SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

SPECIAL MEETING AGENDA

Tuesday, April 19, 2016
3:00 p.m.

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

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

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A **Approval of Minutes:** SWAT Minutes of March 28, 2016

5.B **City of San Ramon is seeking an amendment to the 2016 Measure J Strategic Plan** to deprogram remaining Measure J funds ($17 million) from the I-680 Direct Access Ramp project (Project 8003) to the I-680 Corridor Reserve in Southwest County. SWAT is requested to concur with this request. (*Attachment – Action*).

End of Consent Calendar

6. REGULAR AGENDA ITEMS

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

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

Review and comment on "Draft Transportation Expenditure Plan (TEP) Dated April 8, 2016"; (attachments; action required)

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

- SWAT Meeting Summary Report to Contra Costa Transportation Authority April 4, 2016;
- TRANSPAC Meeting Summary Report to Contra Costa Transportation Authority April 14, 2016
- TRANSPLAN Meeting Summary Report to Contra Costa Transportation Authority April 14, 2016

8. DISCUSSION: Next Agenda

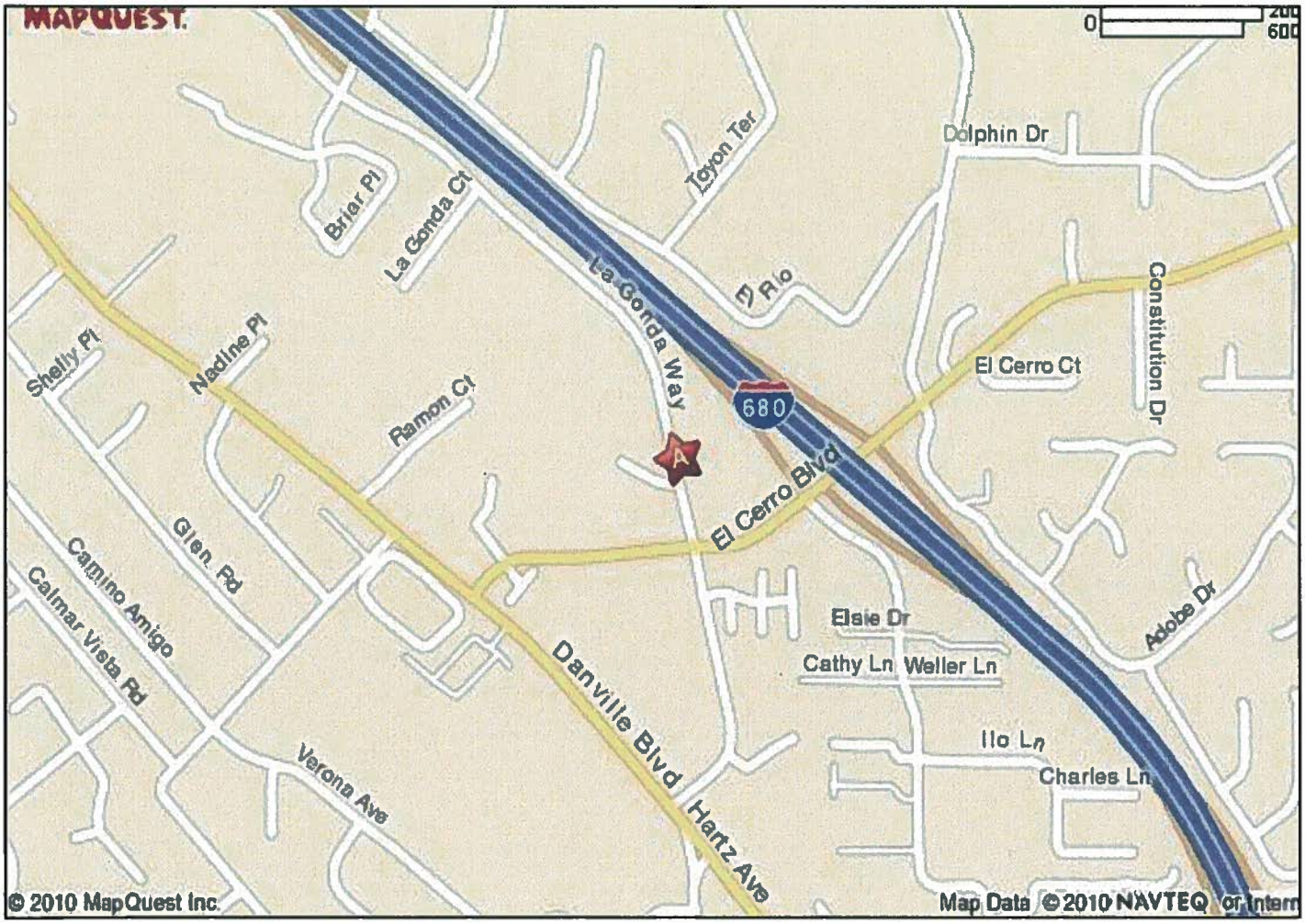
9. ADJOURNMENT to Monday, May 2, 2016 3:00 p.m. at Town of Danville

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING LOCATION MAP

PLEASE NOTE NEW MEETING LOCATION

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



AGENDA ITEM 5.A

SWAT

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

SUMMARY MINUTES
March 28, 2016 – 3:00 p.m.
Town of Danville Office
510 La Gonda Way
Danville, California

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

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

Others present: Hisham Noeimi, CCTA; Sandy Fink, Alamo Resident; Smitty Schmidt, Alamo Resident; Dennis Stokely, City of San Ramon Resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 3:02 p.m.

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

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

4. **ADMINISTRATIVE ITEMS**:

5. **CONSENT CALENDAR:**

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

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

   ACTION: APPROVED - Tatzin/Metcalf/unanimous

   End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

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

   Hisham Noeimi provided an overview on the Authoirty Board Special Meeting which was held on March 23, 2016.

Mr. Noeimi stated that Martin Engelmann, Deputy Director, Planning (CCTA) presented the technical analysis of the Draft TEP to the Authority members.

Don Tatzin stated that letters have been received from Environmental Groups commenting on the performance evaluation.

General Update on Activities and Status of Development of the Initial Draft Transportation Expenditure Plan (TEP) – Version 2.0.

Hisham Noeimi stated that SWAT's letter dated March 23, 2016 regarding recommendations/changes to v2.0 was not included in v2.1.

Chair Stepper requested BART provide an overview of how TEP funding (if approved) will be allocated.

Don Tatzin stated that if TEP approved, and BART category moves forward, BART has stated that the purchase of new cars will require a four (4) party agreement between CCTA, San Francisco, Alameda, and MTC. All four agencies would allocate the same amount of funding. An additional requirement is that BART funds the original request for station improvements, access and off-site parking, in the amount of $100m.

Mr. Tatzin also stated BART is preparing a proposal to present to the Authority that will address the issue that if a BART measure does not pass and/or if no agreement is reached between the four agencies, what is the next course of action.

Hisham Noeimi stated that there is flexibility to amend the expenditure plan, assuming it passes, to reallocate funding if needed.

Chair Stepper requested a chart outlining BART request and what will be funded with a new TEP.

Hisham Noeimi presented the changes within SWAT in v2.1. Version 2.1 will be presented to the Board on March 29, 2016. The SWAT letter was received by the Authority, but it was not presented to the Board.

Lisa Bobadilla reviewed SWAT funding categories and requested SWAT reaffirm changes as proposed in v2.1. Funding Categories:

Funding Category 1: Local Streets Maintenance and Improvements

Mike Metcalf asked which sub-region requested the 1a – Add'l Local Streets Maintenance and Improvements funding category.

Hisham Noeimi stated that the requested came from Central County.

Don Tatzin asked for a clarification regarding the 23.1% allocation.

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

SWAT recommends that specific reference to "***separated bike lanes***" be amended as follows *Projects may include but are not limited to installation of bike and pedestrian facilities,* ***which may include separated bike lanes,*** *synchronization.....*

It is also recommended that language that references prioritization of projects within "***transit stations and transit oriented communities***" be removed in order to ensure that all jurisdictions may be eligible to quality for the category funding.

Andy Dillard noted that the language in this category has been changed and/or added in v2.1.

Funding Category 3: BART Capacity, Access and Parking Improvements

It is recommended that category description language be **amended** that references use of funds are to be inclusive of *"infrastructure improvements to facilitate TOD,* ***such as,*** *at or near BART stations."* Funds for this program should be designated for BART improvements only.

The Authority proposes language that is flexible for each RTPC.

Funding Category 7: Improve Traffic Flow and implement high capacity transit in the I-680 & SR 24 Corridor

Recommendation: **Remove** the language *"Projects funded from this category must be physically on or near* ~~***immediately contiguous***~~ *the I-680 or SR 24 corridors."*

SWAT recommends specifying that the subregion's $140M allocation be split per the initial SWAT TEP allocation proposal, as follows:

- I-680 Corridor
  - SRV (improve traffic flow/high capacity transit) - $80M
  - Central County (improve traffic flow/high capacity transit) - $40M
- SR 24 (interchange Ops Improvements - Camino Pablo, Orinda) - $20M

Funding Category 11: Advance Mitigation Program

Hisham Noeimi stated that nothing has changed in this category.

SWAT expressed concerns with respect to this proposed new program including a) how funding will be allocated to the program, and b) what types of mitigation measures will be required that is above and beyond what CEQA requires.

Joe Calabrigo asked the question, would the participation in the Ramp Program mitigate the need to mitigate by project by project basis?

SWAT recommended that the category description be modified as follows:

"The identified funds shall be used for environmental mitigation purposes on a project by project basis and the mitigation should be within a reasonable proximity to the project. If this approach cannot be fully implemented, ~~*T*~~*the Authority will develop a policy supporting the creation of an advance mitigation program* ~~*to establish a program*~~ *to provide for large scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species*

conservation plans~~, including the East Contra Costa Habitat Conservation Plan.~~ The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. ~~If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis."~~

Mike Metcalf asked since this category is currently not funded, how will the funds be allocated?

Hisham Noeimi explained that only the RAMP eligible projects will participate in this program. Mr. Noemi also articulated that the language for this program is still a work in process.

Funding Category 12: Bus Transit and Other Non-Rail Transit

SWAT supports the revised category title *"Bus Transit and Other Non-rail Transit Enhancements,"* and the added language, *"Projects that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered."*

Funding Category 13: Transportation for Seniors & People with Disabilities

Mike Metcalf expressed concern regarding SWAT's allocation of $4.7M for this category.

Don Tatzin stated that the current Measure J provides an annual funding source and that it increases each year based on sales tax revenues.

Mike Metcalf inquired about the Accessible Transportation Service (ATS) Strategic Plan.

Don Tatzin stated that the plan will eventually become the Countywide Mobility Management Program. The concept is more rides per dollar, by combining into one program.

Funding Category 16: Pedestrian, Bicycle and Trail Facilities

Mike Metcalf suggested the possibility to remove funding from this category and reallocate to Category 13.

Funding Category 17: Community Development Incentive (CDI) Grant Program

Mike Metcalf also suggested the possibility of reducing from this category and reallocate to Category 13.

Joe Calabrigo asked a question regarding category 1 & 17, and why SWATs allocated 4% more than any other RTPCs?

Don Tatzin stated that Category 1, is allocated 23.1 % county overall & Category 17 is based on population share 19%, and then by resident population and road miles.

Hisham Noeimi stated that the language & description is still a work in progress.

Andy Dillard articulated that SWAT's recommendation to delete *"transit supported community centers"* has not been deleted.

To ensure that all jurisdictions are eligible to compete for funding in this category, it is recommended that language referencing *"transit supported community centers"* be deleted (modify the corresponding excerpt as follows):

"Within each sub-region, funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing that is accessible to transit. ~~*within established (or planned) transit supportive community centers.*~~

Program Category 19: Transportation Planning, Facilities and Services; and Program Category 21 – Administration

SWAT supports the reallocation of funding in these categories as follows:

- Transportation Planning, Facilities and Services from 1.0% to 1.5%;
- Administration from 1.0% to .5%

Program Category 20: Regional Choice/Sub regional Transportation Priorities

SWAT supports the language change, *including activities that promote alternatives to commuting in single occupant vehicles.*

Public Speakers:

Smitty Schmidt, Alamo resident requested that the current project description for Alamo project, be changed to:

- Danville Blvd/Orchard Court Complete Streets Improvements

Candace Andersen stated that the new language will be added to v.3.0.

Sandy Finks, Alamo resident also articulated that the Alamo project description be changed.

Don Tatzin asked for SWAT's feedback regarding the proposed language for the Growth Management Program.

- Overlapping between current Measure J and the new measure.
    - The new measure is more defined.

Candace Andersen suggested creating one checklist that includes both Measure J and the new Measure.

ACTION: SWAT will meet on the following dates:

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

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:
    - Contra Costa Transportation Authority Meeting Summary March 16, 2016
    - SWAT Meeting Summary Report to Contra Costa Transportation Authority March 21, 2016

- San Ramon City Council Resolution No. 2016-027 – Request to Shift Priority Emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and Discontinue Efforts Related to the Direct Access Ramp Project in San Ramon

  ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, April 4, 2016 3:00pm at the Town of Danville

   ACTION: Meeting adjourned by Chair Stepper at 4:55 p.m.

Staff Contact:

Lisa Bobadilla
City of San Ramon
P (925) 973-2651
F (925) 838-3231
Email address: lbobadilla@sanramon.ca.gov
www.CCTA-SWAT.net

Alternate Staff Contact:

Darlene Amaral
City of San Ramon
P (925) 973-2655
F (925) 838-3231
Email address: damaral@sanramon.ca.gov

AGENDA ITEM 5.B

SWAT

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

DATE: April 19, 2016

TO: SWAT Committee

FROM: City of San Ramon

SUBJECT: Request to Amend 2016 Measure J Strategic Plan to deprogram remaining Measure J funds ($17 million) from the I-680 Direct Access Ramp Project (Project 8003) to the I-680 Corridor Reserve in Southwest County.

BACKGROUND

In 2004, Contra Costa voters approved Measure J, which continued the Contra Costa half-cent transportation sales tax program to 2035. The Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements. One component of the I-680 Project included adding High Occupancy Vehicle (HOV), also known as Direct Access Ramps (DAR) at Norris Canyon Road in San Ramon.

The Measure J Expenditure Plan did not approve the "Direct Access Ramp Project"; rather it provided a level of funding to initiate the required studies; Project Study Report (PSR) completed in 2009, and Environmental Impact Report (EIR) initiated in 2011.

DISCUSSION

The Direct Access Ramp (DAR) Project EIR has not been completed and therefore, has not been reviewed by the public or San Ramon staff. There are a number of projects/studies currently underway along the I-680 corridor from Walnut Creek to Dublin, including: 1. Express Lanes Construction; 2. I-680 SB Carpool Lane Completion/Express Lanes (environmental/design); and 3. I-680 NB Design Alternative Analysis (study). Completing these projects is critical to providing improvements along the I-680 corridor and San Ramon has supported these regional efforts.

Additionally, in December 2015, the Contra Costa Transportation Authority approved the I-680 Transit/Congestion Relief Options Study.

The Study outlines a range of alternatives for the I-680 corridor including: a) Enhanced Bus Service; b) Connected and Automated Vehicle Support; c) Active Traffic Management; and d) Demand-Responsive Transit Service (using connected Shared Autonomous Vehicles on local streets).

These recommendations, when approved and funding becomes available, would implement a suite of advanced technologies and techniques known as Innovation Transportation Systems Management.

San Ramon acknowledges that regional projects are critical to the freeway network; however, improvements along local arterial roadways in San Ramon are equally as important. Because the DAR project will not provide immediate relief on local arterials in San Ramon; the City has begun to examine operational options at Bollinger Canyon Road that can be implemented sooner than improvements proposed as part of the DAR project.

RECOMMENDATION

Consider the request from the City of San Ramon to amend the 2016 Measure J Strategic Plan to deprogram remaining Measure J funds ($17 million from the I-680 Direct Access Ramp Project - Project 9003) to the I-680 Corridor Reserve in Southwest County.

Attachments: A. City of San Ramon Letter to CCTA (Request to Shift Priority Emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and Discontinue Efforts Related to the Direct Access Ramp Project in San Ramon.
B – San Ramon City Council Resolution No. 2016-027

Staff Contact:

Lisa Bobadilla, SWAT Admin Staff
Phone: (925) 973-2651
Email: lbobadilla@sanramon.ca.gov

5L

CITY OF SAN RAMON

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

March 23, 2016

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

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

Dear Mr. Iwasaki:

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

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

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

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

Sincerely,

Bill Clarkson
Mayor
City of San Ramon

CITY OF SAN RAMON

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

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

RESOLUTION NO. 2016-027

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE IT BE FURTHER RESOLVED,

1. The City Council withdraws support for the Norris Canyon/Executive Parkway Direct Access Ramps (DAR) project, as described in Measure J, and withdraws support for construction of HOV/DAR ramps at any other location on the I-680 corridor in San Ramon, including the Executive Parkway location.

2. The City Council withdraws support for any and all studies, past, present, or future, related to HOV/DAR ramp construction on the I-680 corridor in San Ramon. Specifically included are the completed CCTA Project Study Report (PSR) and the ongoing CCTA Environmental Impact Report (EIR) related to HOV/DAR ramp construction at Norris Canyon/Executive Parkway.

3. The City Council rescinds any and all letters written to the CCTA in support of HOV/DAR ramp construction on the I-680 corridor in San Ramon.

4. The City Council requests that the CCTA, the CCC Board of Supervisors, the MTC, CalTrans, TVTC, SWAT and all other relevant agencies and municipalities re-allocate funds currently assigned to HOV/DAR ramp construction on the I-680 corridor in San Ramon to a new project focused on the study of traffic improvements

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

5. The City Council shall post a copy of this Resolution on the City website.

6. A copy of this Resolution shall be forwarded to the CCTA, the CCC Board of Supervisors, the MTC, Cal Trans, TVTC, SWAT and all other relevant agencies and municipalities.

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

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

NOES:

ABSENT:

ABSTAIN:

Bill Clarkson, Mayor

ATTEST:

Renée Beck, City Clerk

AGENDA ITEM 6.A

6.A.

CONTRA COSTA transportation authority

Contra Costa Transportation Authority ***STAFF REPORT***

Meeting Date: April 20, 2016

Subject	**Development of a Potential Transportation Expenditure Plan (TEP) – Review and Discussion of Miscellaneous Changes Incorporated in the Draft TEP**
Summary of Issues	At its Special Authority Board Meeting on April 6, 2016, the Authority Board discussed several policy items presented in the Initial Draft TEP Version 2.2 and provided direction to staff and the Authority's consultant team to amend certain elements of the draft TEP. The staff report highlights recommended updates to category descriptions for Bay Area Rapid Transit (BART) Capacity, Access and Parking Improvements (Category No. 3), Bus and Non-Rail Transit Enhancements (Revised Category No. 11), Advance Mitigation Program, and Public Oversight Committee.
Recommendations	Staff recommends the Authority 1) review and provide comments on the proposed revised language for the above categories and 2) receive an update from the consultant team on likelihood of successful passage of the Draft TEP as presented.
Financial Implications	N/A
Options	The Authority Board may provide different language from that proposed by staff.
Attachments	Draft TEP (in track changes and clean version)
Changes from Committee	*N/A*

At its Special Authority Board Meeting on April 6, 2016, the Authority Board discussed several policy items presented in the Initial Draft TEP Version 2.2 and provided direction to staff and the Authority's consultant team to amend certain elements of the draft TEP. This staff report provides recommended updates to Category Descriptions for BART Capacity, Access and Parking Improvements (Category No. 3), Bus and Non-Rail Transit Enhancements (Revised Category No. 11), Advance Mitigation Project (AMP), and Public Oversight Committee.

BART Capacity, Access and Parking Improvements (Category No. 3)

The Authority directed staff to revise language for Category 3, BART Capacity, Access and Parking Improvements to put emphasis on funding BART car acquisition and advance train control to increase capacity on BART corridors as the priority for funding, add MTC and establish a timeline for meeting conditions for regional approach to funding BART cars, and establish the eligibility to fund alternative methods of public transportation on BART corridors in the event a regional solution to acquire BART cars is not achieved. The following is proposed revised language.

Proposed Category Description (with track changes):

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

~~Funds from this category shall be used to implement improvements to the BART system such as station access improvements; infrastructure improvements to facilitate Transit Oriented Development at or near BART stations; station capacity, safety and operational improvements; maintenance facility/infrastructure expansion; additional on or off site parking; development and implementation of last mile shuttle and related improvements (including transit stops); and bicycle/ pedestrian facilities. Funding will be oriented to increase BART ridership and to provide BART users with alternatives to driving single occupant vehicles to BART stations.~~ This category is intended to provide funding to increase the capacity and ridership of public transit on the BART corridors and for BART station, access and parking improvements. Funds in this category may be allocated by the Authority for the acquisition of new BART cars and associated advanced train control systems that can be shown to increase capacity and ridership on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of $100 million in BART station, access and parking improvements~~,~~ in Contra Costa County from other BART revenues ~~over the life of this measure~~, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed no later than December 31, 2026. BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/pedestrian facilities that provide access to BART stations. Funds not used for BART cars or associated advance train controls, or for BART

station, access and parking improvements may be used for alternate public transit services that operate along the BART corridors.

Proposed Category Description (clean version):

This category is intended to provide funding to increase the capacity and ridership of public transit on the BART corridors and for BART station, access and parking improvements. Funds in this category may be allocated by the Authority for the acquisition of new BART cars and associated advanced train control systems that can be shown to increase capacity and ridership on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of $100 million in BART station, access and parking improvements in Contra Costa County from other BART revenues, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed no later than December 31, 2026. BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/pedestrian facilities that provide access to BART stations. Funds not used for BART cars or associated advance train controls, or for BART station, access and parking improvements may be used for alternate public transit services that operate along the BART corridors.

Bus and Non-Rail Transit Enhancements (Revised Category No. 11)

The Authority provided direction to revise language.

Proposed Category Description (with track changes):

12. Bus Transit and Other Non-Rail Transit Enhancements ---- 10.3% ($240m)

This category is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives. Funding will be provided for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares; and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to

maximizing the movement of people efficiently and in a manner that reduces VMT and GHG.

Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and ~~key~~ stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies requiring greater coordination, promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed in accordance with implementing guidelines described in this expenditure plan.

Proposed Category Description (clean version):

This category is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives. Funding will be provided for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares; and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people efficiently and in a manner that reduces VMT and GHG.

Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for

Contra Costa residents. Funds may be used for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies requiring greater coordination, promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed in accordance with implementing guidelines described in this expenditure plan.

Advance Mitigation Program

- Category 11, Advance Mitigation Program is deleted from the Table of Funding Allocations and Detailed Descriptions of Funding Categories
- Implementing Guidelines Section 17, Advance Mitigation Program is deleted
- Regional Advance Mitigation Program description in Initial Draft TEP version 2.2 is amended to read:

Advance Mitigation Program

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources. 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. The Advance Mitigation Program aims 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 that are at threat of loss. The Advance Mitigation Program will be focused on environmental mitigation activities required under CEQA, NEPA and applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment / Framework for Contra Costa County that identifies conservation priorities and mitigation opportunities. The Regional Conservation Framework will include opportunities and strategies that are consistent with the East Contra Costa Habitat Conservation Program. The Authority will review and approve the Regional Conservation Assessment / Framework prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment that identified 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 Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program.
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program 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 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. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. If this approach cannot be fully implemented, then these funds shall be used for environmental mitigation purposes on a project by project basis.

Public Oversight Committee

The following paragraph is added under Public Oversight Committee subheading:

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee 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 chosen at-large from each of the four subregions with the RTPC representing each subregion nominating the members. The Board of Supervisors will nominate four members, with each of these four members representing one of the county's four subregions. Seven 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, Contra Costa Building and Construction Trades Council, Paratransit Coordinating Council, Bike East Bay, and Save Mount Diablo. 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 Committee for no more than 6 consecutive years.

6.A.

CONTRA COSTA
transportation
authority

MEMORANDUM

Date: April 8, 2016

To: RTPC Managers, Public Managers' Association

From: FOR Ross Chittenden, Chief Deputy Executive Director HRC

RE: **Draft Transportation Expenditure Plan (TEP) - Release for Review and Comment**

This purpose of this memorandum is to transmit the Draft Transportation Expenditure Plan (TEP) released for review and comment by the Contra Costa Transportation Authority (Authority) Board at its meeting on April 6, 2016. The Draft TEP reflects collective input received to date from the RTPCs, the Expenditure Plan Advisory Committee (EPAC), the Public Managers' Association (PMA) as well as input from the public received through a comprehensive public outreach program as well as public opinion research and focus groups.

The Authority Board initiated efforts to develop a potential TEP oriented at a possible November 2016 ballot measure in May 2015 as an option to address critical funding shortfalls identified in the draft Countywide Transportation Program (CTP). An additional local transportation sales tax is one means to provide the necessary resources to implement priority projects and fund transportation related programs to preserve and enhance the quality of life enjoyed by residents of Contra Costa. Public Opinion research (polling and focus groups) completed in conjunction with the Authority's efforts to update the CTP identified improving BART, maintaining local street and roads maintenance and 'traffic smoothing' as priorities for our voters. A series of public meetings and telephone town halls conducted by the Authority enjoyed record turnout with participants calling for improved bus and paratransit service, increased funding for bike/ pedestrian facilities, and environmental protection as additional priorities.

2999 Oak Road, Suite 100, Walnut Creek CA 94597
Phone 925 256 4700 | Fax 925 256 4701 | www.ccta.net

The Authority Board considered all RTPC and public input and discussed topics necessary to develop a potential TEP at its regular Board meetings throughout 2015. The Board conducted special Authority Board meetings beginning in early January 2016 and continued to receive and consider input from a variety of sources. The proposed fund allocations in the Draft TEP is largely based on RTPCs recommendations received in August 2015, with a few exceptions for countywide priorities such as BART and a possible new Community Development Transportation Program. It reflects RTPCs requests received in March/April 2016 to reallocate funds between different categories to meet subregional needs with one exception in WCCTAC. Discussions at the Authority Board Special Meetings also focused on several policy considerations that are reflected in the Draft TEP. Comments and recommendations from the RTPC review of the Initial Draft TEP have been considered and incorporated in the attached Draft TEP where appropriate. Some comments from the RTPCs are not yet included, particularly those where feedback is not consistent from the sub-regions. Authority staff and its consultant team will continue to track and address all comments received, and work to resolve possible inconsistencies.

The Draft TEP consists of the Expenditure Plan Funding Allocations, Detailed Descriptions of Funding Categories, and provisions for a Growth Management Program, Complete Streets Program, Advance Mitigation Program, Governing Structure, and Implementing Guidelines. Collectively, the elements of the Draft TEP are funding commitments and legislative intent and policy for administration of the proposed twenty-five year transportation measure.

There are a several sections of the Draft TEP that will continue to be evaluated and discussed by the Authority Board and stakeholders throughout April.

I am also attaching two letters received within the past week from members of the EPAC. A sub-group of EPAC members have been meeting over the past several months in an attempt to provide a unified position and specific recommendations for the Authority to consider in a potential TEP. Unfortunately, the group was not able to reach consensus on all topics. The letters submitted separately and signed by different members of the EPAC sub-group represent the combined thoughts on the priorities for consideration as we move the transportation sales tax measure through its final development and adoption by the Authority. The letters contain several areas of consensus and several areas with alternative recommendations.

The Authority requests that each RTPC review the Draft TEP and provide its specific comments on the funding allocations or legislative intent and policies in the Draft TEP no later than April 22, 2016. The EPAC will also be provided an opportunity to review the Draft TEP and provide comments during April.

Concurrent with your review, the Draft TEP will be reviewed and edited by our communication consultants with experience in preparing plain language documents that are appropriate for inclusion in ballot language and voter material. All efforts will be made to not change the substance or intent of the Draft TEP. Once completed and verified, this edited Draft TEP will be used in combination with all RTPC and other stakeholder input for the Authority Board as it works towards developing a Final TEP by May 18, 2016.

Thank you for your participation in this process to date and for your future efforts. The Authority Board remains committed to developing the TEP using a consensus-based approach with broad stakeholder input. The participation from the RTPCs, cities and towns, and the County is critical if we are to be successful with the voters on a November 2016 ballot measure.

Please contact me at (925) 256-4735 if any have any questions.

Attachments:

- Draft Transportation Expenditure Plan
- Joint Letter from Kristin Connelly, President and CEO, East Bay Leadership Council; Michael Cunningham, Senior Vice President for Public Policy, Bay Area Council; and Lisa Vorderbrueggen, BIA | Bay Area East Bay Governmental Affairs Executive Director, RE: Draft Transportation Expenditure Plan, Version 2.1
- Joint Letter from Expenditure Plan Advisory Committee (EPAC) Members Joel Devalcourt, Ron Brown and Dave Campbell, RE: Draft Transportation Expenditure Plan (TEP)

DRAFT
Transportation Sales Tax Expenditure Plan (TEP)

(April 8, 2016)

DRAFT

TEP Outline

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

DRAFT

Preface

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

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

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

DRAFT

TABLE OF EXPENDITURE PLAN ALLOCATIONS

No.	Funding Category	$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West County	20.0	0.9%			20.0	
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%			60.0	
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
11	Bus and Non-Rail Transit Enhancements	240.0	10.3%	50.0	50.0	90.0	50.0
12	Transportation for Seniors and People with Disabilities	77.6	3.3%	20.1	4.7	22.9	29.9
13	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
14	Intercity Rail and Ferry Service	50.0	2.1%	8.0		35.0	7.0
15	Pedestrian, Bicycle and Trail Facilities	66.7	2.9%	12.4	24.7	21.5	8.1
16	Community Development Transportation Program	140.0	6.0%	41.1	26.8	32.6	39.5
17	Innovative Transportation Technology / Connected Communities Grant Program	53.2	2.3%	20.0	5.5	16.7	11.0
18	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
19	Regional Transportation Priorities	18.7	0.8%	5.0	3.7	5.0	5.0
20	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	TOTAL	**2339.0**	**100.0%**	**686.9**	**447.4**	**544.0**	**660.7**

Population Based Share	**686.9**	**447.4**	**544.0**	**660.7**
Population Share (2030 Estimate) of Total	**29.37%**	**19.13%**	**23.26%**	**28.25%**

Notes

- Draft TEP does not reallocate funding between Funding Category 1 and Funding Category 2, pending reconsideration by WCCTAC
- Community Development Transportation Program is a new category. It is intended for transportation projects or programs that promote economic development, job creation and housing (see details on following pages).
- There are four subregions within Contra Costa: Central, West, Southwest and East County 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. The above projects and programs are necessary to address current and future transportation needs in Contra Costa. The proposed funding allocation represents "fair share" distribution based on proportional share of population in year 2030 by subregion.

DRAFT

Detailed Descriptions of Funding Categories

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

Funding Categories

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

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

   1.a – Additional Local Streets Maintenance & Improvements ---- $17m
   An additional $17m will be allocated to Central Contra Costa County jurisdictions based on the formula of 50 percent on relative population and 50 percent on road miles for each jurisdiction and subject to program requirements detailed above.

2. **Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- $200m**
   Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of "smart" parking management programs, separated bike lanes, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes

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

3. **BART Capacity, Access and Parking Improvements ---- $300m**
This category is intended to provide funding to increase the capacity and ridership of public transit on the BART corridors and for BART station, access and parking improvements. Funds in this category may be allocated by the Authority for the acquisition of new BART cars and associated advanced train control systems that can be shown to increase capacity and ridership on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of $100 million in BART station, access and parking improvements in Contra Costa County from other BART revenues, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed no later than December 31, 2026. BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/ pedestrian facilities that provide access to BART stations. Funds not used for BART cars or associated advance train controls, or for BART station, access and parking improvements may be used for alternate public transit services that that operate along the BART corridors.

4. **East Contra Costa Transit Extension (BART or alternative) ---- $70m**
Funding from this category shall be used to extend high capacity transit service easterly from the Hillcrest BART Station in Antioch through Oakley to a new transit station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this

project. Funds from this category may be used to complete an interim transit station in Brentwood. Advance Mitigation Program eligible project.

5. **High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County ---- $20m**
Funding from this category shall be allocated by the Authority to projects / programs for high capacity transit improvements along the I-80 corridor. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study and in consultation with the subregion. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advance Mitigation Program eligible project.

6. **Interstate 80 Interchange Improvements at San Pablo Dam Road and Central Avenue ---- $60m**
Funding allocations from this category shall be approved by the Authority to improve the I-80 interchanges at San Pablo Dam Road, Central Avenue, and other locations along I-80 in consultation with the subregion. Advance Mitigation Program eligible project.

7. **Improve traffic flow and implement high capacity transit along the Interstate 680 and State Route 24 corridors in Central and Southwest Contra Costa County ---- $140m**
Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements in the corridor (including those identified in the I-680 Transit Investment and Congestion Relief Options and other relevant studies). Funding may also be used to complete improvements to the mainline freeway and/or local interchanges along I-680 and SR 24 as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Projects funded from this category must be physically on or near the I-680 or the SR 24 corridors. Of the funds assigned to this category in Southwest County, $20 million will be eligible for interchange improvements on the SR 24. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advance Mitigation Program eligible project.

DRAFT

8. **Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- $70m**
Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Projects funded from this category must be physically on or near the SR 242 or SR 4 corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with Authority requirements. Advance Mitigation Program eligible project.

9. **Interstate 680 / State Route 4 Interchange ----- $60m**
Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Authority shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. Advance Mitigation Program eligible project.

10. **East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- $117m**
Funding from this category shall be used to complete safety improvements to Vasco Road and safety and / or capacity improvements to the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 205/580 corridors in Alameda and San Joaquin counties. For the Byron Highway (TriLink) corridor, the Authority shall prioritize funding for the design and construction of a new 2-lane limited access Byron Highway / Vasco Road connector south of Camino Diablo Road improving access to the Bryon Airport, and other improvements to the Byron Highway that increase safety and facilitate an improved goods movement network for East Contra Costa County. For the Vasco Road corridor, the Authority shall prioritize funding for safety improvements and other improvements oriented at high-capacity transit or high occupancy carpools. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical

habitat and/or the permanent protection / acquisition of agricultural and open space. With the exception of the new connection between Vasco Road, the Byron Airport and the Byron Highway, funding from this category is not intended to be used for the construction of new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions. Advance Mitigation Program eligible project.

11. **Bus Transit and Other Non-Rail Transit Enhancements ---- 10.3% ($240m)**

This category is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives. Funding will be provided for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares; and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people efficiently and in a manner that reduces VMT and GHG.

Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies requiring greater coordination, promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed in accordance with implementing guidelines described in this expenditure plan.

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

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

To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and

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

The ATS Strategic Plan will be developed by the Authority with participation from publicly operated transit and paratransit providers and selected non-profit and citizen stakeholders representing seniors and people with disabilities. 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 within 12 months of the passage of this Measure.

13. **Safe Transportation for Children ---- 2.2% ($52m)**
Programs and projects which promote safe transportation options for children to access schools or after school programs. Eligible projects include but are not limited to reduced fare transit passes and transit incentive programs, school bus programs, and projects for pedestrian and bicycle safety that provide school-related access.

Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.

14. **Intercity Rail/ Ferries ---- $50m**
Funds from this category shall be used to construct station and/or track improvements to the Capitol Corridor and/or the San Joaquin corridors as well as to implement new or improved ferry services (including both capital and operations) in Richmond, Hercules, Martinez and/or Antioch. Projects that increase ridership using existing capacity by incentives including offsetting fares or other methodologies may also be considered. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Any projects funded in this category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing VMT and green-house gas reductions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Sponsors of projects requesting funding from this category will be required to demonstrate to the Authority that sufficient funding is available to operate the proposed project and/or service over a long period of time.

15. **Pedestrian, Bicycle and Trail Facilities ---- 2.9% ($67m)**
Two-thirds of the funds from this program will be used implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds will be allocated competitively to projects that improve safety for

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

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

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

16. **Community Development Transportation Program----- 6.0% ($140m)**

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

17. **Innovative Transportation Technology / Connected Communities Program ----- 2.3% ($53m)**

Funding from this category will be allocated for the planning and development of projects and programs that include innovative solutions intended to (a) develop and demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions and integrate this approach with other community services such as public safety, public services, water, communications and energy to promote economic development and jobs opportunities by increasing government efficiency and reducing consumption. Examples of eligible

projects include but are not limited to expanding opportunities for zero emission vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that compliment traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians, bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions Contra Costa County can become a national model in sustainable, technology-enabled transportation.

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

18. **Transportation Planning, Facilities and Services ---- 1.0% ($23m)**
Implement the countywide GMP, prepare the countywide transportation plan; and support the programming and monitoring of federal and state funds, as well as the Authority's Congestion Management Agency functions.

19. **Regional Transportation Priorities ---- $19m**
Funding from this category shall be used for any project or program identified in the Expenditure Plan or eligible under the provisions of the Act, including activities that promote alternatives to commuting in single occupant vehicles. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

20. **Administration ---- 1.0% ($23m)**
Funds administration of new measure.

DRAFT

The Growth Management Program

Goals and Objectives

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

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

Components

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

1. Adopt a Growth Management Element

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

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

---

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

2. Adopt a Development Mitigation Program

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

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

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

3. Address Housing Options

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

a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or

b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or

c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

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

and pedestrian access in new developments.

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

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

a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.

b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.

c. Create the development mitigation programs outlined in section 2 above.

d. Help develop other plans, programs and studies to address other transportation and growth management issues.

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

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

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

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

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

DRAFT

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

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

6. Develop a Five-Year Capital Improvement Program

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

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

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

Allocation of Funds

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

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

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of Local Street Maintenance and Improvement funding (No. 1). Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also

make a finding that the jurisdiction shall not be eligible to receive Community Development Transportation Program funds (No. 16) until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

DRAFT

Attachment A

Urban Limit Line (ULL) Definitions and Compliance Requirements

---

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

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

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

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

DRAFT

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

Revisions to the ULL

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

DRAFT

Conditions of Compliance

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

DRAFT

Complete Streets Policy

Vision

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

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

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation 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 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 Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
2) involve and coordinate the work of all agency departments and staff whose projects will

affect the public right of way,
3) consider the complete street design standards adopted by the Authority, and
4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

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

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design 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 California Road System (CRS maps);

DRAFT

Advance Mitigation Program

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources. 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. The Advance Mitigation Program aims 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 that are at threat of loss. The Advance Mitigation Program will be focused on environmental mitigation activities required under CEQA, NEPA and applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment / Framework for Contra Costa County that identifies conservation priorities and mitigation opportunities. The Regional Conservation Framework will include opportunities and strategies that are consistent with the East Contra Costa Habitat Conservation Program. The Authority will review and approve the Regional Conservation Assessment / Framework prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment 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 Project Impacts Assessment prior to the allocation of funds for Advance Mitigation Program
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program 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 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. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis.

DRAFT

Governing Structure

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

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

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

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

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

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

DRAFT

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee 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 chosen at-large from each of the four subregions with the RTPC representing each subregion nominating the members. The Board of Supervisors will nominate four members, with each of these four members representing one of the county's four subregions. Seven 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, Contra Costa Building and Construction Trades Council, Paratransit Coordinating Council, Bike East Bay, and Save Mount Diablo. 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 Committee for no more than 6 consecutive years.

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

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

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

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

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

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

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

The Committee replaces the Authority's existing Citizens Advisory Committee.

Advisory Committees

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

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

DRAFT

Implementing Guidelines

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

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

Administration of the Plan

1. **Funds only Projects and Programs in the Plan:** Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body.

2. **All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.

3. **Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.

4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Transportation Planning Committee(s) 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 Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

Taxpayer Safeguards, Audits and Accountability

6. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan

7. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements (No. 1) or transit (Bus Transit and Other Non-Rail Transit Enhancements (No. 11), Transportation for Seniors & People With Disabilities (No. 12) programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.

8. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements (No. 1), Major Streets/Complete Streets/Traffic Signal Synchronization Program (No. 2), Bus Transit and Other Non-Rail Transit Enhancements (No. 12), Transportation for Seniors and People with Disabilities (No. 12), Safe Transportation for Children (No. 13), Intercity Rail and Ferry Service (No. 14), Pedestrian and Bicycle, and Trail Facilities (No. 15), Community Development Transportation Program (No. 16), and Innovative Transportation Technology / Connected Communities Program (No. 17). 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 Plan. 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.

9. **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 Local Streets Maintenance and Improvements funds (No. 1 and 1a) 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 maintenance of effort 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. Taking into consideration the recommendation, the Authority 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:

1. 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.

2. 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.

3. 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.

10. **Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

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

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

DRAFT

Restrictions On Funds

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

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

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

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

17. **Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements (No. 1) or Community Development Transportation Program (CDTP)(No. 16) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.

18. **Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.

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

Project Financing Guidelines and Managing Revenue

20. **Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.

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

22. **Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.

23. **Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for other modes of travel in the same subregion, 3) other expenditure plan projects or programs, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.

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

DRAFT

~~INITIAL~~ DRAFT

~~Version 2.2~~

Transportation Sales Tax Expenditure Plan (TEP)

(April ~~1~~8, 2016)

[REDLINE STRIKEOUT COMPARISON OF THE DRAFT TEP RELATIVE TO THE INTIAL DRAFT TEP VERSION 2.2 REVIEWED AT THE APRIL 6, 2016 SPECIALBOARD MEETING]

DRAFT

TEP Outline

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

DRAFT

Preface

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

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

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

DRAFT

TABLE OF EXPENDITURE PLAN ALLOCATIONS

Version 2.2

No.	Funding Category	$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West County	20.0	0.9%			20.0	
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%			60.0	
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
~~11~~	~~Advance Mitigation Program~~	~~TBD~~	~~TBD~~				
12	Bus and Non-Rail Transit Enhancements	240.0	10.3%	50.0	50.0	90.0	50.0
13	Transportation for Seniors and People with Disabilities	77.6	3.3%	20.1	4.7	22.9	29.9
14	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
15	Intercity Rail and Ferry Service	50.0	2.1%	8.0		35.0	7.0
16	Pedestrian, Bicycle and Trail Facilities	66.7	2.9%	12.4	24.7	21.5	8.1
17	Community Development Incentive Program	140.0	6.0%	41.1	26.8	32.6	39.5
18	Innovative Transportation Technology / Connected Communities Grant Program	53.2	2.3%	20.0	5.5	16.7	11.0
19	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
20	Regional Transportation Priorities	18.7	0.8%	5.0	3.7	5.0	5.0
21	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	TOTAL	2339.0	100.0%	686.9	447.4	544.0	660.7
	Population Based Share			686.9	447.4	544.0	660.7
	Population Share (2030 Estimate) of Total			29.37%	19.13%	23.26%	28.25%

DRAFT FOR DISCUSSION

No.	Funding Category	$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156.1	120.0	119.0	144.9
1a	Add'l Local Streets Maintenance and Improvements	17.0	0.7%	17.0			
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70.0
5	High Capacity Transit Improvements along the I-80 Corridor in West County	20.0	0.9%			20.0	
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.0	2.6%			60.0	
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	140.0	6.0%	40.0	100.0		
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40.0			30.0
9	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60.0			
10	East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.0	5.0%				117.0
11	Bus and Non-Rail Transit Enhancements	240.0	10.3%	50.0	50.0	90.0	50.0
12	Transportation for Seniors and People with Disabilities	77.6	3.3%	20.1	4.7	22.9	29.9
13	Safe Transportation for Children	52.0	2.2%	7.0	16.3	21.3	7.4
14	Intercity Rail and Ferry Service	50.0	2.1%	8.0		35.0	7.0
15	Pedestrian, Bicycle and Trail Facilities	66.7	2.9%	12.4	24.7	21.5	8.1
16	Community Development Transportation Program	140.0	6.0%	41.1	26.8	32.6	39.5
17	Innovative Transportation Technology / Connected Communities Grant Program	53.2	2.3%	20.0	5.5	16.7	11.0
18	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
19	Regional Transportation Priorities	18.7	0.8%	5.0	3.7	5.0	5.0
20	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	TOTAL	2339.0	100.0%	686.9	447.4	544.0	660.7
	Population Based Share			686.9	447.4	544.0	660.7
	Population Share (2030 Estimate) of Total			29.37%	19.13%	23.26%	28.25%

DRAFT

Notes

- Draft TEP ~~Version 2.2 did~~does not reallocate funding between Funding Category No. 1 and Funding Category No. 2, pending reconsideration by WCCTAC

- ~~Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified~~
- Community Development Transportation Program is a new category. It is intended for transportation projects or programs that promote economic development, job creation and housing (see details on following pages).
- There are four subregions within Contra Costa: Central, West, Southwest and East County 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. The above projects and programs are necessary to address current and future transportation needs in Contra Costa. The proposed funding allocation represents "fair share" distribution based on proportional share of population in year 2030 by subregion.

DRAFT

Detailed Descriptions of Funding Categories

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

Funding Categories

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

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

   1.a – Additional Local Streets Maintenance & Improvements ---- $17m
   An additional $17m will be allocated to Central Contra Costa County jurisdictions based on the formula of 50 percent on relative population and 50 percent on road miles for each jurisdiction and subject to program requirements detailed above.

2. **Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- $200m**
   Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of "smart" parking management programs, separated bike lanes, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes

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

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

~~Funds from this category shall be used to implement improvements to the BART system such as station access improvements; infrastructure improvements to facilitate Transit Oriented Development at or near BART stations; station capacity, safety and operational improvements; maintenance facility/infrastructure expansion; additional on or off site parking; development and implementation of last mile shuttle and related improvements (including transit stops); and bicycle/ pedestrian facilities. Funding will be oriented to increase BART ridership and to provide BART users with alternatives to driving single occupant vehicles to BART stations.~~This category is intended to provide funding to increase the capacity and ridership of public transit on the BART corridors and for BART station, access and parking improvements. Funds in this category may be allocated by the Authority for the acquisition of new BART cars and associated advanced train control systems that can be shown to increase capacity and ridership on BART lines serving Contra Costa, provided that 1) BART agrees to fund a minimum of $100 million in BART station, access and parking improvements, in Contra Costa County from other BART revenues ~~over the life of this Measure~~, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties ~~is developed.~~and additional regional funding from the Metropolitan Transportation Commission, is developed no later than December 31, 2026. BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/ pedestrian facilities that provide access to BART stations. Funds not used for BART cars or associated advance train

controls, or for BART station, access and parking improvements may be used for alternate public transit services that that operate along the BART corridors.

4. **East Contra Costa Transit Extension (BART or alternative) ---- $70m**
Funding from this category shall be used to extend high capacity transit service easterly from the Hillcrest BART Station in Antioch through Oakley to a new transit station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood. ~~RAMP~~Advance Mitigation Program eligible project.

5. **High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County ---- $20m**
Funding from this category shall be allocated by the Authority to projects / programs for high capacity transit improvements along the I-80 corridor. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study and in consultation with the subregion. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. ~~RAMP~~Advance Mitigation Program eligible project.

6. **Interstate 80 Interchange Improvements at San Pablo Dam Road and Central Avenue ---- $60m**
Funding allocations from this category shall be approved by the Authority to improve the I-80 interchanges at San Pablo Dam Road, Central Avenue, and other locations along I-80 in consultation with the subregion. ~~RAMP~~Advance Mitigation Program eligible project.

7. **Improve traffic flow and implement high capacity transit along the Interstate 680 and State Route 24 corridors in Central and Southwest Contra Costa County ---- $140m**
Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements in the corridor (including those identified in the I-680 Transit Investment and Congestion Relief Options and other relevant studies). Funding may also be used to complete improvements to the mainline freeway and/or local interchanges along I-680 and SR 24 as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Projects funded from this category must be physically on or near the I-680 or the SR 24 corridors. Of the funds assigned to this category in Southwest County, ~~$20m~~20 million will be eligible for interchange

improvements on the SR 24. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. ~~RAMP~~Advance Mitigation Program eligible project.

8. **Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- $70m**
Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Projects funded from this category must be physically on or near the SR 242 or SR 4 corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with Authority requirements. ~~RAMP~~Advance Mitigation Program eligible project.

9. **Interstate 680 / State Route 4 Interchange ----- $60m**
Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Authority shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. ~~RAMP~~Advance Mitigation Program eligible project.

10. **East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- $117m**
Funding from this category shall be used to complete safety improvements to Vasco Road and safety and / or capacity improvements to the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 205/580 corridors in Alameda and San Joaquin counties. For the Byron Highway (TriLink) corridor, the Authority shall prioritize funding for the design and construction of a new 2-lane limited access Byron Highway / Vasco Road connector south of Camino Diablo Road improving access to the Bryon Airport, and other improvements to the Byron Highway that increase safety and facilitate an improved goods movement network for East Contra Costa County. For the Vasco Road corridor, the Authority shall prioritize funding for safety improvements and other improvements oriented at high-capacity transit or high occupancy carpools. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

Prior to the use of any local sales tax funds to implement capacity improvements to

either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection / acquisition of agricultural and open space. With the exception of the new connection between Vasco Road, the Byron Airport and the Byron Highway, funding from this category is not intended to be used for the construction of new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions. ~~RAMP~~Advance Mitigation Program eligible project.

~~11. Advance Mitigation Program ---- TBD~~

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

~~14.~~11. Bus Transit and Other Non-Rail Transit Enhancements ---- 10.3% ($240m)

This category is intended to provide funding to existing bus transit operators and for future non-rail transit service alternatives. Funding will be provided for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares; and improve the frequency and capacity of high demand routes connecting housing with job, commercial, transit, and medical centers. In addition, funding can be used to support other non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people efficiently and in a manner that reduces VMT and GHG.

Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and ~~key~~ stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used for transit capital projects or to operate service improvements identified in the adopted plans of an operator or of the Authority.

70

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions, such as: operational efficiencies requiring greater coordination, promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed in accordance with implementing guidelines described in this expenditure plan.

~~15.~~12. **Transportation for Seniors & People With Disabilities ----- 3.3% ($78m)**
Funding in this category is to support mobility opportunities for seniors and people with disabilities who, due to age or disability, cannot drive or take other transit options.

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

The ATS Strategic Plan will be developed by the Authority with participation from publicly operated transit and paratransit providers and selected non-profit and citizen stakeholders representing seniors and people with disabilities. 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 within 12 months of the passage of this Measure.

~~16.~~13. **Safe Transportation for Children ----- 2.2% ($52m)**
Programs and projects which promote safe transportation options for children to access schools or after school programs. Eligible projects include but are not limited to reduced fare transit passes and transit incentive programs, school bus programs, and projects for pedestrian and bicycle safety that provide school-related access.

Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.

~~17.~~14. **Intercity Rail/ Ferries ---- $50m**
Funds from this category shall be used to construct station and/or track

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

~~18.~~15. **Pedestrian, Bicycle and Trail Facilities ---- 2.9% ($67m)**

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

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

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

~~19.~~16. **Community Development Transportation Program----- 6.0% ($140m)**

Funds from this category will be used implement this new Community Development Transportation Program, administered by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation

and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue and the Authority will prioritize funding to projects that demonstrate over 50% funding from other sources. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of housing for all income levels. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program.

~~20.~~17. **Innovative Transportation Technology / Connected Communities Program ----- 2.3% ($53m)**

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

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

~~21.~~18. **Transportation Planning, Facilities and Services ---- 1.0% ($23m)**

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

~~22.~~19. **Regional Transportation Priorities ---- $19m**

Funding from this category shall be used for any project or program identified in the

Expenditure Plan or eligible under the provisions of the Act, including activities that promote alternatives to commuting in single occupant vehicles. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

~~23.~~20. **Administration ---- 1.0% ($23m)**
Funds administration of new measure.

DRAFT

The Growth Management Program

Goals and Objectives

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

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

Components

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

1. Adopt a Growth Management Element

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

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

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

2. Adopt a Development Mitigation Program

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

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

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

3. Address Housing Options

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

a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or

b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or

c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

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

and pedestrian access in new developments.

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

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

a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.

b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.

c. Create the development mitigation programs outlined in section 2 above.

d. Help develop other plans, programs and studies to address other transportation and growth management issues.

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

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

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

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

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

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

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

6. Develop a Five-Year Capital Improvement Program

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

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

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

Allocation of Funds

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

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

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of Local Street Maintenance and Improvement funding (~~Category~~ No. 1). Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also

make a finding that the jurisdiction shall not be eligible to receive Community Development Transportation Program funds (~~Category 17~~No. 16) until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

DRAFT

Attachment A

Urban Limit Line (ULL) Definitions and Compliance Requirements

---

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

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

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

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

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

Revisions to the ULL

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

Conditions of Compliance

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

DRAFT

Complete Streets Policy

Vision

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

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

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation 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 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 Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
2) involve and coordinate the work of all agency departments and staff whose projects will

affect the public right of way,
3) consider the complete street design standards adopted by the Authority, and
4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

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

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design 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 California Road System (CRS maps);

~~Regional~~ Advance Mitigation Program

~~[To be developed pending discussion at Authority Special Board Meeting on April 6, 2016.]~~

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources. 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. The Advance Mitigation Program aims 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 that are at threat of loss. The Advance Mitigation Program will be focused on environmental mitigation activities required under CEQA, NEPA and applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment / Framework for Contra Costa County that identifies conservation priorities and mitigation opportunities. The Regional Conservation Framework will include opportunities and strategies that are consistent with the East Contra Costa Habitat Conservation Program. The Authority will review and approve the Regional Conservation Assessment / Framework prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment 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 Project Impacts Assessment prior to the allocation of funds for Advance Mitigation Program
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program 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 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. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and

accelerating project delivery. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis.

DRAFT

Governing Structure

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

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

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

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

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

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

~~[Committee member selection process to be developed pending discussion at Authority Special Board Meeting on April 6, 2016]~~
Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee 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 chosen at-large from each of the four subregions with the RTPC representing each subregion nominating the members. The Board of Supervisors will nominate four members, with each of these four members representing one of the county's four subregions. Seven 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, Contra Costa Building and Construction Trades Council, Paratransit Coordinating Council, Bike East Bay, and Save Mount Diablo. 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 Committee for no more than 6 consecutive years.

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

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

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

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

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

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

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

The Committee replaces the Authority's existing Citizens Advisory Committee.

Advisory Committees

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

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

DRAFT

Implementing Guidelines

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

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

Administration of the Plan

1. **Funds only Projects and Programs in the Plan:** Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body.

2. **All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.

3. **Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.

4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional ~~Planning~~ Transportation Planning Committee(s) 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 Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

Taxpayer Safeguards, Audits and Accountability

6. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan

7. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements (No. 1) or transit (Bus Transit and Other Non-Rail Transit Enhancements (No. 11), Transportation for Seniors & People With Disabilities (No.12) programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.

8. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements (No. 1), Major Streets/Complete Streets/Traffic Signal Synchronization Program (No. 2), ~~Advance Mitigation Program (No. 11).~~ Bus Transit and Other Non-Rail Transit Enhancements (No. ~~12~~11), Transportation for Seniors and People with Disabilities (No. ~~13~~12), Safe Transportation for Children (No. ~~14~~13), Intercity Rail and Ferry Service (No. ~~15~~14), Pedestrian and Bicycle, and Trail Facilities (No. ~~16~~15), Community Development Transportation Program (No. ~~17~~16), and Innovative Transportation Technology / Connected Communities Program (No. ~~18~~17). ~~.~~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 Plan. 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.

9. **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 ~~local~~ streets and ~~roads~~highways purposes. The basis of the MOE requirement will be the average of expenditures of annual ~~transportation~~discretionary funds on ~~local~~ streets and ~~roads during 2013-14, 2014-15 and 2015-16 fiscal years~~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 Local Streets Maintenance and Improvements funds (No. 1 and 1a) until MOE compliance is achieved. The audit of the ~~M.O.E.~~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 maintenance of effort 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. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures ~~for the 2013-14, 2014-15 and 2015-16 fiscal years~~ reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

1. ~~1.~~ 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.

2. ~~2.~~ 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.

3. ~~3.~~ 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.

10. **Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

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

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

Allocations policy, and to maintain a "balanced" distribution of funding allocations to each subregion.

Restrictions On Funds

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

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

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

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

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

~~18.~~17. **Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements (No. 1) or Community Development Transportation ~~(CDTI)~~ Program (CDTP)(No. 16) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.

~~19.~~18. **Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.

~~20.~~19. **New Agencies**: New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Project Financing Guidelines and Managing Revenue

~~21.~~20. **Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.

~~22.~~21. **Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

~~23.~~22. **Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.

~~24.~~23. **Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for other modes of travel in the same subregion, 3) other expenditure plan projects or programs, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.

~~25.~~24. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations describe above.

DRAFT

DATE: April 1, 2016

TO: Contra Costa Transportation Authority TEP Chairman Don Tatzin

FROM: East Bay Leadership Council President and CEO Kristin Connelly
Bay Area Council Senior Vice President for Public Policy Michael Cunningham
BIA|Bay Area East Bay Governmental Affairs Executive Director Lisa Vorderbrueggen

RE: Draft Transportation Expenditure Plan, Version 2.1

Dear Chair Tatzin,

In an effort to help develop consensus around a potential $2.3 billion transportation expenditure plan (TEP) measure, we were among six members of CCTA's Expenditure Plan Advisory Committee who have been meeting weekly during the past several months.

Despite intense efforts, the six sub-EPAC members were unable to reach agreement on a comprehensive TEP proposal. But we are confident that the sub-EPAC's hard work has not been for naught. Our discussions helped us understand each other's diverse perspectives and will serve as a solid foundation based on mutual respect in the upcoming deliberations around the development of a final TEP.

Priorities for the measure are diverse among stakeholders, but all can agree on the need to improve mobility in our county in a way that facilitates the residents of Contra Costa County getting to work, to school and to all the places they need to be in a safe, efficient manner that helps our region's economy thrive while protecting our extraordinary environmental assets. To achieve these objectives, the jurisdictions in Contra Costa need to plan for the future in a manner that begins to address the nearly four decades of inadequate housing production at all income levels while encouraging economic development. Strategies that support the creation of high-skill and high-wage jobs across Contra Costa can have transformational benefits on infrastructure when commutes are shortened, placing fewer burdens on roads, highways and all forms of transit.

In the spirit of continued collaboration and our common pursuit of an improved quality of life for all Contra Costa residents, our three organizations recommend the following changes to the draft TEP Version 2.1:

Funding allocation

In summary, we recommend linking a portion of return to source dollars to housing production, increasing funds for the I-680 and I-80 corridors, eliminating the Community Development and Investment Grant Program, and increasing funding for the Pedestrian, Bicycle and Trail categories. Our recommended changes are shown in red below.

#	FUNDING CATEGORY	QUALITY OF LIFE ALLOCATION	
		$ millions	%
1a	Local Streets Maintenance and Improvements: return to source formula	$ 423.00	18.1%
1b	Local Streets Maintenance and Improvements: housing production return to source	$ 117.00	5.0%
1c	Local Streets Maintenance and Improvements: increase for Central County	$ 17.00	0.7%
2	Major Streets/Complete Streets/Traffic Signal Synchronization Grants Program	$ 200.00	8.6%
3	BART Capacity, Access and Parking Improvements	$ 300.00	12.8%
4	East Contra Costa Transit Extension	$ 70.00	3.0%
5	Optimize HOV and express transit on I-80	$ 66.50	2.8%
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Ave.	$ 60.00	2.6%
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	$ 230.00	9.8%
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	$ 70.00	3.0%
9	Interstate 680 and State Route 4 Interchange Improvements	$ 60.00	2.6%
10	East County Corridor (Vasco Road, Byron Highway, airport connector)	$ 117.00	5.0%
11	Advance Mitigation Program	TBD	TBD
12	Bus Transit and Other Non-Rail Transit Enhancements	$ 230.00	9.8%
13	Transportation for Seniors and People with Disabilities	$ 77.80	3.3%
14	Safe Transportation for Children	$ 52.00	2.2%
15	Intercity Rail and Ferry Service	$ 50.00	2.1%
16	Pedestrian, Bicycle and Trail Facilities	$ 117.00	5.0%
17	Community Development Investment Grant Program	$ -	0.0%
18	Innovative Transportation Technology / Connected Communities Grant Program	$ 35.00	1.5%
19	Transportation Planning, Facilities & Services	$ 23.40	1.0%
20	Regional Transportation Priorities	$ -	0.0%
21	Administration	$ 23.40	1.0%
	Total	**$ 2,339.10**	100.0%

Add funds for I-680 corridor improvements

There is broad support within the business community for the measure to facilitate enhanced connectivity for multiple travel modes along the I-680 corridor. This corridor is a critical link between many communities and employment centers, and the ever-increasing congestion along the corridor has widespread effects. Funding improvements on the I-680 corridor with at least $230 million in the measure is critical to providing needed improvements to achieve this important goal. Using the latest technology as a strategy to increase the capacity of all of the major commute corridors in Contra Costa, including the I-680 corridors and encouraging the inclusion of conduits (for broadband and other technologies) with the construction or reconstruction of highway improvements to facilitate connectivity will have significant benefits on economic developments. In order to realize the mobility benefits so badly needed along I-680, funding must be included in the measure to implement any recommendations the Authority wants to implement from the most recent study of the corridor.

Add funds to Improve Commutes in I-80 Corridor

Interstate 80 is a critical commute corridor for Contra Costa residents to access growing job centers, yet it is consistently rated as the worst commute corridor in the Bay Area. The I-80 Integrated Corridor Mobility project should, when fully implemented, provide a degree of improvement. It must, however, be combined with an ambitious effort to optimize the performance and throughput of the HOV lane. We believe that the proposed $20 million allocation for High Capacity Transit Improvements in the corridor reflects an insufficient ambition and commitment to improve commutes in this corridor. Accordingly, we propose that the allocation be increased to $50 million and that CCTA develop a plan for, and leverage this funding to implement, a world-class HOV or express lane system with attractive and reliable express transit service.

Add infill incentives to increase housing production

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, $117 million (5%) of Local Streets Maintenance and Improvement funds should be allocated to address transportation impacts in communities that undertake new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each housing unit permitted will be rewarded with corresponding increments of local streets and road maintenance funds. Affordable units and those located within ½-mile of quality transit will receive double increments. Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

Maintain funds for East Contra Costa County corridor

We strongly support the identified funding for the design and construction of a new two-lane limited access Byron Highway that will improve goods movement into a region that needs to attract jobs. We also strongly endorse funding for a Vasco Road connector to the Byron airport and Vasco road safety and high-occupancy vehicle enhancements. These projects will save lives and directly improve the quality of life for thousands of Contra Costans who commute or live along these critical transportation routes.

Increase funds for pedestrian, bicycle and trail facilities

Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to improve and construct walking and bicycling facilities throughout the county through projects such as the Marsh Creek Trail between Brentwood and Clayton.

Increase senior/disabilities funding

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

Reduce Transportation Technology/Connected Communities

Tremendous opportunities exist to use technology to improve transportation performance, and as technology continues to develop rapidly there will be even greater opportunity over time. We believe that *every* project and investment made by the Authority should fully embrace opportunities of technology and that, therefore, there is little need for a dedicated allocation for technology projects. Recognizing that there may be some technology investments, such as electric vehicle charging, that would not be covered by existing projects, we propose to leave a reduced allocation of $30 million that the Authority would use for an open and competitive grant program to deploy truly innovative and advanced technology.

Eliminate the Community Development Grant program

While the intent of this fund is laudable, grant programs of this type (such as the Transportation For Livable Communities) have not proven to be very effective at achieving their stated objectives. To the extent that local jurisdictions identify transportation investments that will spur job and housing

creation, we propose that CCTA and local jurisdictions focus the use of existing Measure J TLC and One Bay Area Grant funds for this purpose.

Strengthen the Urban Limit Line

Contra Costa County's Urban Limit Line is popular with voters and must remain an integral part of the new measure. We support the draft TEP language that tightens and standardizes the conditions under which jurisdictions may seek a 30-acre ULL exemption. However, we are concerned that setting a cap on the number of exemptions a jurisdiction may approve within a five-year period may actually encourage its use. Given that the exemption has been used only once since its inception, we recommend that CCTA remove the caps and rely on the strengthened rules. Otherwise, we support maintaining the Growth Management Program as specified in TEP Version 2.1.

Make the performance criteria count

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer highways. The local needs must also account for mandates to reduce greenhouse gas emissions. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO2 by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project.

We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a mutually agreed upon set of performance criteria and scoring system. Sub-regions would still be free to allocate funds as they see fit but CCTA would prioritize funding based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide a higher local match, depending on the score. Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores.

Advance mitigation

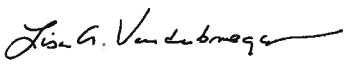
We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County.

We again thank you for the opportunity to participate in the planning for this critical source of funding for Contra Costa County's transportation improvements. We look forward to working with CCTA in the coming weeks as the agency finalizes the TEP. To that end, we have attached the East Bay Leadership Council's "East Bay Transportation Vision." Please don't hesitate to contact us individually if you have additional questions.

Sincerely yours,

Kristin Connelly
President and CEO, East Bay Leadership Council
kconnelly@eblcmail.org or 925-246-1880

Michael Cunningham
Senior Vice President for Public Policy, Bay Area Council
mcunningham@bayareacouncil.org or 415-981-6600



Lisa Vorderbrueggen
East Bay Executive Director for Governmental Affairs, BIA|Bay Area
lvorderbrueggen@biabayarea.org or 925-348-1956

cc:
Ron Brown, Save Mount Diablo
Joel Devalcourt, Greenbelt Alliance
Dave Campbell, Bike East Bay
Dave Hudson, CCTA Board of Directors
Ross Chittenden, CCTA
Bill Gray, Gray Bowen Scott

Attachment: "East Bay Transportation Vision," by the East Bay Leadership Council Transportation Task Force

April 6, 2016

Contra Costa Transportation Authority
Attn: TEP Chairman Don Tatzin

RE: Draft Transportation Expenditure Plan (TEP)

Dear Chairman Tatzin,

We are concerned about lack of vision, goals or clarity in the development of a new ½ cent transportation sales tax in Contra Costa. This lack of focus and direction have made it difficult, if not impossible, for the Authority Board, the cities, the stakeholders, or the EPAC to achieve consensus on the creation of a Transportation Expenditure Plan (TEP).

We have been representing a diverse coalition that is a cross-section of the community that is supported by tens of thousands of residents of Contra Costa County. We have been participating faithfully in CCTA's process to develop the Countywide Transportation Plan (CTP) and a new TEP, taking advantage of every opportunity for public participation, and spending hundreds of collective hours to provide thoughtful responses and input to CCTA, RTPCs, and the public. We very much are in favor of creating a measure that can and will be approved by the county's voters this November.

However, we believe that this measure must go well beyond "business as usual." A new TEP must make a significant contribution to reduce VMT and GHGs, creating vibrant, livable communities, and help to protect our community's farms, rangelands, watersheds and open spaces. The State of California's transportation and land use policy framework, as well as the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy provide clear direction on how to achieve these goals. The current CCTA TEP v2.2 is going down the wrong path for Contra Costa County, the Bay Area region, and the State of California.

We provide the following TEP allocations and rationale for our policy and funding recommendations. This is reflective of funding the priorities in our ***Community Vision and Transformative Policy*** document.

FUNDING ALLOCATION

We are recommending a series of changes to the funding allocations presented in the draft TEP.

SUB-EPAC PROPOSED FUNDING ALLOCATION		
Funding category	$ millions	%
Local Streets Maintenance and Improvements (5% dedicated to infill incentives)	$ 538.00	23.0%
Major Streets and Complete Streets Project Grants	$ 200.00	8.6%
BART Capacity and Access Improvements	$ 400.00	17.1%
East County High Performance Corridor (Express Bus from Antioch E-BART/Brentwood to Tri-Valley Transit stations; Goods movement by rail; safety improvements)	$ 100.00	4.3%
West County High Performance Corridor (Transit improvements along I-80; interchange improvements)	$ 110.00	4.7%
South County High Performance Corridor (680 Express Bus from West Dublin/Pleasanton BART to Martinez)	$ 150.00	6.4%

Central County High Performance Corridor (including 680 Express Bus from West Dublin/Pleasanton BART to Martinez (approx. $75 million); I-680/SR 4 interchange improvements)	$ 150.00	6.4%
Advance Mitigation Program (6% of entire measure)	To be calculated	
Bus and Other Non-Rail Transit Enhancements	$ 300.00	12.8%
Transportation for Seniors and People with Disabilities	$ 117.00	5.0%
Safe Transportation for Children	$ 46.00	2.0%
Pedestrian, Bicycle and Trail Facilities	$ 117.00	5.0%
Community Development Investment Grant Program	$ 69.00	2.9%
Innovative Transportation Technology / Connected Communities Grant Program	$ 14.03	0.6%
Transportation Planning, Facilities & Services	$ 29.70	1.3%
Administration	$ 23.40	1.0%

Add Infill Incentives to Local Streets and Roads

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, the TEP will allocate 5 percent of the measure to address transportation impacts in communities that are undertaking new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each unit of infill housing will be rewarded with corresponding increments of local streets and road maintenance funds. In addition, units that fall into the following categories will be given additional weight:

- Affordable units to very-low to low income families (2x base allocation)
- Located within ½-mile of quality transit (2x base allocation)
- Multi-family units with parking ratios of 1:1 or less (1.5x base allocation)

Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

Revise Community Development Incentive Grant Program

Some jurisdictions may find it difficult to develop infill housing based on certain market conditions, while other jurisdictions may need exemplary projects — such as enhanced transportation infrastructure to reduce traffic concerns — to achieve community support for new infill development. Likewise, some jurisdictions may want to attract quality jobs that help to address a jobs-housing imbalance and reduce congestion throughout the county. Therefore, we recommend that the CDI Grant Program fund infrastructure that supports specific infill development projects near existing transit and transportation networks. Priority shall be given to projects that provide affordable homes for low- and/or very low-income people, leverage California Affordable Housing and Sustainable Communities Program resources, and/or improve the jobs-housing balance within sub-regions by increasing quality job density that can be accessible by transit.

Projects will compete countywide. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

High Performance Corridor Improvements

There is broad support for a measure that facilitates enhanced transit connectivity along important corridors in Contra Costa County. CCTA must now operate within the new era of transportation funding as shaped by CalTrans' new framework, including the California Transportation Plan 2040. This new state approach has correctly identified that highway expansions are counterproductive to solving our complex transportation issues, especially with severely constrained financial resources.

Contra Costa now has a great opportunity to shape our entire transportation system to meet this challenge head on. By adding transit ridership to our existing highway system, we can make it function better, reduce congestion, and broadly serve commuters/residents/workers in the county.

Much of the current corridor studies have pointed to the express bus model as best serving residents in each part of the county. This will help to alleviate traffic and feed the BART transit system so that ridership can increase on a variety of modes other than single-occupant vehicles. As an example, our TEP recommendation for the 680 corridor is to have express bus service from Martinez Amtrak to the West Dublin/Pleasanton BART station. This provides for enhanced bus service throughout the entire Central/South County Corridor, closes gaps in service, and makes BART stations more accessible to transit riders throughout the county.

This is a more complete package that gives commuters and transit-dependent riders competitive options. This high performance corridor approach creates transit options that are more viable and dependable.

Make the Performance Criteria Count

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer streets and roads. The local needs must also account for mandates to reduce greenhouse gas emissions and state directives to invest within the existing transportation system. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO2 by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project. We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a scoring system based on the 10 performance criteria. All RAMP-eligible projects and those within the Major Streets and Complete Streets category will be subject to a competitive performance review process.

Sub-regions would still be free to allocate funds as they see fit but CCTA will adjust the eligible dollar amounts based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide 50 percent to 100 percent local funding, depending on the score.

Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores to achieve better projects and reduce the potential for sprawl-inducing projects. CCTA will develop the grant criteria and scoring system with input from the sub-regions and public advisory committee.

Revise Major Streets and Complete Streets Project Grants

The current draft TEP contemplates awarding funds from this category based on existing project requests and unequal sub-regional project submissions. We recommend CCTA allocate the funds in the four regions based on CCTA's geographic and population distribution formula; establish a competitive grant cycle and award the funds based on the performance criteria described above. We also support the language in the Major Streets Complete Streets Program version 2.2 released to the CCTA Board on March 16, 2016, with the pilot program requiring protected bike lanes.

Increase Pedestrian, Bicycle & Trail Facilities

Many communities throughout California are dedicating between 5 to 10 percent of their transportation sales tax measure proceeds to pedestrian, bicycle and trail facilities. We believe Contra Costa County should do the same. Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to complete and maintain a trail network and improve walking and bicycling throughout the county.

Increase Senior/Disabilities Funding

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

Increase BART and Bus Transit Funding

We support $400 million for BART that will ensure access improvements at stations throughout the county, which polls well with voters. This includes the $300 million that is being negotiated between CCTA and BART.

We also support $300 million for capital and operating costs for bus and non-rail transit that relieves congestion, provides commute alternatives, serves transit-dependent residents, reduces pollutant emissions, supports infill housing and employment, demonstrates innovative approaches, and/or improves service effectiveness and efficiency.

In order to ensure the most beneficial use of these funds, CCTA should prepare a Countywide Transit Strategic Plan that identifies goals, strategies and metrics, and should allocate transit funds to the projects, services and providers in accordance with the plan. High priority should be given to achieving 15-minute headways in high-ridership travel corridors. Because the transit needs of county residents, as well as transportation technology

and means of servicing transit needs, will evolve over time, CCTA should update its strategic plan and re-evaluate its allocations on a regular cycle.

Strengthen the Urban Limit Line & Growth Management Program

Contra Costa County's Urban Limit Line (ULL) and Growth Management Program (GMP) are popular with voters and must be enhanced as part of the new measure.

We recommend that CCTA remove the 30-acre exemption policy for all jurisdictions in Contra Costa. The policy has not proven useful and removing it will provide clarity for all stakeholders and provide direction for focusing development within the ULL.

Protecting Contra Costa County's farms and rangelands is a high priority for county voters and for consumers around the region. To build on previous efforts in Contra Costa County, namely the City of Brentwood, all jurisdictions with agricultural land within their planning area, including rangelands, must adopt a model ***Agricultural Protection Ordinance***, with the intent to permanently preserve farms and rangelands and mitigate for impacts and the loss of those lands. Applicable jurisdictions will be required to adopt Agricultural Protection Ordinances to receive Return to Source funding as part of an amended Growth Management Checklist. In addition, any loss of farmland outside of the current boundaries of the ULL should be required to be mitigated through permanent protection of farmland in Contra Costa at a rate of three acres preserved for every acre lost.

We also recommend that smart planning policies be considered in the checklist for public information as affirmed by the CCTA board. This will help to provide consistency between jurisdictions and reduce land use conflicts. These policies include: a) Hillside development ordinance b) Ridgeline protection ordinance c) Open space system with major ridgelines defined d) Protection of wildlife corridors e) Plan to conserve buffers around open space and agriculture f) Prohibitions on culverting blueline creeks for anything more than road crossings in the shortest length possible g) No development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas.

Support RAMP

The Advanced Mitigation Program is a win-win solution for Contra Costa County. It saves time for project delivery. It is cost-effective. And it also ensures the proactive and strategic conservation of species, habitats (including watershed protection), as well as farms and rangelands, impacted by publicly subsidized transportation projects. We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County with the additional inclusion of agricultural mitigations, recognizing that transportation and development projects may significantly impact these lands and they are otherwise unprotected by state and federal policy.

Sincerely yours,

Ron Brown, Save Mount Diablo, Retired Executive Director

Joel Devalcourt, Greenbelt Alliance, East Bay Regional Representative

Dave Campbell, Bike East Bay, Advocacy Director

AGENDA ITEM 7

SWAT

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

April 5, 2016

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

RE: SWAT Meeting Summary Report for April 4, 2016 Comments on Draft Transportation Expenditure Plan ("TEP") Version 2.2 (4/1/16)

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, April 4, 2016 and received an update from Contra Costa Transportation Authority ("Authority") staff on the Draft Transportation Sales Tax Expenditure Plan ("TEP"), Version 2.2 (4/1/16).

SWAT appreciates the opportunity to provide input and acknowledges that the plan represents a tremendous amount of hard work and collaboration. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meetings over last several months in assisting the sub-region through this process.

To date, SWAT has held a series of meetings in which the Draft TEP has been the focus of discussion. At the April 4, 2016 meeting the TEP v.2.2 funding category allocations and description language were discussed in detail. SWAT is forwarding the following comments and recommendations for the Authority's consideration:

Funding Category 1: Local Streets Maintenance and Improvements

1. In the SWAT letter dated March 29, 2016, SWAT raised the following questions: It is unclear why the category description language *"...**consistent with the current Measure J Program**"* has been deleted from the category description. SWAT recommends retaining the deleted language.

   The response from CCTA is that the new measure's reporting requirements may not be consistent with current Measure J reporting, audit and GMP requirements. SWAT understands that this topic will be discussed at a future board meeting; therefore SWAT offers the following comment:

   The current GMP compliance checklist requires cities/towns to demonstrate "maintenance of effort" (MoE), SWAT requests clarification on whether or not the MoE funding will be exclusively limited to transportation funding sources.

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

2. To reiterate comments submitted in its May 29, 2016 letter to CCTA, SWAT continues to advocate that specific reference to "***separated bike lanes***" be amended as follows *Projects may include but are not limited to installation of bike and pedestrian facilities, **such as separated bike lanes,....***"

Funding Category 3: BART Capacity, Access and Parking Improvements

3. SWAT appreciates the amount of time and effort to develop consensus on BART Capacity, Access and Parking Improvement category. SWAT will continue to advocate that absent a regional funding commitment with San Francisco, Alameda, and MTC to purchase additional BART cars, Contra Costa should not solely fund this purchase. SWAT continues to express concern with this category and submits the following items for clarification:

    a. When the new measure is passed AND the agreement is in place; what is the anticipated timeframe to allocate funds to BART?
    b. Language in the measure must be clear and concise as to how the funds will be used by BART; AND if the agreement to purchase new cars is not achieved, clearly define how the funds will be allocated?
    c. Under the alternate funding plan, SWAT recommends that these funds be proportionately allocated to all of the other funding categories consistent with currently recommended (RTPC) allocation proposals.

4. It is recommended that category description language be **amended** that references use of funds are to be inclusive of *"infrastructure improvements to facilitate Transit Oriented Development, **such as,** at or near BART stations..."*. Funds for this program should be designated for improving access to BART and BART infrastructure improvements only.

Funding Category 11: Advance Mitigation Program

5. SWAT looks forward to reviewing revised policy language and will submit additional comments when appropriate.

Funding Category 17: Community Development Incentive (CDI) Grant Program

6. To reiterate SWAT comments submitted in its May 16 and May 29letters to the Authority, it is recommended that the category description language be revised to provide clarity and re-affirm that allocations will be apportioned sub-regionally.

7. To ensure that all jurisdictions are eligible to compete for funding in this category, it is recommended that language referencing "*transit supported community centers*" be deleted (modify the corresponding excerpt as follows):

"Within each sub-region, funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing that is accessible to transit. ~~*within established (or planned) transit supportive community centers.*~~

East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) Draft Transportation Expenditure Plan Comments

With respect to the proposal submitted by the East Bay Leadership Council, Bay Area Council and Building Industry Association (BIA) in its letter to CCTA dated April 1, 2016 SWAT submits the following comments:

Funding Category 1 – Local Streets Maintenance and Improvements

SWAT unanimously opposes the reduction of Local Streets Maintenance and Improvements from 23% to 18 %. Given the current and projected declines in gas tax revenues, funding Local Streets and Roads at a minimum of 23% is required just to offset the declining revenues.

Funding Category 7 – Improve traffic flow & implement high capacity transit in the I-680 corridor &SR 24

SWAT appreciates the proposed allocation of $230M; however this comes at the expense of several critical funding categories and therefore is not supported.

Funding Category 17 – Community Investment Grant Program

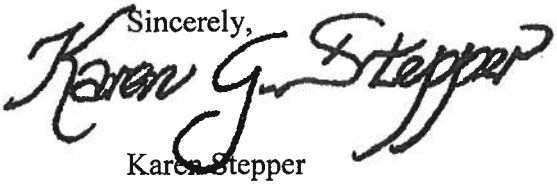
SWAT opposes the elimination of funding for this program. Rather, SWAT embraces this program category with the intent to incentivize local cities/towns to enhance mobility options that encourage economic development, jobs, and housing.

Funding Category 20 – Regional Transportation Priorities

SWAT opposes the elimination of funding for the program. As stated in its letter dated March 29, 2016, SWAT will continue to articulate that the program category remain flexible to support sub-regional transportation needs and to continue the countywide commute alternative programs.

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,



Karen Stepper
Chair

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

TRANSPAC Transportation Partnership and Cooperation

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

April 15, 2016

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

Re: Status Letter for TRANSPAC Meeting – April 14, 2016

Dear Mr. Iwasaki:

At its meeting on April 14, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Elected Ron Leone as Chair, and Karen Mitchoff as Vice Chair of the TRANSPAC Board of Directors for 2016.

2. Received presentation on the Concord BART Plaza Redesign Project (Measure J Project No. 10001-05).

3. Approved request from BART to reprogram $600,000 from Transit Oriented Development Supporting Improvements at Central Contra Costa BART Stations (Measure J Project No. 10001-02) to a new project titled Pleasant Hill Parking Structure Elevator Renovation Project (New Project No. 10001-07).

4. Received an update from Hisham Noeimi, Engineering Manager, CCTA, on the Draft Transportation Expenditure Plan (TEP) released for review and comment on April 8, 2016, and continued the discussion and direction of specific components of the TEP from the special TRANSPAC meeting on March 24, 2016.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Ron Leone
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Danice Rosenbohm, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill)

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County

30 Muir Road, Martinez, CA 94553

April 15, 2016

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on April 14, 2016.

RECEIVE update on the Contra Costa Transportation Authority ("CCTA" or "Authority") draft Transportation Expenditure Plan ("TEP"); provide direction to staff and AUTHORIZE TRANSPLAN Technical Advisory Committee ("TAC") to transmit final comments to CCTA by the April 22, 2016 comment deadline. TRANSPLAN and CCTA staff provided an update on the Draft TEP released by the Authority on Friday, April 8, 2016. The TRANSPLAN Committee proposed no changes to the April 8th draft, but did however reiterate comments stated in previous letters to CCTA dated February 17 and March 16, 2016. Both letters are enclosed. The TRANSPLAN TAC will convene on Tuesday, April 19, 2016 to discuss the April 8th Draft TEP and transmit any additional comments to the Authority by the Friday, April 22, 2016 deadline.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 12, 2016 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,

Jamar Stamps, TRANSPLAN Staff

Enclosures

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

Phone: 925.674.7832 Fax: 925.674.7258 jamar.stamps@dcd.cccounty.us www.transplan.us

TRANSPLAN COMMITTEE
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

February 17, 2016

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

RE: Transportation Expenditure Plan ("TEP")

Dear Mr. Iwasaki:

TRANSPLAN has reviewed CCTA's revised approach for development of a TEP which includes special meetings of the CCTA Board, a revised strategy to re-engage the EPAC, and continuing engagement with the RTPCs, cities and the County, other stakeholders and members of the public. TRANSPLAN considered new polling information from November 2014, and a document developed by the EPAC titled "A Community Vision for a New Transportation Tax" ("Community Vision") to inform the TEP process, policies and investment goals. After review and discussion of the revised TEP process and new information, TRANSPLAN would like to provide the following comments for the Authority's consideration (Note: CCTA staff provided an update to the Committee on February 11, 2016 indicating most of the following issues have been resolved, which were largely comprised prior to the Committee meeting):

1. The James Donlon Extension and State Route 239 are priority projects for East County. These projects are essential for transportation circulation and goods movement for the County and Bay Area region. TRANSPLAN will not support policies that prohibit East County's priority capital improvements.

2. TRANSPLAN jurisdictions have taken actions to protect natural and agricultural lands. A few examples include: City of Antioch preserving 2,000-acre Roddy Ranch as open space; member jurisdictions establishing a voter-approved Urban Limit Line ("ULL"); member jurisdictions participating in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan. The James Donlon Extension and State Route 239 are specifically listed as covered projects in the HCP/NCCP[1].

3. TRANSPLAN supports the existing 30-acre ULL exemption and does not feel any change or deviation from the existing policy is warranted, especially given the fact the policy has been enforced effectively since inception and has not abused.

[1] HCP/NCCP Section 2.3- Covered Activities and Projects: Activities and projects within the inventory area for which the HCP/NCCP will provide compensation, avoidance, and minimization of impacts for covered species.

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

5. TRANSPLAN strongly recommends a 30% return-to-source allocation for local streets and road maintenance, but will keep an open mind about a lesser allocation (not below current 18%).

6. TRANSPLAN supports BART's expansion into East County. In order to assess BART's financial need to support and maintain said expansion, TRANSPLAN requests funding estimates from BART that are specific to Contra Costa County and East County's share of services.

7. TRANSPLAN will amend the draft East County TEP to include "Complete Streets."

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact TRANSPLAN staff, Jamar Stamps at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,

Doug Hardcastle
TRANSPLAN Chair

TRANSPLAN COMMITTEE
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

March 15, 2016

Hisham Noemi, P.E., Engineering Manager
Contra Costa Transportation Authority ("CCTA")
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Initial Draft Transportation Expenditure Plan ("TEP") Version 1.1 (3/1/16)

Dear Mr. Noemi:

At their March 10, 2016 meeting, the TRANSPLAN Committee ("Committee") authorized the TRANSPLAN Technical Advisory Committee ("TAC") to submit comments on the subject item on behalf of TRANSPLAN. The TAC met to discuss the matter on March 15, 2016 and would like to provide the following comments (TRANSPLAN's previous comment letter, dated February 17, 2016 is also enclosed for reference):

1. TRANSPLAN would like to reiterate that the James Donlon Extension and State Route 239 are priority projects for East County. These projects are essential for transportation circulation and goods movement for the County and Bay Area region. TRANSPLAN will not support policies that prohibit East County's priority capital improvements.

2. TRANSPLAN will oppose over-reaching land use controls or other policies (e.g. hillside ordinances, funding contingent on housing production, etc.) in the growth management program and TEP that prohibit a jurisdiction's ability to receive return-to-source funds.

3. BART has requested a $300 million line item intended to support BART capacity increases, access and parking improvements. As CCTA and its member jurisdictions continue to implement projects improving access to BART stations which may induce increased ridership, TRANSPLAN understands the need for improving system performance. The program category in the Initial Draft TEP contains language making these funds contingent on 1) BART agreeing to fund CCTA identified improvements from other BART revenues, and 2) a fully developed regional approach that includes funding commitments from both Alameda and San Francisco Counties be developed and implemented prior to funds from this measure being released for the acquisition of BART cars. TRANSPLAN recommends the funds from this category be allocated to "Regional Choice" where further allocation would be determined by the Regional Transportation Planning Committees if the aforementioned funding commitments are not met by a time certain, set by CCTA.

4. TRANSPLAN recommends allocating the East County "Regional Choice" ($16.7 million) category to augment other proposed funding categories as follows:

Fund Category	Original Fund Total	Augmentation	New Fund Total
Transportation for Seniors and People with Disabilities	$22.2 million	$7.7 million	**$29.9 million**
Safe Transportation for Children	$5.4 million	$2 million	**$7.4 million**
Pedestrian, Bicycle and Trail Facilities	$6.1 million	$2 million	**$8.1 million**
Regional Choice	$16.7 million	($11.7 million)	**$5.0 million** (remainder)

Thank you for the opportunity to provide input on the subject item. 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
TRANSPLAN staff

Enclosure