that recipients of funding perform advance performance assessments and comply with applicable laws and other CCTA policies. The Taxpayer Safeguards and Accountability Policy in the Policy Statements section includes the full statement of funding requirements and restrictions, as applicable.

CCTA sets aside funding to implement the countywide Growth Management Program, prepare the countywide transportation plan, and support the programming and monitoring of federal and state funds, as well as CCTA's Congestion Management Agency functions. A very small percentage of the funding also covers basic administrative functions (such as salaries) and basic expenses (such as rent).

► \$1.41 BILLION

IN 2017, FOUR
MAJOR FREEWAYS IN
CONTRA COSTA COUNTY
RANKED IN THE TOP 10
WORST COMMUTES:
I-680, I-80, HIGHWAY 24
AND HIGHWAY 4.*

RELIEVING CONGESTION ON HIGHWAYS, INTERCHANGES, AND MAJOR ROADS

More than 79 percent of Contra Costa County's residents drive to work; several of Contra Costa County's highways have been identified as the "most congested in the San Francisco Bay Area."**

Easing traffic congestion is one of Contra Costa County residents' highest priorities. Accordingly, CCTA will invest nearly half of the new transportation sales tax revenue toward new, modern tools and strategies to improve traffic flow and reduce traffic congestion on the county's major corridors and roads. These strategies include highway and road improvements thoughtfully integrated with transit improvements and alternative modes.

Improving transit and transit connections will lessen traffic congestion on the county's highways; as transit service is improved and more people take transit, fewer cars on the road translates to less traffic.

CCTA is committed to improving access to jobs throughout Contra Costa and supporting economic development of the Northern Waterfront initiative through programs and projects in this Transportation Expenditure Plan. Programs and projects will support housing within planned or established job centers that are served by transit, or that aid economic development and job creation.

Projects will be subject to applicable policies as presented in the Policy Statements section at the end of this document.

*SOURCE: Metropolitan Transportation Commission, Vital Signs - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf

**SOURCE: Metropolitan Transportation Commission, Vital Signs, 2016-2017 data

WHAT'S A CORRIDOR?

A corridor is a swath or belt of land that contains one or more types of transportation infrastructure, such as a road or railway. Each of Contra Costa County's corridors contains a major interstate or highway as well as a major transit line; roads, streets, paths, bus lines, and transit stations.

Everyone is impacted by the performance of corridors, and this impact is felt each and every day, whether you're doing your daily commute, heading to a medical appointment, or traveling to a youth soccer game. CCTA is focused on optimizing all transportation within a corridor so that traffic is smooth, transit is convenient, and all systems work together to support travel across communities and throughout the region. For purposes of this Transportation Expenditure Plan, CCTA is focused on three major transportation corridor improvement categories:

- » Improve State Route 242, Highway 4, and eBART Corridor
- » Modernize I-680, Highway 4, and BART Corridor
- » Enhance I-80, I-580 (Richmond-San Rafael Bridge), and BART Corridor

» Improve SR-242, Highway 4, and eBART Corridor

4 242

RELIEVE CONGESTION AND IMPROVE ACCESS TO JOBS ALONG HIGHWAY 4 AND SR-242

CCTA is continuing its work in **easing traffic congestion**, smoothing traffic flow, and reducing travel time along Highway 4 and SR-242 with a blend of projects that may be considered such as:

- Improve access to jobs and support economic development along the Northern Waterfront
- Improving access to local key destinations, including business districts and BART stations
- Reconfiguring interchanges along SR-242
- Managing traffic flow on Highway 4 by connecting and **synchronizing traffic on freeway**, local roads and freeway ramps
- Completing operational improvements at the I-680/ Highway 4 interchange
- Addressing bottlenecks and cooling hot spots caused by high-volume weaving areas and **adding auxiliary lanes** and improving ramps between SR-242 and Bailey Road
- Providing incentives to encourage the use of transit and alternative transportation options

**5th most
CONGESTED
HIGHWAY
in the Bay Area**
*Eastbound Martinez to Pittsburg**



IMPROVE LOCAL ACCESS TO HIGHWAY 4 AND BYRON AIRPORT

CCTA has developed a multi-pronged approach to **reducing traffic congestion and improving safety and travel time reliability** on the roads through and around Byron. These projects will also facilitate economic development and goods movement in east Contra Costa County. Key projects may consider:

- A new limited-access connector between Byron Highway and Vasco Road south of Camino Diablo to **improve access to Byron Airport**, making it a more useful transportation hub
- Improvements to Vasco Road and Byron Highway, and other safety improvements
- Interchange improvements along Highway 4 at Balfour Road, Marsh Creek Road, Walnut Boulevard; and Camino Diablo
- Enhancements to the Byron Airport
- Improve access to jobs and support economic development along the Northern Waterfront

These projects will include measures to prevent growth outside pre-defined urban limit lines, for example, prohibitions on roadway access from adjacent properties, permanent protection and/or acquisition of agricultural lands or critical habitat, and habitat conservation measures.



ADDITIONAL eBART TRAIN CARS

Trains are full with standing room only during commute hours. Funding will be considered for allocation toward **purchasing additional eBART train cars** so that trains can run more frequently, thereby carrying more passengers on this popular route.

*Source: Metropolitan Transportation Commission, "Vital Signs: Bay Area Freeway Locations with most Weekday Traffic Congestion, 2017" - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix of freeways to bike paths, trains to shuttles, and many other modes in between. Providing **seamless connectivity among these many travel options** will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and taking advantage of future transportation technology trends.

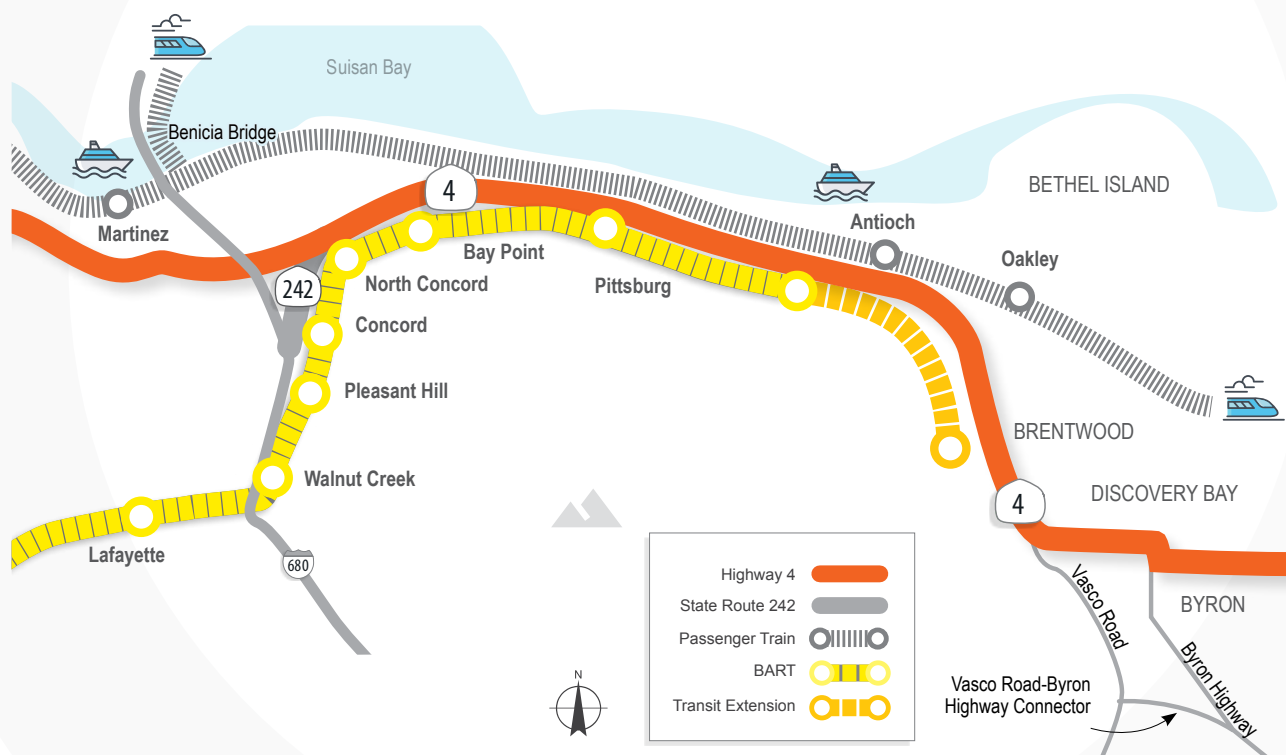


ENHANCE FERRY SERVICE AND COMMUTER RAIL IN EAST AND CENTRAL COUNTY

To help travelers make convenient connections between the Capitol Corridor and San Joaquin train system and the BART system, CCTA proposes to **fund new stations and improvements to existing stations** and rail facilities. Some example projects may include a new train station for the San Joaquin line and a park-and-ride lot in Oakley; new connections between the new Oakley station and Antioch eBART; and a transit connection from the Martinez Amtrak station to the North Concord/Martinez BART station.

CCTA is also considering expanding ferry service between Martinez and Antioch. As more people use ferries and the passenger train, traffic congestion on Contra Costa County's roads and highways will decrease, **traffic will flow more smoothly, and air emissions will decrease**, thereby improving the county's air quality.

» TOTAL INVESTMENTS: \$689 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN EAST COUNTY

CCTA is committed to relieving congestion on major roads and **implementing modern systems** that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians. Projects will range in size and type, and may consider, for example:

- New and/or wider lanes or shoulders
- **New bicycle and pedestrian facilities**
- Installation of “smart” parking management programs
- **Traffic signal synchronization** and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs and gutters, and streetscapes
- Bus transit facility enhancements such as bus turnouts and passenger amenities
- Close gaps and extend major roads to relieve congestion and improve safety



EAST COUNTY TRANSIT EXTENSION TO BRENTWOOD AND CONNECTIVITY TO TRANSIT, RAIL, AND PARKING

Expanding transit service throughout east Contra Costa County will enable more people to travel conveniently to the Antioch eBART station and other destinations served by transit. The TEP may consider funding a direct link between a new intermodal center in Brentwood to the Antioch eBART station.

Funding will also be considered to **improve transit service throughout Brentwood, Oakley and nearby communities** via new shuttle service, bus service, and transit hubs such as a new Tri Delta park-and-ride lot to service eBART and a new Amtrak San Joaquin station in Oakley. Funding will help integrate existing transit services using new technologies, so that people have smooth and convenient connections with less wait time.



IMPROVE TRANSIT RELIABILITY ALONG SR-242, HIGHWAY 4, AND VASCO ROAD

One of CCTA's strategies to smoothing traffic along SR-242, Highway 4, and Vasco Road is to **improve and enhance transit service** to give travelers viable and convenient options to driving. When more people take transit, there will be fewer cars on the road and traffic congestion will be reduced. Possible projects may consider:

- Increased express bus service
- Improved interchanges and local access for buses so they can access the highways more efficiently
- **Dedicated part-time transit lanes** to bypass congestion
- Improved transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing transit users' first-mile/last-mile challenges

» Modernize I-680, Highway 24, and BART Corridor

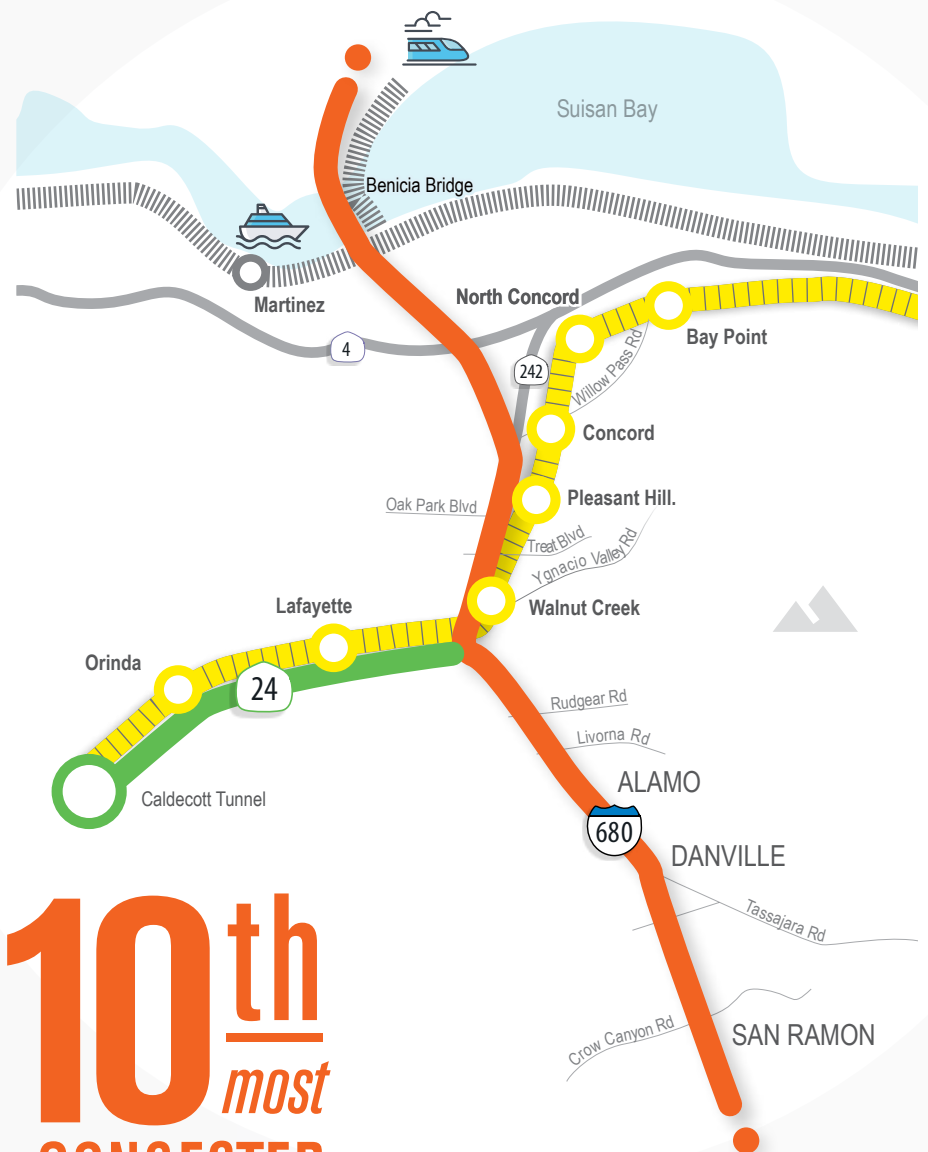


RELIEVE CONGESTION, EASE BOTTLENECKS, AND IMPROVE LOCAL ACCESS ALONG THE I-680 CORRIDOR

Improvements to the I-680 corridor will work together to address bottlenecks, **relieve traffic congestion**, smooth traffic flow, reduce travel times, **improve air quality**, and offer efficient transportation choices to all travelers. Key strategies to be considered include:

- **Complete express lanes** in both directions from Rudgear Road in Walnut Creek to the Benicia Bridge to provide 25 miles of continuous southbound express lanes and nearly continuous northbound express lanes
- Address congestion hot spots caused by high-volume weaving areas between Livorna Road and Treat Blvd. Additional merge lanes and ramp improvements at these locations **will provide safe merging for motorists and ease bottlenecks** that currently create chronic delays
- Implement innovative technology solutions to manage traffic flow by connecting and synchronizing traffic on local arterials, freeway ramps, and freeways
- **Expand park-and-ride facilities** to enable people to use transit more often
- Implement transportation demand management programs to reduce single-occupancy vehicle travel
- Provide incentives for using alternative transportation options

*Source: Metropolitan Transportation Commission, "Vital Signs: Bay Area Freeway Locations with most Weekday Traffic Congestion, 2017" - https://mtc.ca.gov/sites/default/files/top_10_congestion_locations-2017.pdf



**10th most
CONGESTED
HIGHWAY
in the Bay Area**
*Northbound Danville
to Walnut Creek**



I-680	
Highway 24	
Passenger Train	
BART	

» TOTAL INVESTMENTS: \$493 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN CENTRAL COUNTY AND LAMORINDA

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide **safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians**. Projects will range in size and type, and may consider, for example:

- New and/or wider lanes or shoulders
- New bicycle and pedestrian facilities
- Installation of “smart” parking management programs
- Traffic signal synchronization and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs, gutters, and streetscapes
- Bus transit facility enhancements such as bus turnouts and passenger amenities



24

IMPROVE TRAFFIC FLOW ON HIGHWAY 24 AND MODERNIZE THE OLD BORES OF CALDECOTT TUNNEL

CCTA has plans to improve traffic flow and access along Highway 24 in Orinda, Lafayette, and Moraga through a suite of projects that could include improving interchanges, modifying major roads to reduce highway access delays, and other congestion-reducing improvements. CCTA will also **develop transit and shared trip incentives** for drivers in lieu of single-occupant vehicle travel.

The original two-bore Caldecott Tunnel opened in 1937. CCTA will implement improvements that could include increase lighting and visibility, improved traffic alerts for crashes or stalled vehicles, and other physical or technological solutions to improve safety, and help improve traffic flow in the tunnels.



IMPROVE TRANSIT RELIABILITY ALONG THE I-680 AND HIGHWAY 24 CORRIDORS

One of CCTA's strategies to smoothing traffic along the I-680 and Highway 24 corridors is to improve and **enhance transit service** to give travelers viable and convenient alternatives to driving in their vehicles. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding may consider the following:

- Implement and increase express bus service along the I-680 and Highway 24 corridors
- Improve interchanges and local access so buses can access the highways more efficiently
- Provide **dedicated part-time transit lanes** along I-680 to bypass congestion
- **Improve transit connections** between transit stations, schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users



PROVIDE GREATER ACCESS TO BART STATIONS ALONG I-680 AND HIGHWAY 24

In addition to making shuttle service to and from BART more frequent, CCTA will consider allocating funding toward making **parking and access improvements** that serve BART stations, so that buses and people in vehicles—along with people arriving by walking or bicycling—can get to the station more easily and conveniently. Funding may be considered for constructing satellite parking lots with frequent direct shuttle service to BART.



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix of freeways to bike paths, trains to shuttles, and many other modes in between.

Providing seamless connectivity among these many travel options will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and **taking advantage of future transportation technology trends**.



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN SAN RAMON VALLEY

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide **safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians**. Projects will range in size and type, and may consider, for example:

- New and/or wider lanes or shoulders
- New bicycle and pedestrian facilities
- Installation of “smart” parking management programs
- Traffic signal synchronization and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs, gutters, and streetscapes
- Bus transit facility enhancements such as bus turnouts and passenger amenities

» Enhance I-80, I-580, and BART Corridor



RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG THE I-80 CORRIDOR

Improvements to the I-80 corridor will address bottlenecks, relieve traffic congestion, smooth traffic flow, reduce travel times, improve air quality, and offer efficient transportation choices to all travelers. Key improvements may include:

- Several innovative strategies and operational improvements will be implemented to **reduce travel time, improve air quality, reduce weaving at interchanges**, and smooth traffic flow
- Expand intelligent transportation systems and advanced technology strategies along I-80 to **maximize system efficiency** and prepare the corridor for future advances in transportation technology
- Increase travel time reliability in the carpool lanes through cost-effective **managed lane strategies** and enforcement
- Improve and expand express transit service through the corridor
- Transform park-and-ride facilities into **shared mobility hubs** that provide multi-modal transportation options and amenities to encourage transit use
- Provide incentives to encourage the use of transit and alternative transportation options.



\$187M



WILL BE SPENT TO INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA COUNTY.

» TOTAL INVESTMENTS: \$226 million



IMPROVE TRAFFIC FLOW ON MAJOR ROADS IN WEST COUNTY

CCTA is committed to relieving congestion on major roads and implementing modern systems that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians. Projects will range in size and type, and may consider, for example:

- Railroad grade separations
- New and/or wider lanes or shoulders
- **New bicycle and pedestrian facilities**
- Installation of “smart” parking management programs
- **Traffic signal synchronization** and other innovative technologies
- Traffic calming measures and roundabouts
- Shoulders, sidewalks, curbs and gutters, and streetscapes
- Bus **transit facility enhancements** such as bus turnouts and passenger amenities



ENHANCE FERRY SERVICE AND COMMUTER RAIL IN WEST COUNTY

To help travelers make convenient connections with the Capitol Corridor and San Joaquin train systems, CCTA will consider funding a **new regional intermodal station** in Hercules, along with new or improved ferry services in Hercules with connections to the train. As more people use ferries and the train, traffic congestion on Contra Costa County's roads and highways will be less, traffic will flow more smoothly, and air emissions will decrease thereby improving the county's air quality.



SEAMLESS CONNECTED TRANSPORTATION OPTIONS

Contra Costa County's transportation system is a mix of freeways to bike paths, trains to shuttles, and many other modes in between. **Providing seamless connectivity** among these many travel options will ensure that our system can meet the future needs of our growing and aging population.

CCTA will develop guidelines and implement systems to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and **taking advantage of future transportation technology trends.**



IMPROVED TRAFFIC FLOW AND LOCAL ACCESS TO RICHMOND-SAN RAFAEL BRIDGE ALONG I-580 AND RICHMOND PARKWAY

CCTA plans to relieve traffic congestion and reduce traffic delays by **modernizing facilities**, expanding pedestrian and bicycling options, improving transit reliability, and encouraging the use of carpools and buses.

Specific improvements to be considered:

- **Extending the carpool lane along I-580** from the toll plaza to Central Avenue in El Cerrito
- Making improvements so that pedestrians and cyclists can better access the Richmond-San Rafael bridge, Richmond Parkway, Richmond Ferry Terminal, and Richmond BART Station
- Improving interchange at Richmond Parkway and I-580
- **Providing incentives** for using alternative transportation options



IMPROVE TRANSIT RELIABILITY ALONG THE I-80 CORRIDOR

One of CCTA's strategies to smoothing traffic along the I-80 corridor is to improve and **enhance transit service** to give travelers viable and convenient options to driving. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding is planned to:

- Increase express bus service along the corridor
- Improving interchanges and local access for buses so they can access the highways more efficiently
- Provide dedicated part-time transit lanes along I-80 to bypass congestion
- **Improve transit connections** between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

Several of these projects are earmarked for RM-3 funding, with CCTA providing matching funds.

► \$1.53 BILLION



IMPROVING TRANSPORTATION COUNTYWIDE IN ALL OUR COMMUNITIES

The quality of roads and availability of transportation options are two major factors in making our communities great places to live, as are the availability of jobs, safety, access to parks and trails, and good clean air and water. CCTA will implement many projects throughout the county to improve our local communities and **protect Contra Costa County's environment and quality of life.**

The previous section of this TEP presented investments focused on Contra Costa County's major corridors. This section describes funding that spreads into every community, through local projects and programs that improve the county's vast transportation network.

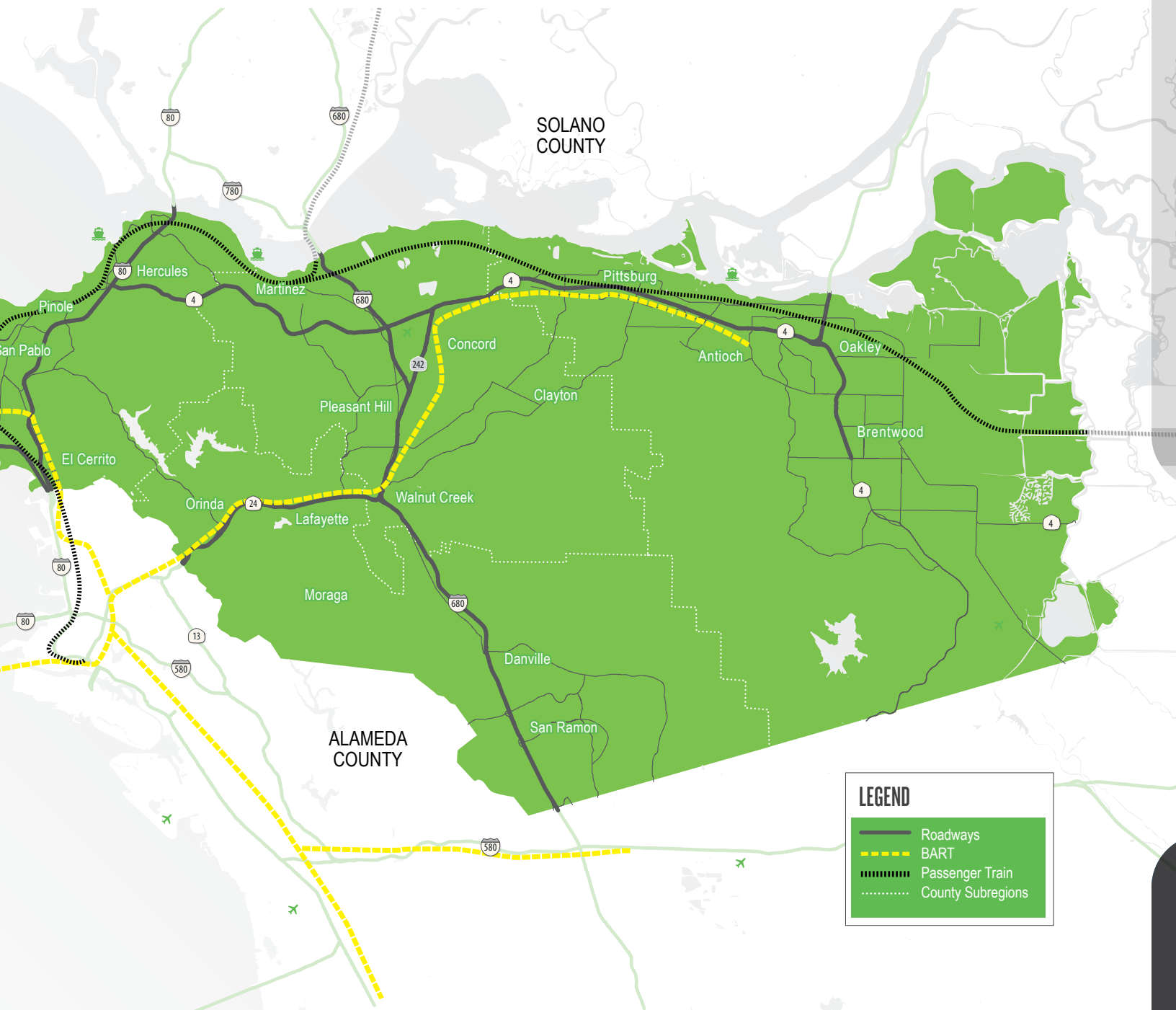
Funding will be allocated toward improving local roads and streets to make them safer for all travelers. Smaller projects—such as removing bottlenecks, improving traffic signal operations, installing traffic calming measures, and making streetscape improvements—can make big improvements in a community's quality of life.

Funding will be allocated toward substantial investments in a **robust transit system** that provides affordable, efficient, convenient, and accessible transit to travelers throughout the county. These projects will result in cleaner, safer, and more reliable trips on BART, buses, and ferries. The transit systems will extend into parts of the county that are currently lacking frequent transit service. When more people take transit, traffic congestion on the county's roads and highways will decrease, traffic will flow more smoothly, and **air emissions will decrease**, thereby improving the county's air quality.

CCTA is committed to supporting affordable and safe transportation for all Contra Costa County residents. CCTA will allocate funding toward a wide array of **programs for students, seniors, veterans, and people with disabilities**, aimed at offering safe transportation options and improving mobility.

Projects will be subject to applicable policies as presented in the Policy Statement section.





LEGEND

- Roadways
- BART
- Passenger Train
- County Subregions

Location
Eastern suburb of the San Francisco Bay Area

Population
1 Million+

Diverse
Demographically, economically and geographically

» Improving Transportation Countywide In All Our Communities



MODERNIZE LOCAL ROADS AND IMPROVE ACCESS TO JOB CENTERS AND HOUSING

Smooth, pothole-free roads, safe intersections, pleasant sidewalks, safe bike lanes, and clean air are some of the important features that make Contra Costa County a great place to live and work.

CCTA will provide funding directly to the county's cities, towns, and unincorporated areas so that they may make improvements to their own local roads and streets.

To ensure transparency and accountability, local agencies report annually on the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements. Local agencies must also meet the requirements set forth in the Growth Management Program, Urban Limit Line Compliance Requirements, Transit Policy, Complete Streets Policy, and other applicable policies in the Policy Statements section.



SAFE TRANSPORTATION FOR YOUTH AND STUDENTS

Drop-off and pick-up at schools often creates traffic jams on local streets and unsafe conditions for children. CCTA will allocate funding toward a wide array of transportation projects and programs for students, and youth, aimed at offering safe transportation options, such as walking, and cycling, and improving mobility.

Funding will also be used for **reduced fare transit passes**, transit incentives, and school bus programs to encourage more youth and students to use transit to attend school and afterschool programs. This will also relieve traffic congestion.

In cooperation with project sponsors in each subregion, CCTA will establish guidelines to define priorities and maximize effectiveness. The guidelines may require provisions such as operational efficiencies, performance criteria, parent contributions, and reporting requirements.



IMPROVE WALKING AND BIKING ON STREETS AND TRAILS

Numerous studies and research across many different communities have demonstrated the benefits of creating an environment where walking and bicycling are safe, comfortable, and convenient. For example, **increased walking and bicycling can improve air quality by reducing emissions and energy use** from motor vehicles; improving access by foot or bike can make transit more convenient; and regular walking and bicycling can improve people's health and reduce mortality rates and health care costs.

This TEP contains **unprecedented levels of funding to improve safety for bicyclists and pedestrians in every part of the county**— from local street improvements to trail enhancements and similar projects. Funding will be considered to implement projects in the Contra Costa Countywide Bicycle and Pedestrian Plan, most recently updated in 2018. CCTA will develop program guidelines for a competitive project selection process that maximizes benefits for all users. All funding will be consistent with CCTA's Complete Streets, Vision Zero, and other applicable policies.

Approximately one-fifth of the funds will be considered for allocation to the East Bay Regional Park District for the development, maintenance, and rehabilitation of paved regional trails.



» TOTAL INVESTMENTS: \$1.53 billion



AFFORDABLE TRANSPORTATION FOR SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES

Contra Costa County's population is aging. As people get older or become disabled and can no longer drive, they will increasingly rely on other ways to get around. Funding in this category will be used for **affordable and safe countywide transportation** for seniors, disabled veterans, and other people with disabilities who, due to age or disability, cannot drive or take other transit options.

In collaboration with stakeholders and service providers, CCTA will develop an Accessible Transportation Services Strategic Plan to guide the use of these funds.



CLEANER, SAFER BART

BART began operating in the early 1970s and its stations and station equipment are showing their age. There are eleven BART stations located in Contra Costa County.

CCTA plans to fund a suite of modernization projects at select stations to **increase safety, security, and cleanliness**, and to improve customer experience. Several projects will focus on improving reliability of fare gates and reducing fare evasion. Many of these projects are eligible for Measure RR (BART's \$3.5 billion general obligation bond). CCTA will provide no more than a dollar-for-dollar match for BART projects. BART and CCTA will develop a countywide program to determine how funding is allocated, evaluated, and tracked for effectiveness. Specific funding and maintenance of effort requirements are required and identified in the Taxpayers Safeguards and Accountability Policy.



PROVIDE CONVENIENT AND RELIABLE TRANSIT SERVICES IN CENTRAL, EAST, AND SOUTHWEST COUNTY

Although BART and rail service offers backbone transit options to residents in central, southwest, and east County, many neighborhoods and communities are unserved or underserved by bus or other transit options, meaning that transit is not close enough to people who want to use it, and not frequent enough to be convenient. Funding will be provided to public transit operators in the central, east, and southwest subregions to provide **cleaner, safer, and more reliable trips on buses or shuttles**. This funding will enable transit operators to improve the frequency of service on existing routes, especially high-demand routes, increase ridership, and incentivize transit use by offsetting fares.



INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA COUNTY

Many people in west Contra Costa County rely on buses and transit as their primary means of travel. CCTA will focus on expanding transit services to unserved or underserved areas, along with more frequent and reliable bus service to all. Funding will be provided to public transit operators in the west subregion of Contra Costa County (including AC Transit and WestCAT) to **provide cleaner, safer, and more reliable trips on buses**. This funding will enable transit operators to improve the frequency of service on existing routes, especially high demand routes, increase, and incentivize transit use by offsetting fares.



REDUCE EMISSIONS AND IMPROVE AIR QUALITY

CCTA is a nationwide leader in sustainable, technology-enabled transportation and integrates innovative technological solutions into Contra Costa County's transportation network to improve traffic flow and safety, reduce greenhouse gas emissions, and offer improved travel options. Technology solutions can help solve the challenges of the lack of connectivity between transportation options, resulting in reduced emissions, and improved air quality. Eligible expenditures in this category include:

- Implementing the strategies developed in the 2019 Contra Costa Electric Vehicle Readiness Blueprint and subsequent updates
- Reducing transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy
- Preparing for a growing fleet of zero-emission vehicles by facilitating the installation of electric charging stations or alternative fuels
- Increasing utilization of non-auto types of transportation by expanding walking and biking paths and transit options
- Using demand management strategies designed to reduce congestion, increase use of non-auto transportation, increase occupancy of autos, manage existing infrastructure, and reduce greenhouse gas emissions
- Managing parking supply to improve availability, utilization, and to reduce congestion and greenhouse gas production

Funding is intended to match regional, state, or federal grants and private-sector investment to achieve maximum benefits. CCTA will develop and adopt guidelines for a competitive project selection process for the use of these funds.



POLICY STATEMENTS

The Growth Management Program (GMP)

GOALS AND OBJECTIVES

The overall goal of the GMP 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 GMP 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; and
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is augmented and superceded by this 2020 TEP.

1. The Authority will, to the extent possible, attempt to harmonize the BMP and the State-mandated Congestion Management Program (CMPs). To the extent they conflict, CMP activities shall take precedence over the GMP activities.

COMPONENTS

To receive its share of funding from the following categories:

- 2020 TEP Modernize Local Roads & Improve Access to Housing and Job Centers;
- Measure J Local Streets Maintenance & Improvements; and
- Measure J Transportation for Livable Communities (TLC);

each jurisdiction must:

1. Adopt a Growth Management Element (GME)

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–9 below. The Authority will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

Each jurisdiction is encouraged to incorporate other standards and procedures into its GME to support the objectives and required components of this GMP.

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 Transportation Plan (CTP).

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 RTPC shall develop the regional Development Mitigation Program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives (MTSOs) and actions to achieve them established in the Action Plans for Routes of Regional Significance. RTPCs may use existing regional mitigation programs, if consistent with this section, to comply with the GMP.

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:

- Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the average number of units needed each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- 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
- Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

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

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

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the RTPCs and the Authority to create a balanced, safe and efficient



transportation system and to manage the impacts of growth. Jurisdictions shall work with the RTPCs to:

- a. Identify Routes of Regional Significance and MTSOs or other tools adopted by the Authority for measuring performance and quality of service along routes of significance—collectively referred to as MTSOs—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 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; and
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the RTPCs, 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 MTSOs 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 GMP, all jurisdictions must continually comply with an applicable voter approved 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.

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

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

6. Develop a Five-Year Capital Improvement Program (CIP)

Each jurisdiction shall prepare and maintain a CIP 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 CIP 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 CIP 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 TSM ordinance that the Authority has drafted and adopted. Upon approval of the Authority, cities/towns with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable):

- a. Hillside Development Policy;
- b. Ridgeline Protection Policy;
- c. Wildlife Corridor Policy;
- d. Creek Development Policy

Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Preservation Plan Act (NCCP) shall satisfy the requirement to have an adopted Wildlife Corridor Policy and Creek Development Policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (FMMP) (as defined by the California Dept. of Conservation and mapped by FMMP)

within their planning areas but outside of their city/town shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting FMMP outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

9. Adopt a Complete Streets Policy and Vision Zero Policy

Each jurisdiction shall adopt a Complete Streets Policy, consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Authority's Complete Streets Policy, which accommodates all users of travel modes in the public right-of-way. Each jurisdiction shall also adopt a Vision Zero Policy which substantially complies with the Authority's Model Vision Zero Policy and reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds. Jurisdictions shall document their level of effort to implement these policies, including during requests for funding, peer review of project design, and as part of the newly-added compliance requirement in the biennial GMP Checklist.

If the Authority determines that the jurisdiction complies with the requirements of the GMP, it shall allocate to the jurisdiction its share of 2020 TEP funding from the Fix and Modernize Local Roads category and its share of Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold those funds and also make a findings that the jurisdiction shall not be eligible to receive Measure J TLC funds until the Authority determines that 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 policies and procedures.

ALLOCATION OF FUNDS

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

Each jurisdiction shall demonstrate its compliance with all of the components of the GMP 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 GMP, consistent with the Authority's adopted policies and procedures.

Urban Limit Line (ULL) Compliance Requirements

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

1. Urban Limit Line (ULL):

A ULL, 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 July 1, 2020.

3. County ULL:

County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

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

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

4. Local Voter ULL (LV-ULL):

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 Pittsburg
City of San Ramon

5. Minor Adjustment:

An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.

6. Other Adjustments:

Other adjustments that address issues of unconstitutional takings and conformance to State and Federal law.

REVISIONS TO THE ULL

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
 - d. However, if any Countywide measure to approve a revision to the County ULL fails, then the legislative body of each local jurisdiction relying on the prior County ULL may accept and approve the existing County ULL.

4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor adjustment shall not exceed 30 acres.
 - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 200606 § 3, 91-1 § 2, 90-66 § 4) which include:
 - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the ULL.
 - An objective study has determined that the ULL is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by State law, and the governing elected legislative body finds that a change to the ULL is necessary and the only feasible means to enable the County jurisdiction to meet these requirements of state law.
 - A majority of the cities/towns that are party to a preservation agreement and the county have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, or County growth management studies or otherwise) or circumstances have changed, warranting a change to the ULL.
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the County's aviation related needs; or
 - A change is required to conform to applicable California or Federal law.
 - c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
 - d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
 - e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
 - f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.

CONDITIONS OF COMPLIANCE

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

Transit Policy

VISION

This Transportation Expenditure Plan (TEP) envisions a transportation system that provides reliable, safe, comfortable and convenient access for all users of the transportation system, regardless of mode choice and travel characteristics. The TEP further envisions a public transit system that provides convenient, safe, affordable and reliable service and offers an attractive alternative to private automobile usage. The Transit Policy Vision includes the infrastructure needed to accommodate a more robust transportation system for Contra Costa County that promotes greater use of transit and other shared mobility alternatives by prioritizing the movement of people rather than single-occupancy vehicles across the network. The TEP aims to improve transit countywide and reduce commute travel times, deliver more frequent and reliable service, expand transit service areas and provide better connections to and from transit by various modes of mobility options. Improving the coordination among transit operators and integrating the existing transit systems with new technological tools and platforms to enhance customer access and experience should increase the share of residents and employees who choose public transit. Doing so will reduce congestion, improve air quality, and will accommodate a growing population.

To achieve this vision, the TEP allocates more than one-half of the expected sales tax revenue to Transit and Alternative Modes and approximately one-quarter for local road improvements. In order to provide the maximum benefits to Contra Costa residents, the Contra Costa Transportation Authority (CCTA) adopts the following policies and principles for use of transit funds authorized in the TEP:

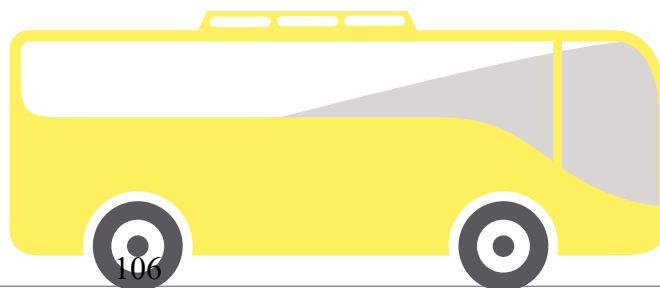
POLICY

1. The Policy shall promote Transit-First and guide the development of an Integrated Transit Plan (ITP). In the context of this Policy, Transit-First considers the following to provide a seamless and integrated transportation system:
 - a. Decisions regarding the use of limited public street and sidewalk space shall prioritize the use

of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.

- b. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles and to improve safety for people who bike and walk.
 - c. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
 - d. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
 - e. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
 - f. The ability to reduce traffic congestion depends on the adequacy of regional public transportation. The cities/towns and county shall promote the use of transit and the continued development of an integrated, reliable, regional public transportation system.
 - g. The cities/towns and county shall encourage innovative solutions to meet public transportation needs wherever possible.
2. All transit operators that receive funding from the TEP shall participate in the development of an ITP to identify how to utilize funding to better coordinate and integrate transit services countywide. The ITP should guide how the TEP funding dedicated to Transit and Alternative Modes categories can be used to implement the Transit Policy Vision.
 - a. The ITP will be developed and managed under the leadership of CCTA and the County's transit operators. CCTA and the transit operators shall coordinate with transportation service providers in Contra Costa to inform the development of the ITP. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the ITP.
 - b. The ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators, and should identify transit service investments (i.e. new routes, service hours,

- frequency), capital projects/assets (i.e. transit centers, bus stops, stop amenities, vehicles), and transit priority measures (i.e. transit signal priority, bus lanes, queue jumps) to be funded from the TEP.
- c. Transit operators, cities/towns and county shall coordinate regarding planned improvements for signal synchronization, Complete Streets and Vision Zero elements, as well as other locally-owned infrastructure investments that could benefit transit.
 - d. Prioritization for TEP funding should consider projects that can leverage other state, federal or local funding.
 - e. The ITP shall be updated at least every five years to address new technology opportunities, any changes in demand and other conditions.
3. Transit operators in Contra Costa County shall incorporate the findings and recommendations of the ITP pertinent to each operator's service area into their respective Short-Range Transit Plans (SRTP). The SRTPs shall be reviewed for consistency with the ITP associated with this TEP.
 4. Allocations pursuant to this TEP will be made in support of the recommendations in the ITP. Any recommendations in the ITP shall include performance measures to achieve continued funding.
 5. CCTA expects that transit operating funds from the TEP be used to support the vision of this policy. In the event that TEP funds must be used to support other transit services as a result of reduction of operating funds from other sources, the transit operator shall update its SRTP and submit to CCTA.
 6. CCTA expects that public agencies and transit operators leverage new and emerging technologies to improve service and to address first-mile/last-mile connections between transit stops and other traveler destinations. These technologies may include, but not be limited to, ride hailing partnerships, autonomous shuttles, shared mobility (bikes, scooters, cars), and mobility on demand platforms that best fit within each transit operators service area. The ITP should address how these technology services function within and among service boundaries and provide a seamless experience countywide for customers.
 7. CCTA expects that recipients of TEP funding create, analyze and seize opportunities for fare and schedule integration among transit operators and any technology services adopted. Focus should be placed on reducing inconveniences associated with transferring between services and on having a cost-effective universally accepted digital payment method. The ITP should address how Contra Costa transit operators can maximize benefits of fare payment and schedule integration.



Complete Streets Policy

VISION

This Plan envisions a transportation system and infrastructure in which each component provides safe, comfortable and convenient access for users of all ages and abilities. These users include pedestrians, bicyclists, transit riders, automobile drivers, taxis, Transportation Network Companies (TNCs) and their passengers, truckers, as well as people of varying abilities, including children, seniors, people with disabilities, and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users. All projects shall be planned, designed, constructed and operated to prioritize users' life safety and accommodate the Complete Streets concept.

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

POLICY

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

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using

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

Recipients of 2020 TEP funding for Modernize Local Roads and Improve Access to Job Centers and Housing and Measure J TEP Funding from Local Maintenance and Improvements shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public ROW for which the agency is responsible. These procedures shall:

1. Be consistent with the California Complete Streets Act of 2008 (AB 1358);
2. Be consistent with and be designed to implement each agency's General Plan Policies once that plan has been updated to comply with the California Complete Streets Act of 2008 and the Authority's Complete Streets Policy;
3. Involve and coordinate the work of all agency departments and staff whose projects will affect the public ROW;
4. Consider the Complete Street design standards adopted by the Authority;
5. Be consistent with the adopted Local Jurisdiction Complete Streets Policy and Authority's Complete Street Policy herein;
6. Promote proactive data collection and traffic system monitoring using next generation technology, such as advance detection systems;
7. 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 CIP.

As part of their biennial GMP checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes by applying Transit, Complete Streets and Vision Zero Policies.

As part of the multi-jurisdictional planning required by the GMP, agencies shall work with the Authority and the RTPCs to harmonize the planning, design, and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

EXCEPTIONS

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

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

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

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

Advance Mitigation Program

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program (AMP) as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and that supports residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change.

Assembly Bill No. 2087 (AB 2087) outlines a program for informing science-based, non-binding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The amp used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The AMP will provide environmental mitigation activities specifically required under the California Environmental Quality Act of 1970 (CEQA), National Environmental Policy Act of 1969 (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. Senate Bill 1 (SB 1) (2017) created the AMP at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects. The Authority's AMP compliments advance mitigation funding from SB 1.

The Authority's participation in an AMP is subject to the following conditions:

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

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

All projects funded from the TEP are eligible for inclusion in the AMP. Note that some projects are within the East Contra Costa County HCP / NCCP. The AMP provides an opportunity to meet species mitigation needs on projects that cannot be met by East Contra Costa County HCP/ NCCP.



Taxpayer Safeguards and Accountability

GOVERNING STRUCTURE

Governing Body and Administration

The Authority is governed by an Authority 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 Transportation Partnership and Cooperation (TRANSPAC)
- Two members from the East County RTPC, also referred to as East County Transportation Planning Committee (TRANSPLAN)
- Two members from the Southwest County RTPC, also referred to as Southwest Area Transportation Committee (SWAT)
- Two members from the West County RTPC, also referred to as West County Contra Costa County Transportation Advisory Committee (WCCTAC)
- One member from the Conference of Mayors; and
- Two members from the Board of Supervisors

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

The four subregions within Contra Costa: Central, West, Southwest and East County are each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo, and the unincorporated portions

of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Public Oversight Committee

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

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

The POC shall prepare an annual report including an account of the POC'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 TEP. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority website and made continuously available for public inspection at Authority offices. The report shall be composed of easy-to-understand language that is not produced in an overly technical format. The POC shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

POC members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the POC is to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPCs representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the County's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council (PCC), Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the Measure). About one-half of the initial member appointments will be for two years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the POC for no more than 6 consecutive years.

POC members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the POC, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The POC 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 (The 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 POC, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the POC by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the POC may effectively perform its oversight function. The POC 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 POC Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The POC 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 TEP.

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

The POC replaces the Authority's existing Citizens Advisory Committee (CAC).

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 RTPCs that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee (TCC) that will serve as the Authority's technical advisory committee;
- Paratransit Coordinating Council (PCC);
- The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC);
- Bus Transit Coordinating Committee (BTCC)

IMPLEMENTING GUIDELINES

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

Duration of the TEP

The duration of the TEP shall be for 30 years from July 1, 2020 through June 30, 2050.

Administration of the Plan

1. Funds only Projects and Programs in the TEP:

Funds collected under this Measure may only be spent for purposes identified in the TEP, as it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to

maintain consistency with the current Contra Costa CTP, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each project and program is proposed for approval.

2. All Decisions Made in Public Process:

The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Authority will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Authority, strategic delivery plans and annual reports will all be prepared for public review. The interest of the public will be further protected by the POC, described previously in the TEP.

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 from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.

4. Expenditure Plan Amendments Require Majority Support:

The Authority may review and propose amendments to the TEP and the GMP 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 RTPCs will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the County will be given a 45-day period to comment on any proposed TEP.

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 TEP shall be made available for project development and implementation as required in the project's financial and implementation program.

6. Jurisdiction:

The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the TEP.

Taxpayer Safeguards, Audits and Accountability**7. Public Oversight Committee (POC):**

The POC will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC 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 TEP, and compliance by local jurisdictions with the maintenance of effort and GMP described previously in the TEP.

8. Fiscal Audits:

All funds expended by the Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Measure funds (including but not limited to County, cities/towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.

9. Performance Audits:

All funding categories shall be subject to performance audits by the Authority. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories, so that at the end of the fourth year all funding categories are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the TEP. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE):

Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all 2020 TEP funding from Modernize Local Roads and Improve Access to Job Centers and Housing and Measure J TEP funding from Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its MOE requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority Board. Taking into consideration the recommendation, the Authority Board may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- c. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.

- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the MTC, and the jurisdiction has implemented its synchronized signals plan, and its Complete Streets, Vision Zero, and Transit First policies.

11. Annual Budget and Strategic Delivery 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 Delivery 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 Delivery Plan will be adopted by the Authority Board at a public meeting.

12. Requirements for Fund Recipients:

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

13. Geographic Equity:

The proposed projects and programs to be funded through the TEP constitute a proportional distribution of funding allocations to each subregion in Contra Costa County. The subregional share of projected revenue is based on each subregion's share of the projected overall population in Contra Costa County at the midpoint of the measure. RTPCs must approve any revisions to the proportional distribution of funding allocations in the TEP and Strategic Delivery Plan.

Restrictions on Funds

14. Expenditure Shall Benefit Contra Costa County:

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

15. Environmental Review:

All projects funded by sales tax proceeds are subject to laws and regulations of Federal, State, and local government, including the requirements of the California Environmental Quality Act (CEQA). Prior to approval or commencement of any project or program included in the TEP, all necessary environmental review required by CEQA shall be completed.

16. Performance-based Project Review:

Before the allocation of any Measure funds for the construction of a project with an estimated cost in excess of \$10 million (or elements of a corridor project with an overall estimated cost in excess of \$10 million), the Authority will: 1) verify that the project is consistent with the approved CTP, as it may be amended, 2) verify that the project is included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and 3) require the project sponsor to complete a performance-based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be limited to, an analysis of the project impacts on greenhouse gas (GHG) emissions, vehicle miles traveled (VMT), goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system, other environmental effects and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. The Authority will expect project sponsors to identify and select a project alternative that reduces GHG emissions as well as VMT per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall employ a public process to develop and adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2022.

There will be additional performance-based reviews for actions in four categories of expenditure: Improve Walking and Biking on Streets and Trails; Countywide Major Road Improvement Program; Reduce Emissions and Improve Air Quality; and, Seamless Connected Transportation Options. The additional review guidelines are outlined in Sections 30-33 of these Implementing Guidelines.

17. Countywide Transportation Plan (CTP):

State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a CTP for the County and cities/towns within the County. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa County. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.

18. Complete Streets:

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

19. Compliance with the GMP:

If the Authority determines that a jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive 2020 TEP funding from Fix and Modernize Local Roads and Measure J TEP funding from Local Streets Maintenance & Improvements funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP section of the TEP.

20. Local Contracting and Good Jobs:

Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy (such as the Helmets to Hardhats program).

21. New Agencies:

New cities/towns or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the TEP may be considered as eligible recipients of funds through a TEP amendment.

22. Integrated Transit Plan (ITP):

The Authority has adopted a Transit Policy that envisions a public transit system which provides convenient, safe, affordable and reliable service that offers an attractive alternative to private automobile usage. In order to achieve this vision, the Authority and transit operators will develop an ITP to identify how Contra Costa County transit operators can utilize TEP funding to better coordinate and integrate their services. This ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Allocations pursuant to this TEP will be made in support of the findings and recommendations included in the ITP.

All transit operators who receive funding from the TEP shall participate in the development of an ITP. Transit operators shall consult with the RTPCs in developing the ITP, and cities, towns and the county, as applicable, regarding TEP funding for signal synchronization, complete streets and other investments that could benefit transit. Transit operators shall incorporate the findings and recommendations of the ITP their respective Short Range Transit Plans.

CCTA expects that transit operating funds from the Transportation Expenditure Plan be used to support new service, not to subsidize existing transit service. In the event that TEP funds must be used to subsidize existing services as a result of the reduction of operating funds from other sources or due to other financial concerns, the transit operator shall update its Short Range Transit Plan and notify the Authority.

23. Affordable Transportation for Seniors, Veterans, and People with Disabilities:

An Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the Measure. No funding under the Affordable Transportation for Seniors, Veterans, and People with Disabilities category will be allocated until the ATS Strategic Plan has been developed and adopted. No funds may be distributed to a service provider before it adopts the plan except as noted below. The development and delivery of the ATS Strategic Plan will focus on using mobility management to ensure coordination and efficiencies in accessible service delivery. The ATS Strategic Plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The ATS Strategic Plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all service

providers and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan will 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 will be developed by the Authority, in consultation with direct users of service, stakeholders representing seniors and people with disabilities who face mobility barriers, and non-profit and publicly operated paratransit service providers. Public transit operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted no later than December 31, 2020. The development of the ATS Strategic Plan will not affect the allocation of funds to current operators as prescribed in the existing Measure J Expenditure Plan.

24. Safe Transportation for Youth and Children.

Prior to an allocation of funds from the Safe Transportation for Youth and Children category, the Authority will employ a public process to develop and adopt program guidelines and performance assessment procedures to maximize effectiveness. The guidelines and performance assessment may require provisions such as operational efficiencies, performance criteria, parent contributions, and reporting requirements. The guidelines will be developed in coordination with the RTPCs to develop the program that meets the needs within each subregion. Funding will be allocated to subregions and program funding will be subject to the publicized performance assessment conducted by Authority (see item 16 in this policy section). The development of the program guidelines and performance assessment procedures will not affect the allocation of funds to current programs as described in the existing Measure J expenditure plan.

25. Enhance Ferry Service and Rail Connectivity in Contra Costa County:

All projects funded in the Enhance Ferry Service and Commuter Rail in Contra Costa category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing VMT and GHG emissions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Proposed projects must be included in and conform with the ITP. Project sponsors requesting funding from this category will be required to prepare a feasibility and operations plan and submit to the Authority to demonstrate there sufficient funding is available to operate the proposed project and/or service.

26. BART Maintenance of Effort (MOE):

Prior to any appropriation, allocation or reimbursement of funds to BART, the Authority Board shall make a finding that BART has continued to use a proportional share of its operating allocations for capital projects. BART's preliminary FY 2019 Budget forecasts approximately \$150 million of its operating allocations to capital projects. BART shall demonstrate that it continues to use an equivalent proportional share of its operating revenues for capital projects allowing for normal annual fluctuations in capital projects or maintenance expenditures. In years where BART fare revenues or other general fund revenues are reduced by a decrease in ridership or unforeseen economic circumstances, loss of regional, State or Federal funding, or where one-time costs are increased by a natural disaster, then the Authority may release funds only if the Authority Board makes findings that 1) BART has not reduced its capital project funding disproportionately to the total operating revenue and 2) BART made best efforts to fund capital projects that benefit Contra Costa County.

27. Cleaner, Safer BART:

Prior to making an allocation of funds to BART for the Cleaner, Safer BART category, BART shall develop and submit a countywide plan to the Authority that proposes how these funds and other funds available to BART (including Measure RR, Regional Measure 3, and other funds) will be used as part of a system-wide effort to improve its stations to meet the goals described in the TEP. The funding from the Cleaner, Safer BART category will be used for improvements to stations in Contra Costa County and requires a minimum dollar-for-dollar match from other BART funds. The plan should document how a system-wide program to improve BART stations benefits Contra Costa residents who travel outside the county. BART should consult with the Authority, (in consultation with RTPCs) in the development of the countywide plan.

In the event BART completes the train control system and if BART has maintained the commitment to provide a minimum dollar-for-dollar match from other BART funds as describe above, the Authority (in consultation with RTPCs) and BART will jointly identify and the Authority may allocate funds for the acquisition of additional new BART cars to increase frequency during periods of high demand. The allocation will be considered in conjunction with a periodic review of the TEP (see item 37 in this policy section) and available funding capacity in the TEP.

28. Improve Local Access to Highway 4 and Byron Airport:

Prior to each allocation of funds from the Improve Local Access to Highway 4 and Byron Airport category, the Authority Board must make a finding that the project includes measures to prevent growth outside of the Urban

Limit Lines (ULL). Such measures might include, but are not necessarily limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection/acquisition of agricultural and open space or performing conservation measures required to cover this project under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). With the exception of the proposed new connection between Vasco Road and the Byron Highway, funding from this category shall not be used to construct new roadways on new alignments. The Authority will coordinate with Alameda and/or San Joaquin Counties relative to project improvements in those jurisdictions.

29. Modernize Local Roads and Improve Access to Housing and Jobs Centers:

Each jurisdiction in Contra Costa County will receive their share of 15.2% of annual sales tax revenues calculated using a base allocation of \$100,000 per year plus additional funds distributed based half on relative population and half on road miles within each jurisdiction. In addition, jurisdictions in Central, East and Southwest will receive their share of an additional allocation of 2.2% of annual sales tax revenue calculated using the same formula. This is equivalent to 18% of the sales tax revenues for the Central, East and Southwest parts of the county for improvements under this category. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current information included in the Highway Performance Monitoring System (HPMS). Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. In addition to the requirements set forth in the Growth Management Program / Urban Limit Line Compliance policies and other applicable policies, local jurisdictions 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.

30. Countywide Major Roads Improvement Program:

Prior to an allocation of funds from the Improve Traffic Flow on Major Roads category, the Authority will develop a new Countywide Major Roads Improvement Program to address congestion relief on major roads within each subregion. The program guidelines will include information regarding how to evaluate the range of possible components. Implementation guidelines and standards will be developed in coordination with the RTPCs and approved by the Authority Board. Project funding is subject to a performance assessment conducted by

Authority using approved and publicized guidelines with exception that the assessment will be required for any project over five million dollars or a series of related projects which have cumulative costs exceeding five million dollars. Funds are allocated to subregions in the expenditure plan. If projects proposed by an RTPC do not meet performance standards, project is either modified or withdrawn in favor of another project from the same region. Funds in this category may be used for arterial refurbishment/redesign for transit first and complete streets. Projects funded from the Improve Traffic Flow on Major Roads must conform to the Transit, Complete Streets, Vision Zero and other related policies.

31. Improve Walking and Biking on Streets and Trails:

Prior to an allocation of funds from the Improve Walking and Biking on Streets and Trails category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines (see item 30 in this policy section). Projects funded from this category must comply with the Transit, Vision Zero, and Complete Streets Policies and include complete street elements whenever possible.

Up to fifteen million dollars within each subregion for a total of sixty million dollars (\$60 million) will be allocated to Complete Street demonstration projects. Each demonstration project will be recommended by the relevant Regional Transportation Planning Committees and approved by the Authority prior to allocation of funds to demonstrate the successful implementation of Complete Streets projects no later than July 1, 2024. Each demonstration project will be required to strongly pursue the use of separated bike lane facilities to be considered for funding. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the County.

Approximately one fifth of the funding is to be allocated to the East Bay Regional Park District (EBRPD) for the development, rehabilitation and maintenance of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and approval of the conceptual planning/design phase by 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 component of the funding category.

32. Reduce Emissions and Improve Air Quality:

Prior to an allocation of funds from the Reduce Emissions and Improve Air Quality category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding is subject to a performance assessment conducted by Authority using approved and publicized guidelines (see item 30 in this policy section). Projects funded from this category must comply with the Transit, Complete Streets, Vision Zero, and other related policies.

33. Seamless Connected Transportation Options:

Prior to an allocation of funds from the Seamless Connected Transportation Options category, the Authority will develop and adopt program guidelines and standards for a competitive project selection process. All projects will be selected through a competitive project selection process with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional equity based upon the proportional funding share shown in the TEP. Project funding subject to performance assessment conducted by Authority using approved and publicized guidelines (see item 38 in this policy section). Projects funded from this category must comply with the Transit, Complete Streets, Vision Zero and other related policies.

Project Financing Guidelines and Managing Revenue

34. Fiduciary Duty:

Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the TEP and will be subject to audits.

35. Project and Program Financing:

The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

36. Strategic Delivery Plan:

On a periodic basis, the Authority will develop a Strategic Delivery Plan to program revenue from the Measure to TEP projects and programs. The Strategic Delivery Plan will program Measure funds as a firm commitment and will consider the amount of Measure funds and

additional leveraged funds available to the project or program, expected cost and cash-flow needs, and project or program delivery schedule in programming Measure funds. Recipients of Measure funds may seek an allocation for projects and programs included in the Strategic Delivery Plan.

37. Periodic Review of the 2020 Transportation Expenditure Plan (TEP):

The Authority may review the TEP to consider updating the financial forecast due to changing economic conditions and adjust funding, if necessary, due to revenue shortfalls. The project and program categories may need to be adjusted based on progress made regarding meeting the commitments of the TEP. The review may determine to invest increased revenues in projects and programs deemed by the Authority to address transportation needs to best serve the residents of Contra Costa County. The review will provide the opportunity to adjust the TEP to adapt to the current state of transportation, leverage new funding opportunities, reflect changed conditions, and capture new opportunities that are becoming better defined. The Authority will review the TEP at a minimum of every 10 years. Any amendments to the TEP must comply with the policy for "Expenditure Plan Amendments Require Majority Support" and the following related policies.

38. Programming of Excess Funds:

Actual revenues may, at times be higher or lower than expected in this TEP due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be higher or lower than expected as the economy fluctuates. Determination of when the additional funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to the TEP projects and programs that are not fully funded and second to other projects deemed by the Authority to best serve the residents of Contra Costa County. Any new project or program will be required to be amended into the TEP pursuant to the "Expenditure Plan Amendments Require Majority Support" section above.

39. Reprogramming Funds:

Through the course of the Measure, if any TEP project becomes undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the TEP 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 category in the same subregion. In the allocation of the released funds, the

Authority in consultation with the subregion's RTPC will in priority order consider:

- a. A project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion;
- b. A project or program for other modes of travel in the same subregion;
- c. Other TEP projects or programs, and
- d. Other project deemed by the Authority to best serve the residents of Contra Costa County.

The new project, program or funding level may be required to be amended into the TEP pursuant to the Expenditure Plan Amendments section above.

40. Development of Guidelines for Performance Based Projects Review and Programs:

The Transportation Expenditure Plan envisions creation of several procedures and guidelines to ensure that the goals of the TEP are achieved. To ensure high quality of the resulting guidelines and substantial public participation, the following procedure shall be used unless specifically replaced by the Authority.

1. Scope. The process explained below shall apply to the following guidelines and procedures described in the TEP.
 - a. Performance Based Project Review
 - b. Countywide Major Road Improvement Program
 - c. Safe Transportation for Youth and Children
 - d. Improve Walking and Biking on Streets and Trails
 - e. Reduce Emissions and Improve Air Quality
 - f. Seamless Connected Transportation Options
2. Master schedule and participation listing. Before December 31, 2020, the Authority shall publish, including on its website, a master list of when it expects to develop each of the guidelines and policies, hereafter referenced as either guidelines or policies. Individuals and organizations shall be able to register their interest in a guideline and shall subsequently receive advance notification from the Authority of the steps described below and encouragement to participate.

3. Semi-structured scoping. Authority staff shall request comments regarding the proper scope for each guideline in a format that encourages both free-form recommendations and preferences among options.
4. Initial draft and release for comments. Using the responses to the structured scoping effort and other applicable information, Authority staff shall develop an initial draft of the proposed policy. Following discussion at a public meeting and requested modifications, the Authority shall release the draft for comment from any interested party. The comment period shall be at least 30 days. Authority staff shall conduct outreach to the RTPCs, Public Oversight Committee, potential funding recipients, and interested parties to explain the draft policy and solicit comments.
5. Modification and adoption of revised policy. Authority staff shall revise the policy taking into consideration the goals of the TEP, other policies and comments received. The revised policy shall be presented to the Authority where it may be adopted or recirculated for further comments.
6. Policy guidelines. Each policy shall adhere to the following parameters.
 - a. Shall be designed to implement the overall guiding principles, goals, and policies of the TEP and the applicable funding category efficiently and effectively.
 - b. Shall utilize other regulations and reporting requirements for funding recipients as possible to avoid additional work.
 - c. Shall be designed to increase public confidence regarding the Authority and its actions.
 - d. Shall be written concisely in plain language.

Vision Zero Policy

VISION

In this Plan, the **Vision Zero policy is intended to eliminate traffic-related deaths and severe injuries** within Contra Costa County by prioritizing a system-wide safety approach to transportation planning and design. Principally, the Vision Zero policy treats personal mobility and accessibility as a fundamental activity of the general public, in order to attend school, conduct business, and visit friends and family free from the risk of physical harm due to traffic. This policy applies to all transportation system users including pedestrians, bicyclists, transit riders, micro-mobility users, automobile drivers, taxis, ride-hailing services and their passengers, and truckers, and people of varying abilities, including children, seniors, and people with disabilities. Implementation of the Vision Zero policy is intended to reduce societal costs due to loss of life and injury, lessen congestion stemming from non-recurring traffic collisions and incidents, and generally enhance quality of life in Contra Costa.

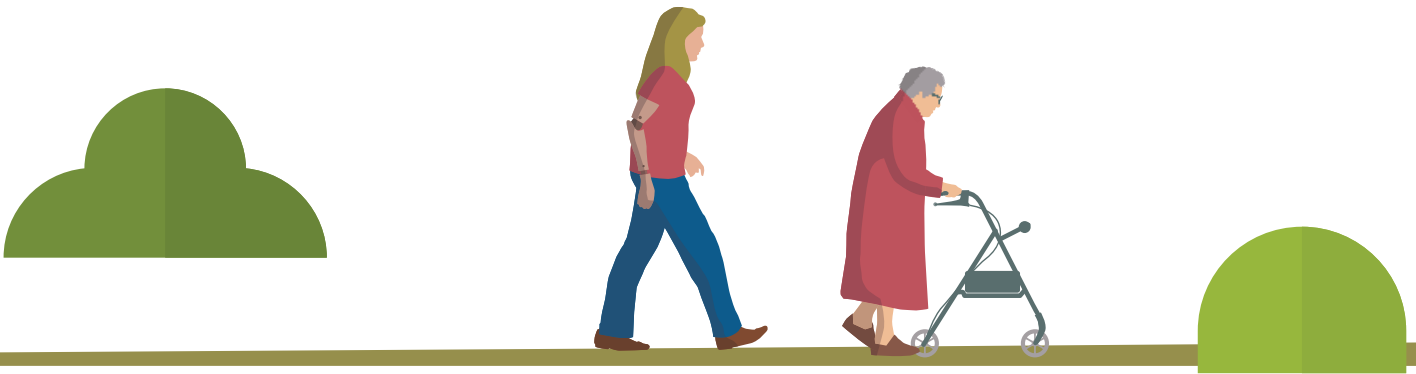
POLICY

Achieving this vision will require shifting the paradigm of traditional transportation planning and engineering such that life safety becomes the primary consideration in Measure-funded project and program evaluation. All recipients of funding through this Plan shall systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system.

In consultation with local jurisdictions, the RTPCs, and the public, the Authority shall develop and adopt a Model Vision Zero Policy that reflects best practices for street design elements and programs to mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds. Key design elements of the Model Vision Zero Policy shall be incorporated into the

Authority's project development guidelines as appropriate. In order to be eligible to receive Measure funds, local jurisdictions must adopt a Vision Zero Policy that substantially complies with the Authority's Model Vision Zero Policy.

The Authority shall coordinate periodic traffic system and project monitoring with local jurisdictions and the RTPCs, and utilize data collected over time to evaluate the effects of Vision Zero implementation on public health and safety. Emphasis shall be placed on proactive deployment of next generation technology, such as advanced detection systems, at major intersections and corridors identified in regional and local plans as having high collision density. Funding for this level of effort shall be made available to local jurisdictions and RTPCs through the Countywide Major Road Improvement Program and funding from the Improve Traffic Flow on Major Roads.





CONTRA COSTA
transportation
authority

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Walnut Creek, CA 94597
(925) 256.4700
ccta.net

AGENDA ITEM 7

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

June 19, 2019

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

RE: Initial Draft Transportation Expenditure Plan

Dear Mr. Iwasaki:

At their June 13, 2019 meeting TRANSPAC received an update from Contra Costa Transportation Authority (CCTA) staff on the Initial Draft Transportation Expenditure Plan (TEP) and discussed various policy and funding categories related to components of the plan.

TRANSPAC looks forward to providing input about transportation priorities and working with the CCTA to create a TEP that is supported at the sub regional level and across the county. As we work together in this process for CCTA approval of a TEP in late August, the TRANSPAC Board will schedule additional meetings in order to provide timely input. The next TRANSPAC meeting is scheduled to be on July 3, 2019 and we look forward to providing additional comments on the TEP (with the next version expected to be released by the CCTA on June 19, 2019).

TRANSPAC reviewed the TEP for the first time on June 13, 2019. With the first review, the TRANSPAC discussion covered a wide range of issues ranging from policy to project level topics. TRANSPAC is submitting comments that resulted from that discussion, with the anticipation that TRANSPAC will provide further comment and clarification on issues and topics in subsequent review of the TEP that will be detailed in future transmittals,

including adjustments to the level of TEP category and project investment levels (i.e. sub-regional flexibility).

Fix and Modernize Local Roads – TRANSPAC discussed the level of investment and projected need to maintain our local roads and discussed the option of adjusting the level of investment in categories across the TEP to provide an increase in the level of funding for this category from 15.2 % to within the range of 20-23%. TRANSPAC will continue to discuss this category and provide additional input in a future transmittal.

Length of Sales Tax Measure – TRANSPAC discussed the baseline assumption of a 30 year sales tax measure and the associated fund estimate. TRANSPAC expressed interest in receiving additional information about the funds that would be generated with a 35 year term measure.

Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel; Modernization and Safety Improvements of Old Bores of Caldecott Tunnel – TRANSPAC discussed the SWAT comment regarding the Caldecott Tunnel and that it was funded with Measure J funds from both SWAT and TRANSPAC sub-regions. TRANSPAC expressed general support to identify Central TEP funds for this project in a similar manner as in Measure J. TRANSPAC will continue to discuss this category and provide additional detail on funding this item in a future transmittal.

Enhance Ferry Service and Commuter Rail in Contra Costa – TRANSPAC recognizes the importance of the proposed Martinez to Antioch Ferry Services category and expressed support for a minimum level of support of \$13 million.

Providing Affordable and Safe transportation for Children, Seniors, Veterans, and People with Disabilities – TRANSPAC discussed the existing level of funding provided for these categories, the level of funding in the current draft for transportation for “youth and students”, how the needs and funding for services for these groups vary across the county, and how to allocate these funds in the TEP in the central sub-region. TRANSPAC is considering options that include some level of flexibility. TRANSPAC will continue to discuss this category and provide additional input in a future transmittal.

Seamless Connected Transportation Options and Reduce Emissions; Complete Streets Demonstration Projects – TRANSPAC discussed the complete streets demonstration project investment funds included in this category and the need for flexibility for a sub-region to implement these improvements, including considering multiple projects.

“Local Traffic” Issues – TRANSPAC discussed the need to identify and highlight local traffic and congestion improvements in the TEP, and that not all constituents are travelling on regional transit or highways.

Thank you for the opportunity to provide input and for considering TRANSPAC's comments and recommendations. Please contact the TRANSPAC Chairperson Sue Noack or the TRANSPAC Managing Director if you have any questions or want to further discuss.

Sincerely,



Matthew Todd
TRANSPAC Managing Director

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



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COMMISSIONERS

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Teresa Gerring

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Kevin Romick

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC
NRE for:
From: Randell H. Iwasaki, Executive Director
Date: July 5, 2019
Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its June 19, 2019 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

1. **Status Update of e-Builder Software Implementation.** Staff provided an update on implementation activities and sought comments on the implementation status. *A status update was provided on the eBuilder Software implementation process, data integration and migration, system validation, workflows for the contract and invoice approval process, dashboard and reporting, and training. Staff anticipates going live in July with active projects such as Innovate 680. There will be a pilot phase to begin working with local staff and consultants and annual status updates provided to the Authority Board.*
2. **Transmittal of Recommended Project Lists to the Metropolitan Transportation Commission (MTC) for Inclusion in the 2021 Regional Transportation Plan (RTP).** In response to the 2021 RTP "Call for Projects" issued by MTC in March 2019, the Contra Costa Transportation Authority (Authority) staff worked with the Regional Transportation Planning Committees (RTPCs) and project proponents to develop a comprehensive

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list of projects for submittal to MTC. To receive future state or federal funding, a project must first be included in the RTP. Projects that impact the capacity of the transportation system must be listed individually in the RTP. The RTP also includes programmatic categories for projects that do not impact the capacity of the transportation system (e.g. pavement rehabilitation, safety projects, pedestrian/bicycle enhancement projects, etc.). Local jurisdictions, the RTPCs, and transit agencies submitted a total of 86 projects and 9 programmatic categories, with a total cost of \$9.54 billion in Year of Expenditure (YOE) dollars and funding requests of \$7.6 billion. *The Authority Board approved Resolution 19-38-G authorizing submittal of the proposed 2021 Regional Transportation Plan Project Lists to the Metropolitan Transportation Commission.*



**CONTRA COSTA COUNTY
SUSTAINABILITY COMMISSION**
An Advisory Body to the Board of Supervisors

**30 Muir Road
Martinez, California 94553**

Howdy Goudey, At-Large, Community Group,
Chair
Nick Despota, Member, District 1, Vice Chair
Shoshana Wechsler, Alternate, District 1
Victoria Smith, Member, District 2, Chair
Ryan Buckley, Alternate, District 2

John Sierra, Member, District 3
Gretchen Logue, Alternate, District 3
Wes Sullens, Member, District 4
Travis Curran, Alternate, District 4
Charles Davidson, Member, District 5

Vacant, Alternate, District 5
Harry Thurston, At-Large, Community Group
Russell Driver, At-Large, Business
Doria Robinson, At-Large, Environmental Justice
Kim Hazard, At-Large, Education

July 1, 2019

Contra Costa County Board of Supervisors
651 Pine Street
Martinez, California 94553

Dear Supervisors:

At its June 24, 2019 meeting, the Contra Costa County Sustainability Commission voted unanimously to endorse the priorities set forth by thirteen regional transportation, environmental, and environmental justice organizations, in a letter to the Contra Costa Transportation Authority concerning the expenditure of revenues generated by a proposed transportation sales tax measure. (Letter attached.)

Specifically, Sustainability Commission members endorse the following priorities:

1. The CCTA should commit to no new projects that will increase greenhouse gas emissions and vehicle miles of travel.
2. Focus roadway funding on moving more people with fewer cars.
3. Commit to outcomes-focused projects selection with strong public oversight.
4. Increase social equity through more accessible and affordable mobility options for everyone, especially youth, seniors, people with disabilities, and people of lower incomes. Achieving this can include supporting housing near transit and jobs, adopting means-based fares, an emphasis on pedestrian safety, and support for local contacting and good jobs.
5. Protect the Urban Limit Line, and commit at least 6% of all infrastructure funds to a Regional Advanced Mitigation Fund.
6. Ensure meaningful community engagement. Allocate significant funding for community-based organizations to conduct outreach, and to increase the number of community meetings and workshops. Emphasize identifying the needs of low-income families, people of color, and other transit-dependent populations.

July 17, 2019
Authority Board Handout Packet
1.1-1

The Sustainability Commission makes no specific recommendations for the allocation of revenue generated by the sales tax measure.

Sincerely,

A handwritten signature in black ink, appearing to read 'Howdy Goudey', written in a cursive style.

Howdy Goudey
Chair, Contra Costa Sustainability Commission

June 19, 2019

Board and Staff
Contra Costa Transportation Authority
2999 Oak Road
Walnut Creek, CA 94597

Re: New Transportation Expenditure Plan

Dear Board and Staff:

Since voters rejected the Contra Costa County Transportation Authority's (CCTA) 2016 Measure X, climate change, housing and transportation costs, inequality, and traffic congestion have all gotten worse, with growing concern on all these issue areas among the public and voters. As such a 2020 measure demands a radical shift from Measure X, one that is transformational for Contra Costa County's transportation system.

As local and regional non-profit organizations, we have come together to participate in the CCTA process to develop a new sales tax measure to be placed on the March 2020 ballot.

We envision affordable, safe, sustainable, convenient, and healthy communities that enable people of all ages, incomes, places, and abilities to be easily connected to homes, jobs, schools, recreation, and other destinations in a manner that significantly surpass existing state and regional greenhouse gas emissions reduction and air quality improvement goals.

We are actively working to help ensure diverse voices are heard in the process, particularly low-income families, people of color, youth, seniors, people with disabilities, transit users, and people who walk and bike to get around. We look forward to working with you to develop a Transportation Expenditure Plan (TEP) that moves all people in Contra Costa County forward safely, conveniently, sustainably, and equitably.

Priorities: We strongly urge the CCTA Board and staff to consider the following recommendations for a 2020 measure:

1. **Significantly reduce greenhouse gas emissions (GHG) and vehicle miles of travel (VMT) and commit to no new GHG and VMT-inducing projects.** Projects and programs in the measure should help the county surpass state and regional GHG and VMT reduction targets. As such, the measure must:
 - **Allocate a large majority of ballot measure funds for high-quality, affordable, and environmentally sustainable public transportation improvements and other active transportation improvements.¹ San Mateo**

¹ 74% of survey respondents agree that "having public transit that is faster, cleaner, safer more reliable, more frequent, and easier to access would make taking transit a real option for more people" and 70% agree it would reduce traffic in Contra Costa County. 82% rated "making BART stations and trains in CCC

and Marin Counties allocated over 55% for public transit and upwards to 10% for active transportation modes, with a combined investment in “transportation alternatives” between two thirds and three quarters, in their successful 2018 measures. Santa Clara County, which has half the transit commute mode share than Contra Costa County, passed 100% transit measures in 2000 and 2008.

- **Focus roadway funding on moving more people with fewer cars**, as well as maintenance, repair, and safety improvements. The approach to congestion relief must be on strategies the result in less driving and fewer cars on the road.²

2. Commit to performance-oriented and outcomes-focused project selection with strong public oversight.³

- We strongly recommend that the plan include a clear prioritization process to develop projects and programs that meet forward-thinking principles and performance measures. We are encouraged by the initial concept of performance-based review proposed by staff and look forward to sharing our thoughts to strengthen this fundamentally important component of crafting a measure that most benefits Contra Costa County residents and commuters.⁴
- It's critical that the measure be able to adapt over time to respond to changing needs, as well as innovations in transportation as we know it, avoiding locking in projects that could become obsolete over the life of the plan.
- We want to see a transparent and open process at both the CCTA and at the RTPCs after the passage of the measure. We ask that each agency develop public engagement plans to gather input on programming and project designs as future TEP monies are allocated. Such public engagement must involve meaningful community involvement, particularly of disadvantaged communities and low-income and communities of color.

3. Prioritize social equity and improve transportation options for all. Given growing inequality, rising poverty, homelessness, barriers to accessing employment and other necessities, and the fact that sales tax measures place a greater burden on the poor, the TEP must have a strong emphasis on advancing social equity. Disadvantaged populations must benefit the most from the measure's spending. Key strategies include:

- **Providing better mobility options for everyone, especially those with the greatest transportation barriers, including youth, seniors, people of lower incomes, and people with disabilities.** We are encouraged by the concept of a Transit Policy recommended by CCTA staff to require “Contra Costa transit operators to collaborate in the development of an Integrated Transit Plan (TIP)”,

cleaner and safer” and “improving the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART” as important items to include in the measure. 77% rated “making transit more reliable and frequent for seniors, veterans, people with disabilities, & students” as important. 74% said they would be more likely to vote for the measure if it “makes public transit in CCC faster, more reliable, more predictable, and easier to access, giving people a real alternative to driving”. EMC research Voter Survey, 5/15/19

² 77% of survey respondents rated improving air quality as important to include in the measure.

³ “An outcomes-focused measure fares better than a traditional project/program oriented format... [and] is also more resistant to opposition messaging.” EMC research Contra Costa County Voter Survey Conducted for the Contra Costa Transportation Authority, presented to CCTA Board - May 15, 2019

⁴ CCTA Staff Report 1.2, pg. 29, June 19, 2019

which would “define how TEP funding could be used to achieve the Transit Vision”. We will be looking for the policies in the TIP to emphasize serving residents and communities with the greatest transportation barriers and needs.

- **Improving safe access to essential destinations for all people**, with an emphasis on protecting vulnerable populations and on traffic collision hot-spots. We are supportive of staff’s proposed Vision Zero Policy and Framework concept “to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all”.⁵ We have questions about the details of the policy and look forward to providing input as the language is further developed.
- **Increasing transportation and housing affordability** in order to increase transit use, walking, and biking rates, and help address the county’s rising cost of living. Strategies include:
 - Increasing the affordability of transportation options such as through means based fares.
 - Providing more affordable opportunities to live near transit and jobs by making affordable housing production a key criterion for allocation of sales tax funds, setting aside funding to assist local jurisdictions in getting more affordable homes built near transit, and providing incentives structured similar to those in MTC’s Housing Incentive Program.⁶
 - CCTA’s proposed Growth Management Program and Community Development Transportation Program are headed in the right direction, and we are in conversations with housing experts and advocates to share recommendations to strengthen these strategies in the coming weeks.⁷
- **Supporting community stabilization efforts** in cases where projects and new investments lead to displacement pressures.
- **Supporting local contracting and good jobs**. We support staff in developing a policy supporting “hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy” for both construction and operating/programmatic jobs.⁸
- 4. **Protect and strengthen the Urban Limit Line and protections for open space, and commit at least 6% of all infrastructure funds to a Regional Advanced Mitigation Fund** to offset negative environmental impacts (mitigations) of the measure up front.⁹
- 5. **Meaningfully engage the community**. We suggest several strategies that may help mitigate the aggressive timeline to develop the TEP:

⁵ CCTA Staff Report 1.2, pg. 5, June 19, 2019

⁶ Survey respondents ranked affordable housing and traffic/congestion as the two most important problems facing Contra Costa County today (tied at 17%). Other affordability-related issues that ranked as the most important to voters included homelessness (11%) and cost of living (3%).

⁷ Initial Draft Transportation Expenditure Plan (TEP), CCTA Staff Report 1.3, pg. 38 & 48

⁸ CCTA Staff Report 1.2, pg. 30, June 19, 2019

⁹ 79% of survey respondents rated protecting open space as important.

- Allocate a significant funding for Contra Costa County community-based organizations to engage in the process and provide meaningful input - such as partnering on conducting community workshops.
- Increase the number of community meetings beyond the staff proposal for one community meeting in each subregion.
- Emphasize identifying the needs of low-income families, people of color, and other transit-dependent populations through linguistically and culturally appropriate best practices.
- Ensure that community input helps shape the priorities in the ballot measure. TEP changes that are made based on this feedback should be clearly documented and communicated.

Allocations: Considering the above proposed outcomes and recommendations, we propose the following starting point for TEP investments:

Projects and Programs	%
Public Transit, Services for Seniors, People with Disabilities, and Youth, Means Based Fare Programs, and Innovative First-Last Mile Connections	64%
<ul style="list-style-type: none"> - Local and express bus transit improvements - 35% - BART service, maintenance, safety, and access improvements - 15% - Services for youth, seniors, and people with disabilities - 6% - Innovative first-last mile connections - 4% - Means based fare programs, including outreach and incentives for low income micro mobility memberships and programs - 4% 	
Local Street and Road Maintenance and Improvements (5% dedicated to incentives for affordable housing near transit)	15%
Pedestrian, Bicycle and Trail Facilities and Programs	11%
Highway Improvements	10%
Regional Advanced Mitigation Fund (6% of all infrastructure funds in the measure)	

Thank you for the opportunity to share our initial concerns and recommendations.

Sincerely,
Bob Allen
Policy and Advocacy Campaign Director,
Urban Habitat
bob@urbanhabitat.org

Chris Lepe
Regional Policy Director, TransForm
clepe@transformca.org

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Shirley McGrath
Elders Climate Action
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Shoshana Wechsler
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TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

July 1, 2019

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 special meeting on June 27, 2019.

RECEIVE report on development of potential New Transportation Expenditure Plan ("TEP"). The Committee received updates from TRANSPLAN and Contra Costa Transportation Authority staff. After discussion, the Committee decided to forego transmitting a comment letter until after the July 25, 2019 TRANSPLAN special meeting. TRANSPLAN would like to review polling results before finalizing comments on the TEP. In addition, the Committee will have further discussion regarding their position on the Local Street Maintenance allocation percentage.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, AICP
TRANSPLAN Staff

c: TRANSPLAN Committee
L. Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC

T. Grover, CCTA
Robert E. Doyle, EBRPD
D. Dennis, ECCRFFA



League of Women Voters of Diablo Valley

July 1, 2019

Board and Staff
Contra Costa Transportation Authority
2999 Oak Road
Walnut Creek, CA 94597

Re: New Transportation Sales Tax Initiative

Dear Board and Staff:

In 2016, when, after much study, our League chose not to endorse the sales tax initiative on the ballot, there was frustration that the expenditure plan and process could not be more in step with the realities of our County and the planet. Since then, traffic continues to worsen, many residents still lack access to affordable and accessible transportation, and we still do not have a vision for how to create a transportation system that aligns with California's transportation ghg emissions reductions and ensures equity and access for all, including the most vulnerable.

The opportunity for a new sales tax measure for transportation to pass hinges on the ability of the measure to be addressing the above requirements and communicate its vision in terms of values that people care about. We hope that the final TEP can:

1. Identify clear performance measures and desired results that demonstrate the plan will result in measurable ghg reductions through reduced VMT. A focus on public transit solutions can address congestion and support commuters in the getting out of their cars.
2. Ensure that the process of finalizing this plan includes outreach to diverse community stakeholders and that implementation of the plan includes community engagement and oversight.
3. Make clear in the plan and its promotion that the outcome of reduced VMT brings profound community and individual benefits: cleaner air, more opportunities for active living and reduced road congestion—as it reduces our use of ghg emissions that warm our planet.
4. Keep equity central with attention to affordable and accessible transportation options for all. Growing inequality and the fact that this is a regressive tax, requires that there must be some outcomes that prioritize the lower income community and those within these communities facing particular transportation barriers like youth, seniors and people with disabilities.

The transition away from cars to multi-modal options is the pathway for addressing congestion while attending to the urgent need to reduce ghg emissions in the transportation sector. This is an opportunity to reinforce individual and community benefits from healthier air and opportunities for more active living. We need to prioritize public transit as the easy, fast and comfortable choice.

We look forward to continued engagement on the plan with hopes for a TEP that we can support.

Regards,

Suzan Requa, President

LWV Diablo Valley – Central, South Central & East Contra Costa County
Office 925-283-2235 email: info@LWVDV.org

RECEIVED
JUL 05 2019
2.2-1
BY:

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

July 5, 2019

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

RE: Initial Draft Transportation Expenditure Plan

Dear Mr. Iwasaki:

At their July 3, 2019 meeting TRANSPAC received information from Contra Costa Transportation Authority (CCTA) staff on the Preliminary Draft Transportation Expenditure Plan (TEP) (published June 19, 2019) and the Detailed Expenditure Plan table (dated July 3, 2019) and discussed the funding categories and policies included in the plan.

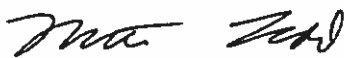
The TRANSPAC Board will continue to review the TEP process and schedule additional meetings as required to provide timely input. The next TRANSPAC meeting is scheduled to be on July 18, 2019, that should allow for review of the next iteration of the TEP document expected to be released.

Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel; Modernization and Safety Improvements of Old Bores of Caldecott Tunnel – TRANSPAC discussed the SWAT comment regarding the Caldecott Tunnel and that it was funded with Measure J funds from both SWAT and TRANSPAC sub-regions. TRANSPAC expressed support to include \$2.5 million of Central County TEP funds for this project in a similar manner as in Measure J. TRANSPAC suggests reducing the Central County "Reduce Emissions and Improve Air Quality" category in a like amount.

Vision Zero Policy and Advance Mitigation Policy: TRANSPAC discussed the inclusion of the policies in the TEP and the need to detail in a way that clearly conveys the purpose of the policies for the diverse TEP audience. Neither term is used in everyday language, and we want to ensure it is understood how the TEP will support pedestrian and bicycle safety, as well as providing for required environmental mitigation in a manner that will avoid delays to ultimately constructing projects needs to be highlighted. The TRANSPAC discussion also included the observation that the two policy statements are located as standalone sections at the back end of the TEP document and that the current TEP format does not make a strong connection to what TEP funding will be used to achieve the Visions Zero and Advance Mitigation Policies. This also could include making a stronger connection within the funding category information to the TEP Policies.

Thank you for the opportunity to provide input and for considering TRANSPAC's comments and recommendations. Please contact the TRANSPAC Chairperson Sue Noack or the TRANSPAC Managing Director if you have any questions or want to further discuss.

Sincerely,



Matthew Todd
TRANSPAC Managing Director

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

El Cerrito

Hercules

July 16, 2019

Pinole

Randy Iwasaki
Contra Costa Transportation Authority
2999 Oak Road, #100
Walnut Creek, CA 94597

RE: Initial Draft Transportation Expenditure Plan

Richmond

Dear Randy,

San Pablo

I am writing to provide the WCCTAC Board's feedback on the Initial Draft TEP that was released by the Authority on July 11, 2019. The WCCTAC Board held a special meeting on July 12, 2019 to discuss the TEP. The conclusions from that meeting are described below.

Contra Costa
County

First, the WCCTAC Board appreciates the hard work and dedication of the CCTA Commissioners and staff. WCCTAC believes that the Initial Draft TEP has a thoughtful and compelling framework, with an emphasis on addressing traffic congestion in major corridors in Contra Costa County, while also considering other key transportation needs. In short, WCCTAC is generally happy with the document.

AC Transit

WCCTAC also very much appreciates the willingness of the Authority to accept our Board's feedback on the proposed funding allocation by category. At this time, WCCTAC does not have any concerns about the categories in the TEP, the names of the categories, or the amount of funding proposed to be allocated to each category. At this time, WCCTAC is also satisfied with the policies that have been developed for the TEP and does not have any additional feedback.

WCCTAC is, however, seeking clarification in three main areas.

BART

General Follow-up Questions

WestCAT

First, WCCTAC would like greater assurance that the proposed funding allocations by subregion will remain in place if the measure passes. Right now, the overall, county-wide funding allocation by category is included in the TEP document on page 4. However, the breakdown by subregion is not included. The WCCTAC Board proposes that the allocation by sub-region be included somewhere in the TEP document, perhaps at the end. This breakdown by subregion should include both dollars and percentages. If the Authority does not want to include this information in the document because it considers it to be too much

detail for voters, WCCTAC would like to see this sub-regional breakdown enshrined somewhere else.

Secondly, the elimination of the *Regional Transportation Priorities* category has potentially serious implications for WCCTAC. As with Measure J 28b (subregional needs), this category would have provided a small amount of flexible funding for subregions. In WCCTAC's case, Measure J 28b funds have been critical over the last few years for leveraging outside dollars from state, regional and other local agencies. In fact, WCCTAC has used approximately \$600K to leverage over \$3M in grant funding since 2015. Just as Measure J has provided the Authority with the ability to leverage other dollars, so the 28b category has allowed WCCTAC some small, independent leveraging capability, which helps to maximize total transportation dollars for Contra Costa County.

The WCCTAC Board understands that the Authority may have removed the *Regional Transportation Priorities* category in order to limit the total number of categories and streamline the measure for voters. However, this removal raises questions about how WCCTAC will be able to utilize funding in the new measure to quickly and easily obtain matching funds for grants. Could WCCTAC tap into related funding categories within the TEP to obtain grant match money? If so, which categories? How easily will this be to do in practice? If the proposed funding categories in the TEP are not a practical source of grant matching funds because of infrequent funding cycles, formula-based funding, or because eligible projects are defined in advance, how does the Authority propose that matching funds could be obtained? Would the Authority consider carving out a special West County fund for grant matches within the Planning, Facilities, and Services category? Is there another way to accomplish this goal in the TEP?

Lastly, the WCCTAC Board has some questions about the general flexibility of the TEP. The Board understands and appreciates that the TEP will be re-evaluated every ten years. The Board also appreciates that if funds cannot be used for a particular project, that those funds could be shifted to a different project. The Board also understands that expenditure plan amendments by majority vote will be allowed in order to account for unforeseen circumstances. The Board is assuming that funds will generally not be re-purposed across categories and will not generally be re-purposed across subregions. Is that correct? The Board is also curious about how much flexibility will be allowed within each funding category. When the Authority creates funding guidelines after the passage of a measure, how much will be defined in advance and how much will be left flexible? How much of a role will RTPCs have in shaping the funding guidelines after passage, and in helping to guide investments in the future?

Text Corrections and Feedback

In addition to general questions about three subjects discussed above, WCCTAC has some specific feedback on the text of the TEP, as follows:

- On page 16, the document notes that "In 2017, three major freeways in Contra Costa County rank in the top 10 worst commutes: I-680, Highway 24, and Highway 4." This statement should probably be put in the past tense. Also, critically, it is missing I-80,

which consistently ranks near the top of the worst Bay Area commutes. It may also be missing I-580.

- On page 22, the WCCTAC Board would like to see more clarity or specificity around terms like: "maximize system efficiency", "managed lane strategies", and "shared mobility hubs". The general public does not necessarily know what these things are.
- On page 23, under the "Enhance Ferry Service and Commuter Rail Service in West County" header, the text notes that CCTA will "consider" funding a new intermodal station. However, this would seem to be the very purpose of this line item. WCCTAC suggests stronger language related to this long standing priority project. One option is to simply remove the word, "consider".
- On page 23, there could be a bit more clarity or information about what dedicated, part-time transit lanes might entail.

We thank you once again for the opportunity to provide feedback.

Sincerely,



John Nemeth
WCCTAC Executive Director



CONTRA COSTA
transportation
authority

COMMISSIONERS

Robert Taylor,
Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Teresa Gerringer

Federal Glover

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David Hudson

Karen Mitchoff

Kevin Romick

Randell H. Iwasaki,
Executive Director

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

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN
Cedric Novenario, TVTC
John Nemeth, WCCTAC
Mike Moran, LPMC
MRE for:
From: Randell H. Iwasaki, Executive Director
Date: July 19, 2019
Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its July 17, 2019 meeting, the Authority discussed the following items, which may be of interests to the Regional Transportation Planning Committees:

- 1. Federal Legislative Update.** Jason Tai and Madeleine Pike with Tai, Ginsberg & Associates, LLC were in attendance to discuss current federal legislative activities that may affect the Authority. *This discussion consisted of an overview of current legislation such as the transportation reauthorization bill, autonomous vehicle legislation, the appropriations process, available funding opportunities, and the current Fixing America's Surface Transportation (FAST) Act bill. They also discussed the Authority's grant award of the \$8 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Mobility-on-Demand grant by the U.S. Department of Transportation, continuing efforts with the National Highway Traffic Safety Administration, and stakeholder engagement.*
- 2. Approval of the Contra Costa Electric Vehicle (EV) Readiness Blueprint Draft and Submit the Report to the California Energy Commission (CEC).** On October 17, 2018, the Authority entered into Agreement No. 513 with The Cadmus Group, LLC (Cadmus) to prepare the Contra Costa EV

Readiness Blueprint with funds received by the Authority from the CEC. The draft Blueprint has been prepared with input resulting from significant stakeholder outreach. The Blueprint includes a summary of current conditions in the county, as well as short-, medium- and long-term recommendations to accelerate EV adoption in the county, as well as position the county for upcoming funding opportunities. The draft Blueprint was presented to the Authority Board at its July 17, 2019 meeting. Staff sought authorization to forward the report to the CEC by July 31, 2019 to be eligible for future funding opportunities. *The Authority Board authorized staff to forward the Contra Costa Electric Vehicle Readiness Blueprint to the California Energy Commission by July 31, 2019 to be eligible for future funding opportunities.*

3. **Release of the Draft 2019 Congestion Management Program (CMP).** As the Congestion Management Agency (CMA) for Contra Costa County, the Authority is responsible for preparing a CMP and updating it every other year. The Authority adopted its first CMP in 1991 and the 2019 CMP will be the Authority's fourteenth update. Based on the scope approved by the Authority Board in December, staff has prepared the draft 2019 CMP for circulation, review and comment by the Regional Transportation Planning Committees (RTPCs), Technical Advisory Committees (TACs) and other interested parties. Comments will be incorporated into a revised draft CMP to be forwarded to the Metropolitan Transportation Commission (MTC) in October. *The Authority Board authorized staff to release the draft 2019 Congestion Management Program to the Regional Transportation Planning Committees and other interested parties for review and comment.*

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

July 31, 2019

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 special meeting on July 25, 2019.

RECEIVE report on Contra Costa County Voter Survey (EMC Research). The Committee received a presentation on the Contra Costa Transportation Authority's public opinion poll research results for the upcoming transportation expenditure plan sales tax measure.

RECEIVE update on Development of Draft Transportation Expenditure Plan ("TEP"). The Committee received an update on the proposed TEP. After discussion, the Committee passed a motion to generally accept the Authority's draft TEP, including the new "*Improve Transportation and Access to Job Centers*" category, with additional comments provided in the enclosed letter.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, AICP
TRANSPLAN Staff

Enclosure

c: TRANSPLAN Committee	T. Grover, CCTA
L. Bobadilla, SWAT/TVTC	Robert E. Doyle, EBRPD
M. Todd, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

July 31, 2019

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

RE: DRAFT New Transportation Expenditure Plan

Dear Mr. Iwasaki:

On behalf of the TRANSPLAN Committee (“Committee”), thank you for the opportunity to comment on the Contra Costa Transportation Authority’s (“CCTA”) proposed Transportation Expenditure Plan (“TEP”) for the impending 2020 transportation sales tax measure. TRANSPLAN sincerely appreciates the Authority’s outreach efforts and looks forward to continued collaboration throughout this process.

July 25, 2019, the TRANSPLAN Committee convened a special meeting to discuss the July 18 version of the Draft TEP and Policy Statements. In addition, the Committee received a presentation from the Authority’s consultant, EMC Research, on the public opinion poll research results. The Committee’s comments are provided below:

DRAFT Transportation Expenditure Plan

1. Modernize Local Roads and Improve Access to Jobs and Housing (Local Street Maintenance): TRANSPLAN unanimously supports the 18% LSM funding allocation.
2. Improve Transportation and Access to Job Centers: TRANSPLAN unanimously supports this proposed funding category and CCTA staff’s suggested funding allocation (\$45 million Countywide).
 - a. TRANSPLAN recommends the Authority consider re-naming the category “Reverse/Reduced Commute Project.” TRANSPLAN believes this would better capture the spirit and intent of the proposed program funding category.

DRAFT Policy Statements

3. Urban Limit Line (“ULL”): TRANSPLAN recommends the ULL policy in the new measure be unchanged from Measure J, including the 30-acre “minor adjustments” process.

- a. ULL “Sunset Date”: TRANSPLAN supports CCTA’s proposed provision for aligning the sunset dates for the Measure J ULL, and the proposed new measure ULL, as shown in the proposed ULL Policy under “*Urban Limit Line Requirements – Revisions to the ULL, provision #4.*”
4. Transit Policy: The draft policy includes a requirement for development of an “*Integrated Transit Plan*” (“ITP”) and a brief description of what the ITP would provide. The discussion under this “*Transit Policy*” in the June 12 CCTA staff report states the ITP expects “*that transit operating funds from the TEP be used to support new service, not to subsidize existing transit service.*” TRANSPLAN recommends transit operating funds from the new TEP be used to support all transit service (i.e. existing and new).
5. Complete Streets: The draft policy provides exceptions for implementing pedestrian and/or bicycle facilities after making certain findings. TRANSPLAN recommends CCTA consider the following:
 - a. Include a definition for “*excessively disproportionate*” in exception #2. If CCTA’s “*adopted design standards*” (which should also be defined) are cost prohibitive, the proposed improvements should be phased, or a more cost effective solution should be provided;
 - b. Adopt the National Association of City Transportation Officials (“NACTO”) guidelines as the “adopted design standards”; and
 - c. Strike “*projected user demand*” from exception #3. Projected user demand would not be an effective metric to justify foregoing pedestrian and bicycle improvements. If a roadway facility is “unsafe” for pedestrians and bicyclists under existing conditions, an unimproved facility under projected conditions would also be deemed “unsafe.”
6. Vision Zero (“Transportation Safety”): TRANSPLAN recommends the authority include language that allows Vision Zero (or related) programs adopted by cities/the County prior to the Authority's adoption of the model *Vision Zero (“Transportation Safety”)* policy to be “grandfathered” in the new measure and therefore compliant with the TEP Polices/Growth Management Program compliance requirements.

Thank you again for the opportunity to provide input on the draft TEP and Policy Statements. If you have any questions, please contact TRANSPLAN staff, Jamar Stamps, at (925) 674-7832 or at jamar.stamps@dcd.cccounty.us.

Sincerely,



Mayor Sean Wright, Chair
TRANSPLAN Committee

cc: TRANSPLAN TAC

El Cerrito

Hercules

August 1, 2019

Pinole

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

RE: July WCCTAC Board Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board, at its meeting on July 26, 2019, took the following actions that may be of interest to CCTA:

San Pablo

1. **Adopted Resolution 19-07, Cooperative Funding Agreement with the City of Hercules providing STMP funding for the Hercules Intermodal Transit Center Project.**
2. **Adopted Resolution 19-08, Cooperative Funding Agreement with the City of Richmond providing STMP funding for the I-80/Central Ave. Phase 2 (Local Road Realignment) Project.**
3. **Adopted Resolution 19-09, Adopted Resolution 19-09, Cooperative Funding Agreement with Contra Costa County providing STMP funding for the San Pablo Dam Road Sidewalk Gap Closure Project**
4. **Approved Fiscal Year 2019-20 Measure J 19b Fund Claims to WestCAT and AC Transit.**
5. **Reviewed new list of TEP funding categories and sought clarification under the category, Improved Transportation and Access to include adding wording, "can be used for grant match funding and also allow flexibility."**

Contra Costa
County

AC Transit

Please let me know if you have any follow-up questions.

BART

Sincerely,



John Nemeth
Executive Director

WestCAT

cc: Tarien Grover, CCTA; John Cunningham, TRANSPAC; Jamar Stamps, TRANSPLAN; Lisa Bobadilla, SWAT; Matt Todd, CCTA