TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
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TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, JUNE 27, 2013
9:00 A.M. to 11:00 A.M.
COMMUNITY ROOM
CITY OF PLEASANT HILL CITY HALL
100 GREGORY LANE, PLEASANT HILL
(925) 969-0841

1. **Strategic Plan Update Discussion with Jack Hall, CCTA Transportation Analyst.** The Contra Costa Transportation Authority approved the framework for the development of the 2013 Strategic Plan Update on April 17, 2013. Mr. Hall will continue the Strategic Plan Update discussion initiated at the May 23, 2013 TAC meeting. This item is scheduled for TRANSPAC discussion at its July 11, 2013 meeting.

ACTION: As determined

Attachments: Five documents: RTPC Letter dated April 18, 2013; Detailed Project and Program Descriptions; Blank Fact Sheet Template; and Administration and Projects Committee Staff Report dated April 4, 2013 and attachments **(attached to the May 23, 2013 TAC agenda and included here in electronic transmittals ONLY)**; along with the Minutes of the May 23, 2013 TAC meeting. **The first four documents will also be used at the July 11, 2013 TRANSPAC meeting. The minutes of the May 23, 2013 TAC meeting are attached under this item and may be useful for discussions of Agenda Items 1 and 2.**

2. **Continued Action Plan Discussion.** The TAC worked on the Action Plan update at its May 23, 2013 meeting; the minutes of that meeting are attached for information. TRANSPAC will receive an update on the Action Plan at its July meeting. Plan completion is anticipated near the end of calendar year 2013.

ACTION: As determined

Attachments: See Minutes noted above. The July 9, 2009 Action Plan may be viewed/downloaded from www.transpac.us under "Other Documents and Information." The Update to the Central County Action Plan for Routes of Regional Significance is attached.

3. **2014 State Transportation Improvement Program Call for Projects.** Applications, draft Project Study Reports (PSR) or PSR equivalents, and letter(s) of concurrence by the respective RTPC are due to the Authority by July 19, 2013. See the attachment for guidance on STIP submissions.

In order to meet CCTA requirements, jurisdictions will need to submit application information to the TRANSPAC Manager by Wednesday, July 3, 2013, for TRANSPAC review and action at the July 11, 2013 TRANSPAC meeting. To facilitate review of projects proposed for funding, please bring any available project information to this TAC meeting for discussion.

Attachment: Excerpt on the 2014 STIP Call for Projects

4. Review/Discussion of the Draft FY 2013-14 TRANSPAC Budget and Options for the Provision of Administrative Assistant Services

Attachments: Draft TRANSPAC 2013-2014 budget, a list of benefit costs for an Administrative Assistant staff position, an analysis of costs associated with outside services for minute taking, packet distribution and administrative support services based on three months use in 2013, and the current TRANSPAC 2012-2013 budget for information

Unanticipated/unscheduled personnel changes this year resulted in TRANSPAC's use of the services of Anita Tucci-Smith for minutes, agenda compilation and distribution. Since 1992, TRANSPAC and 511 Contra Costa have shared the services of an Administrative Assistant and the cost of the position has been shared between the two entities.

The TAC is requested to consider whether to continue to use Minute Taker services for minutes, agenda compilation and distribution, etc. The removal of these activities from the Administrative Assistant position would increase the time available for 511 CC support and would eliminate a number of 511 CC staff hours necessary to process the shared payroll accounting through the City of Pleasant Hill's financial system. Alternatively, TRANSPAC may continue with an Administrative Assistant position to handle TRANSPAC and TAC functions and other necessary tasks.

Under the first scenario, some TRANSPAC staff support from the shared Administrative Assistant would remain necessary. TRANSPAC files are delivered labeled, in chronological order, and only need to be catalogued. Other standard clerical work also needs to be handled, however, the new arrangement would not require the full payment of 50% of the Administrative Assistant position and 511 CC and TRANSPAC staff have discussed (hopefully a workable) alternative approach proposal to address the payroll processing issue.

The cost impact of these alternatives is included on the attachment and the TAC is requested to review this information and consider the alternatives.

ACTION: As determined

5. TRANSPAC Roster Review/Update. Please bring any new information regarding appointments or contact information for representatives from your jurisdiction/agency

Attachment: TRANSPAC and TAC Rosters along with 2013 Meeting Schedule.

Please review, update information if available, and consider action(s) to fill representative gaps. This item will be on July 11, 2013 TRANSPAC agenda

ACTION: As determined

The next TAC meeting is scheduled for July 25, 2013 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

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CONTRA COSTA
transportation
authority

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April 18, 2013

Re: 2013 Measure J *Strategic Plan*

Dear Regional Transportation Planning Committee (RTPC) Managers:

At its April meeting, the Contra Costa Transportation Authority initiated work on the 2013 update to the Measure J *Strategic Plan*. The *Strategic Plan* guides the timing of sales tax expenditures on projects included in the voter approved expenditure plan. The 2013 update will prioritize projects through FY2019.

The *Strategic Plan* is based on assumptions about future Measure J revenues, debt service costs on proposed bonds, and project schedules and Measure J expenditures. Every two years, the Authority adjusts those assumptions as part of the update to the *Strategic Plan* based on actual data.

To expedite high priority projects throughout Contra Costa, the Authority recently had a successful sale of $427.5 million in bonds, locking in historically low interest rates on both the new bonds and refinance of existing ones. As a result of reduced bond costs and improved revenue projections, the Authority is now projecting to have an additional programming capacity for capital projects through FY2034.

Funding Available for Capital Projects by Sub-region

During the development of the Measure J Expenditure Plan in 2004, each sub-region placed different emphasis on *Programs* versus *Project Categories*. In West County, for example, greater emphasis was placed on *Programs*, while in East County the emphasis was placed on *Capital Projects*. During the development of the 2007, 2009 and 2011 Measure J *Strategic Plans,* each RTPC was requested to provide its *Capital Project* priorities within a funding target. The funding target was based on each sub-region's proportional share of *Capital Project Categories* in the Measure J Expenditure Plan.

Consistent with the Authority's policy, the allocation of additional programming capacity by sub-region in the 2013 *update* will be based on the same percentages as shown in the following table:

Additional Programming Capacity by Sub-region (Bid Pots)
(in millions of nominal dollars)

	Through FY19	FY20 – FY34	Total
Central County (TRANSPAC: 29.7%)	$20.0	$34.0	**$54.0**
East County (TRANSPLAN: 48.5%)	$43.0	$56.0	**$99.0**
Southwest County (SWAT: 12.8%)	$9.5	$14.5	**$24.0**
West County (WCCTAC: 9.0%)	$6.5	$10.5	**$17.0**

The amounts shown above will be used as a guide for programming the additional capacity through FY2034. However, the Authority will give project readiness a priority for programming funds through FY2019.

Request for RTPCs Input

The Measure J *Expenditure Plan* included specific funding amounts and descriptions for specific projects (e.g. Caldecott Tunnel Fourth Bore) and general project categories (e.g. Major Streets Traffic Flow and Safety Improvements). To propose Measure J funding for a project, the project must 1) fit within the description(s) included in the Measure J *Expenditure Plan;* 2) overall Measure J funding (*in 2004 dollars*) for each project/project categories shall not exceed 90% of the funding amount in the Measure J *Expenditure Plan.*

Taking into consideration current programmed funding, the following tables show remaining capacity to program in each project category assuming a 90% funding cap.

Central County (TRANSPAC)
(x $1,000 in current dollars)

Project Category	Remaining Capacity
Caldecott Tunnel Fourth Bore	$ 4,995
Capitol Corridor Improvements - Martinez Intermodal Station	$ -
Interchange Improvements on I-680 and SR242	$ 23,911
I-680 Carpool Lane Gap Closure and Transit Corridor Improvements	$ 49,815
BART Parking, Access and Other Improvements	$ -
Major Streets, Traffic Flow and Safety Improvements	$ -
Capitol Corridor Rail Station Improvements at Martinez	$ -

East County (TRANSPLAN)
(x $1,000 in current dollars)

Project Category	Remaining Capacity
BART - East Contra Costa Extension	$ 44,217
State Route 4 East Widening	$ 20,289
East County Corridors	$ 9,848
BART Parking, Access and Other Improvements	$ 11,880
Major Streets, Traffic Flow and Safety Improvements	$ 19,440
Transportation for Livable Communities - East County	$ 31,133
Sub-regional Transportation Needs - East County	$ 3,909

Southwest County (SWAT)
(x $1,000 in current dollars)

Project Category	Remaining Capacity
Caldecott Tunnel Fourth Bore	$ 4,995
I-680 Carpool Lane Gap Closure & Transit Corridor Improvements	$ 17,040
BART Parking, Access and Other Improvements	$ 2,045
Major Streets, Traffic Flow and Safety Improvements	$ 9,815

West County (WCCTAC)
(x $1,000 in current dollars)

Project Category	Remaining Capacity
Capitol Corridor Improvements	$ 2,421
I-80 Carpool Lane Extension and Interchange Improvements	$ 9,684
Richmond Parkway	$ 5,165
BART Parking, Access and Other Improvements	$ 4,842
Additional Bus Transit Enhancement	$ 201

Each RTPC is requested to provide the following by **Wednesday, July 31, 2013**:

1. Subject to the above requirements, a list of new or current Measure J eligible projects proposed to be funded by the RTPC "bid pot" through FY2019 and through FY2034. Funding priority should be given to projects that leverage other fund sources and can start construction by FY2019. RTPCs can also recommend retaining a part of their bid pots as a reserve for future programming beyond FY2019 if projects cannot be identified at this time.

2. For new projects, provide the following information:
   A. Detailed description of the project scope to be funded by Measure J.
   B. Milestone schedule indicating start and end date for each project phase (preliminary engineering & environmental clearance, design, right-of-way clearance and utility relocation, construction).
   C. Project cost estimate in current dollars (if not current, specify when the estimates were developed).
   D. Project funding plan identifying which sources have already been secured (programmed in a *Strategic Plan*, listed in the STIP, shown in an agreement, etc.) and the likelihood of securing remaining funds by FY2019.
   E. Map identifying project location.
   F. Anticipated Measure J cashflow needs by year.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at hnoeimi@ccta.net.

Sincerely,

Randall H. Iwasaki
Executive Director

Attachments:
Fact Sheet Template
Measure J *Expenditure Plan* Project Descriptions

DETAILED PROJECT AND PROGRAM DESCRIPTIONS

All of the following projects are necessary to address current and future transportation needs in Contra Costa, and the proposed projects and programs constitute a "fair share" distribution of funding allocations to each subregion. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may recommend to the Authority that funds be reassigned to another project in the same subregion so that the "fair share" allocation is maintained.

Capital Improvement Projects

1 *Caldecott Tunnel Fourth Bore* .... ***$125 million***

Construct a fourth bore with two traffic lanes to match the through-lane capacity on both sides of the tunnel, and thereby significantly reduce delays and improve the predictability of travel in the non-peak direction. Final project will be subject to compliance with the California Environmental Quality Act (CEQA).

2 *BART - East Contra Costa Rail Extension (e-BART)* .... ***$150 million***

Extend rail or other high-speed transit service from the Pittsburg/Bay Point BART station eastward to the cities of Antioch, Oakley, Brentwood and the community of Byron. Subject to environmental review and assessment of alternatives, the likely preferred alignment will occupy the State Route 4 median up to the Loveridge Road interchange and utilize existing rail right-of-way thereafter to Byron. BART, diesel multiple-unit trains and other guideway transit modes may be evaluated in determining the most appropriate near-term and long-term investments.

3 *State Route 4 East Widening* .... ***$125 million***

Widen State Route 4 in East Contra Costa to provide four lanes (including a bus/carpool lane) in each direction from Loveridge Road to State Route 160, including auxiliary lanes between interchanges. Project components will be staged to provide congestion relief as quickly as possible with available funding.

4 *Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez* .... ***$15 million***

$7.5 million is available to construct 425 parking spaces at the Martinez Rail Station including pedestrian, vehicular and potentially landside ferry access improvements as well as track improvements/equipment in the vicinity of the station and Ozol Yard. $7.5 million is available to construct the Hercules Rail Station improvements (including relocating railroad tracks, constructing station platforms and plaza, and a parking structure) and may be used for Capitol Corridor track improvements, rolling stock, or for rail operations on the Capitol Corridor line in Contra Costa County.

5 East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, Non-Freeway SR4) .... $94.5 million

This project will provide funds to assist in the completion of capacity and safety enhancements to Vasco Road, the SR 4 Bypass, Byron Highway, and the existing Route 4 through Brentwood, Oakley and unincorporated areas.

For corridors lying outside of the 2004 boundary of the Contra Costa County ULL, in effect as of May 26, 2004 (the ULL), local sales tax funds may be allocated by the Authority only to fund environmental reviews, route adoption studies, right of way protection and safety improvements. For such investments, allocations may be made by the Authority upon a determination that the project Sponsor has agreed to include the following in the scope of the relevant studies or projects:

- Assessment as to their potential for inducing additional development and identification of measures to minimize or prevent such inducement;
- Identification of appropriate project-related mitigations, including consideration of the purchase of abutters' rights of access, preservation of critical habitat and/or open space acquisition; and
- Investments affecting facilities in Alameda County will be done in partnership with Alameda County jurisdictions.

Subject to the above conditions, potential improvements include:

5.1 Vasco Road from the SR 4 Bypass to Interstate 580 in Alameda County. Funds shall not be allocated for the construction of capacity enhancing projects outside of the ULL. Funds may be used to fund safety and operational improvements, and potentially consider realignment where warranted.

5.2 Widening and safety improvements (including safety-related capacity improvements) to the non-freeway portion of SR 4 from Main Street in Oakley to the eastern edge of Discovery Bay. This project also includes alignment and safety improvements to the two-lane levee road between Discovery Bay and the Contra Costa-San Joaquin Bridge.

5.3 Completion of the SR4 Bypass project. The project includes the upgrade of Marsh Creek Road and interchanges at the following locations: SR4/SR4 Bypass/ SR160; Laurel Road; Lone Tree Way; Sand Creek Road; Balfour Road; Marsh Creek Road; and Vasco Road at Walnut Boulevard.

5.4 Improvements to Byron Highway between Delta Road northeast of the City of Brentwood, and the Contra Costa-Alameda County line.

6 *Interchange Improvements on Interstate 680 and State Route 242* .... *$36 million*

Construct improvements to reduce congestion and improve safety at (1) I-680/SR 4 interchange, (2) SR 242/Clayton Road Interchange northbound on-ramp and southbound off-ramp, (3) I-680/Marina Vista Interchange, and/or (4) SR 4/Willow Pass Road ramps.

7 *Interstate 80 Carpool Lane Extension and Interchange Improvements* .... *$30 million*

Projects eligible for funding in this category include (with priority given to the San Pablo Dam Road and Central Avenue interchanges):

7.1 If supplemental funding beyond the Regional Measure 2 commitment is needed, help construct an eastbound carpool lane extension along I-80 from State Route 4 to the Carquinez Bridge approach.

7.2 Project development and construction of the I-80/San Pablo Dam Road interchange to improve traffic operations and safety and accommodate both pedestrians and bicyclists.

7.3 Project development and construction of the I-80/Central Avenue interchange to reduce traffic backups on Central Avenue.

7.4 Project development and/or preliminary engineering towards the construction of the SR 4/I-80 interchange and approaches.

7.5 Other interchange improvements may be considered for funding subject to WCCTAC concurrence.

8 *Interstate 680 Carpool Lane Gap Closure/Transit Corridor Improvements* .... *$100 million*

Projects eligible for funding in this category include:

- Extend existing bus/carpool lanes along I-680 in the southbound direction from North Main Street to Livorna Road, and in the northbound direction from North Main Street to north of SR 242.
- Construct bus/carpool on- and off-ramps at Norris Canyon Rd and/or Sycamore Valley Road.

- Transit corridor improvements that address congestion and/or increase people throughput along the I-680 corridor.

9 *Richmond Parkway* .... *$16 million*

Upgrade the Richmond Parkway to facilitate transfer of ownership to the California Department of Transportation, including potential intersection and interchange upgrades, and/or provide funds to maintain the roadway. The Richmond Parkway is the priority project for this funding; however, funds not expended for this project may be reprogrammed at the City of Richmond's request for Richmond ferry service.

Countywide Capital and Maintenance Programs

10 *BART Parking, Access, and Other Improvements* .... *$41 million*

Construct improvements to BART such as additional parking, station access, capacity, safety and operational improvements. Projects funded by this category are subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority.

11 *Local Streets Maintenance & Improvements* .... *18% ($360 million)*

Funds may be used for any transportation purpose eligible under the Act and to comply with the GMP requirements. This existing program will continue distributing 18 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of $100,000 for each, the balance to be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's revised GMP. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current State Controller's Annual Report of Financial Transactions for Streets and Roads. Pedestrian and bicycle facilities are an important part of the regional transportation system. Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects.

12 *Transportation for Livable Communities Project Grants* .... *5% ($100 million)*

The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program.

Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority. Eligible projects will be recommended to the Authority by each subregion based on a three- or five-year funding cycle, at the option of the RTPCs. Subregional programming targets will be based on the relative population share of each in 2009, and adjusted every five years thereafter. Criteria are to include flexibility so that urban, suburban and rural communities can be eligible.

A summary of the Transportation for Livable Communities program is included in Part IV.

13 Pedestrian, Bicycle and Trail Facilities .... 1.5% ($30 million)

Pedestrian, bicycle, and trail facilities, including regional trails are an important component of the regional transportation system. Two-thirds of the funds are to complete projects in the Countywide Bicycle and Pedestrian Plan. Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. Moreover, where it is appropriate, routine accommodation for pedestrians and bicyclists should be incorporated in construction projects funded from these other categories.

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 equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this category.

Other Countywide Programs

The following programs will be available to fund countywide operational programs, based on a specific percentage of annual revenues received. With respect to transit operations (bus, transportation for seniors and people with disabilities, and express bus), the Authority will allocate funds on an annual basis and will establish guidelines (in cooperation with transit operators through the Bus Transit Coordinating Council) so that the additional revenues will fund additional service in Contra Costa. The guidelines may require provisions such as maintenance of effort; operational efficiencies including greater coordination; promoting and developing a seamless service; a specified minimum allowable farebox return on sales tax extension funded services; and reserves for capital replacement.

For the transit operating programs (Bus Services, Transportation for Seniors & People with Disabilities, and Express Bus) for years in which sales tax revenues increase at or above the change in the Consumer Price Index, the Authority will require that each recipient/operator retain up to 3 percent of its annual allocation to accumulate in a reserve. The reserve would be available as a contingency for application when one or more periods of decline in sales tax revenues, in inflation-adjusted dollars, requires application of the funds to "smooth out" the flow of revenues. The reserves would be available to sustain operations in the event of such economic downturns.

14 Bus Services .... 5% ($100 million)

This program provides funding for bus service provided by Contra Costa transit operators to alleviate traffic congestion and improve regional or local mobility for Contra Costa. Funds can be used to purchase transit vehicles, service operations, maintenance and capital programs to assist operators in the implementation of adopted plans.

The percentage of program funding now allocated to the bus transit operators will continue. Reflecting the current distribution among the four parts of the county, the percentage of annual sales tax revenues will be distributed as follows, provided that the bus transit operators jointly consult and collectively report to the Authority each year on any proposed changes to the services that are currently funded from Measure C revenues, and the Authority concurs with the change:

- AC Transit, 2% ($40 million);
- County Connection, 2% ($40 million);
- Tri-Delta Transit, 0.4% ($8 million);
- WestCAT, 0.6% ($12 million);
- Golden Gate Transit Service from Richmond to Marin shall be funded at the discretion of WCCTAC and West County operators from the West Contra Costa transit funds.

Under the subregional programs category, additional increments of 2.2% and 1.2% of annual sales tax revenues are available for West and Central County, respectively.

15 *Transportation for Seniors & People With Disabilities* .... *5% ($100 million)*

Transportation for Seniors & People With Disabilities or "Paratransit" services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the "base" Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.

- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)

- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasilble.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the "Subregional Transportation Needs Funds" category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

16 *Express Bus* .... *4.3% ($86 million)*

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

17 *Commute Alternatives* .... *1% ($20 million)*

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

18 *Congestion Management, Transportation Planning, Facilities and Services* .... *3% ($60 million)*

Implementation of the Authority's GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority's Strategic Plan.

CENTRAL COUNTY (TRANSPAC)

19a Additional Bus Service Enhancements .... 1.2% ($24 million)

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

20a Additional Transportation Services for Seniors and People & Disabilities .... *0.5% ($10 million)*

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

21a Safe Transportation for Children .... *0.5% ($10 million)*

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

23a Additional Local Streets Maintenance and Improvements .... *1% ($20 million)*

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24a Major Streets: Traffic Flow, Safety and Capacity Improvements .... *2.4% ($48 million)*

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

27a Capitol Corridor Rail Station Improvements at Martinez .... *0.1% ($2.5 million)*

Additional funding to supplement the $7.5 million identified for the project under Capitol Corridor Rail Station Improvements for the Martinez Intermodal Station and ferry landside improvements.

28a Subregional Transportation Needs .... *0.81% ($16.2 million)*

TRANSPAC will propose programming funds for any project or program identified in the Expenditure Plan, and to meet other future transportation needs of Central County eligible under the provisions of the Act.

WEST COUNTY (WCCTAC)

19b Additional Bus Service Enhancements .... *2.2% ($44.5 million)*

Funds will be used to enhance local bus service in West County, as determined by WCCTAC and the west county bus operators. Funds will be used to operate new service, including new bus lines, expanded service hours, improved frequency, expanded days of the week, etc. At least $4 million of the $44.5 million total would go to WestCAT.

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional funds to maintain services that are eligible for funding under Program 14. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, or increases in insurance and fuel costs.

20b Additional Transportation for Seniors and People with Disabilities .... *0.65% ($13 million)*

As determined by WCCTAC, funds will be used to supplement the services provided by the countywide transportation program for seniors and people with disabilities and may include, but are not limited to, provision of dedicated shuttles to specific programs and activities, as well as sedan/taxi service, supplemental service provided by the cities, the County or transit agencies, expanded subsidies for fares, etc. ADA and non-ADA service will qualify. Funds shall be allocated annually as a percentage of total sales tax revenues, and in addition to funds provided under the base program as described above.

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional fundzs to maintain services that are eligible for funding under Program 15. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, increases in demand beyond that assumed in Program 15, or increases in insurance and fuel costs.

21b *Safe Transportation for Children: Low Income Student Bus Pass Program* .... *0.7% ($14.5 million)*

Establishment and operation of a program to expand the subsidy for bus transit fares for low-income students.

22b *Ferry Service in West County* .... *2.3% ($45 million)*

Funds for ferry service in West County from Richmond, and Hercules or Rodeo to San Francisco (with potential stops in-between). The funds may be used for capital improvements (landside improvements, parking, lighting, etc.), operating the service, transit feeder service, way-finder signs, and/or other components of ferry service to be determined by WCCTAC and the San Francisco Bay Area Water Transit Authority (WTA), the agency authorized by the State to provide a comprehensive water transit system for the Bay Area. If the WTA is not able to use these funds, WCCTAC and the Authority will designate alternative recipient(s). Funding priority should be given to routes that demonstrate long-term sustainability.

23b *Additional Local Streets Maintenance and Improvements* .... *0.5% ($11 million)*

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for local jurisdictions in West County. Allocations will be made to jurisdictions in WCCTAC on an annual basis in June of each fiscal year for that ending fiscal year, subject to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

25b *Additional Funding for Livable Communities (CC-TLC)* .... *0.4% ($8 million)*

This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified by WCCTAC. WCCTAC will propose programming specific projects through the Authority's Strategic Plan. Grants will be provided subject to compliance with the Authority's GMP.

26b *Additional Pedestrian, Bicycle and Trail Facilities* .... *0.04% ($0.8 million)*

WCCTAC will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County.

28b *Subregional Transportation Needs* .... *0.3% ($6 million)*

WCCTAC will propose programming these funds to any project or program eligible under the provisions of the Act. Such projects may include: (1) planning work or environmental studies for a project; (2) implementation of recommended transportation projects in a regional study or plan (including, but not limited to, the El Sobrante Transportation and Land Use Plan, the Richmond-

Area Community-Based Transportation Plan, the El Portal Gateway Plan, the Montalvin Manor Community Plan, the Safe Communities Program, etc.); (3) bus and/or BART improvements; (4) neighborhood traffic calming improvements; (5) transportation/transit information in languages other than English; and/or (6) other eligible transportation investments. WCCTAC will coordinate with the appropriate local jurisdictions/agencies to plan and implement the projects in this category.

SOUTHWEST COUNTY (SWAT)

21c Safe Transportation for Children: School Bus Program .... 3.3% ($66.4 million)

Eligible projects include the continued operation of the Lamorinda School Bus Program ($26.4 million), and the inauguration of a San Ramon Valley School Bus Program or other projects in the San Ramon Valley that reduce school related congestion, or improve the safety of children traveling to and from schools ($40 million). These programs, which provide congestion relief where capacity improvements are not feasible, also collect user fees from parents as well as other grant funding to cover operational expenses. In consultation with the affected jurisdictions the Authority may establish criteria for the services including but not limited to farebox return/parental contribution.

23c Additional Local Streets Maintenance and Improvements .... 0.5% ($10.8 million)

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Southwest County. Allocations will be made to jurisdictions in SWAT on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24c Major Streets: Traffic Flow, Safety and Capacity Improvements .... 0.7% ($14.4 million)

Improvements to major thoroughfares including but not limited to installation of bike lanes, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, curb and gutter, and bus transit facility enhancements such as bus turnouts and passenger amenities.

28c Subregional Transportation Needs .... 0.24% ($4.7 million)

SWAT will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Act.

EAST COUNTY (TRANSPLAN)

24d Major Streets: Traffic Flow, Safety and Capacity Improvements ..... 0.9% ($18.0 million)

Improvements to major thoroughfares including, but not limited to, installation of bike lanes, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, curb and gutter, and bus transit facility enhancements such as bus turnouts and passenger amenities.

28d Subregional Transportation Needs ..... 0.19% ($3.7 million)

TRANSPLAN will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Act.

Other

29 Administration ..... 1% ($20 million)

This category funds the salary and benefits costs of administrating the Measure C extension, consistent with program requirements.

Program and Project Management

The Transportation Expenditure Plan envisions building on the Authority's practice of charging the costs of program and project management to the various plan categories, rather than identifying a separate category for such charges. Costs that will be covered include, but are not limited to, program management, consulting, financial advisory services, bond counsel, project management staff, and similar costs associated with managing the overall program, periodically preparing and adopting the Strategic Plan, and reviewing and processing invoices.

PROJECT NO.

PURPOSE AND NEED

DESCRIPTION

STATUS AND ISSUES

FUNDING PLAN

Source	*Amount*

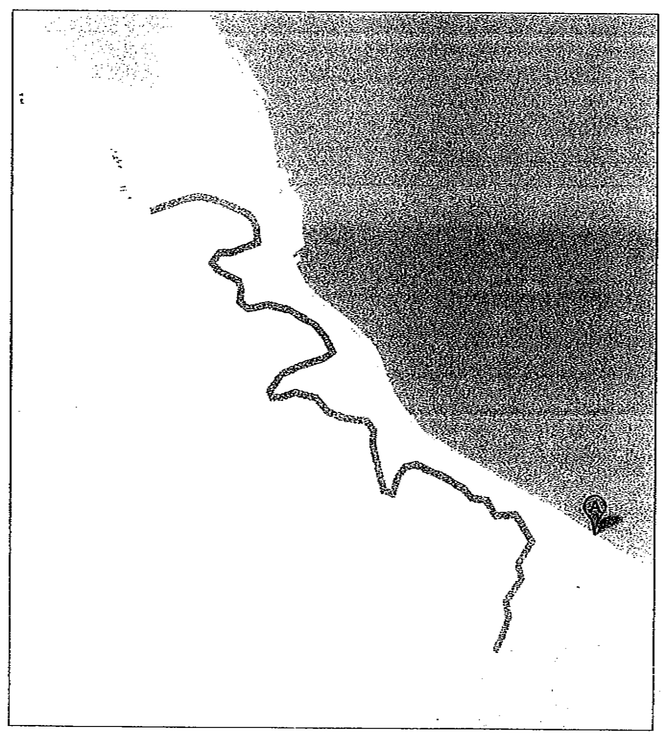
Total Project Cost

SCHEDULE

DESIGN:
CONSTRUCTION
COMPLETION:

LOCATION

SPONSOR / CONTACT



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

Meeting Date: April 4, 2013

Subject	**2013 Update to the Measure J Strategic Plan: Overall Approach and Development Schedule**
Summary of Issues	The 2013 *Update* to the Measure J *Strategic Plan* comes during improved economic conditions that resulted in higher than projected sales tax revenues for FY2011 and FY2012, and lower than anticipated debt service costs. Staff is proposing to initiate the *Update* now to reassess sales tax revenue projections, cash flow needs, and debt service costs. Based on this assessment, the timing and size of future bond issuances will be re-evaluated. The *2013 Update* will cover the period between FY2013 and FY2019, and will have four major components: • Sales tax revenue projections • A "Program of Projects" commitment of funding schedule for specific projects through FY2019 • Cashflow projections to ensure funding needs are met • A policy section to guide the *Update* to the *Strategic Plan*.
Recommendations	Staff seeks approval of key policy issues that will guide the development of the upcoming update to the *Strategic Plan,* which is targeted to be adopted in December 2013.
Financial Implications	Measure J sales tax revenues are now estimated to total $2.707 billion ($1.675 billion in 2004 dollars) over the life of Measure J, compared to the $2.45 billion projected in 2011 *Strategic Plan*.
Options	The Authority could defer any action pending further deliberations.
Attachments ***(See APC Packet dated 4/4/13 for Attachment A.)***	A. EPS baseline revenue estimate of Measure J sales tax B. *New Attachment - April 4, 2013 APC Meeting PowerPoint Presentation: 2013 Measure J Strategic Plan*
Changes from Committee	*None*

Background

Measure J – a continuation of a half-percent countywide sales tax for transportation – was passed by Contra Costa voters in November 2004. The Measure started on April 1, 2009 and will be in effect for 25 years. The *Strategic Plan* is the blueprint for delivering the voter-approved projects included in Measure J Expenditure Plan. It provides details on when and how much funding will be available for the various projects, taking into consideration revenue growth, inflation and debt service costs. The last Measure J *Strategic Plan* was adopted in July 2011, covering the period between FY2011 and FY2015.

Recognizing that there will be economic cycles and that project development might falter, the Authority committed to update the *Strategic Plan* approximately every two years. Updates to the *Strategic Plan* are necessary to revisit assumptions relative to revenue growth and inflation, and to ensure that project commitments do not exceed projected Measure J revenues.

This 2013 update to the *Strategic Plan* comes during improved economic conditions that resulted in higher than projected revenues for FY2011 and FY2012. The historically low interest rates have also resulted in favorable financing terms and lower than anticipated debt service costs on issued bonds, allowing the Authority to utilize more of Measure J revenues to fund projects as opposed to paying interest costs.

Sales Tax Revenue Projections

Because forecasting sales tax revenues 25 years into the future is inherently uncertain, the Authority updates its forecast every two years. Revenue projections play a major role in shaping the *Strategic Plan.* The Measure J expenditure plan was compiled assuming $2 billion (in 2004 dollars) in sales tax revenues over 25 years. The Authority carried forward the revenue estimate of $3.7 billion (or $1.98 billion in 2004 dollars) in its first Measure J Strategic Plan in 2007. Due to the great recession, the 2009 and 2011 *Strategic Plans* reduced revenue projections significantly to $2.55 billion ($1.55 billion in 2004 dollars) and $2.45 billion ($1.50 billion in 2004 dollars), respectively, resulting in the imposition of funding caps on project categories.

In July 2012, the Authority contracted with Economic & Planning Services (EPS) to develop a methodology and alternative scenarios for updating the Authority sales tax revenue forecast. The sales tax forecast, which takes into consideration macroeconomic conditions, was intended to support the Authority's financing plan for the 2012 Bonds and future updates to the *Strategic Plan*.

Three revenue scenarios were developed by EPS:

Baseline Scenario: The baseline scenario reflects an economic future marked by a gradual economic recovery followed by a modest trend line growth rate in taxable sales. Over medium to long term, real taxable sales are driven by modest county population growth, consistent with Department of Finance (DOF) demographic forecasts.

Conservative Scenario: The conservative scenario assumes no economic change from FY2012 conditions and envisions a future where real growth is driven by modest county population growth. Real growth in taxable sales reflects county population growth at about 75 percent of Department of Finance forecasts, below the latest Sustainable Communities Strategies (SCS) forecast produced by the Association of the Bay Area Governments (ABAG).

Optimistic Scenario: The optimistic scenario assumes a strong economic recovery with ongoing increases in taxable sales reflecting continued economic growth in the county. The Caltrans forecasts for Contra Costa County were used as the basis of this scenario as they fit this general description and include estimates of population, taxable sales, and other economic factors.

Table 1: Summary of Projections by Scenario

	Baseline	Conservative	Optimistic
Total Sales Tax Revenues ($1,000s, 2009-2034)			
2004 dollars	$1,675,000	$1,529,000	$1,974,000
Nominal dollars	$2,707,000	$2,375,000	$3,023,000
Sales Tax Growth Rate (2012-2033)			
Nominal dollars	4.1%	3.2%	5.1%

Source: Economic & Planning Systems, Inc.

Policy Issues to guide the development of the 2013 *Measure J Strategic Plan*

Several policy issues need to guide the development of the 2013 Measure J *Strategic Plan,* as follows*:*

Revenue Forecast – In September 2012, the Authority adopted EPS baseline revenue forecast of $2.707 billion (or $1.675 billion in 2004 dollars) over the life of Measure J. This compares favorably to the $2.45 billion (or $1.5 billion in 2004 dollars) estimated in the last *Strategic Plan.*

Issue 1: *Does the Board wish to use EPS baseline revenue projections for the development of the 2013 Strategic Plan? The Board may wish to consider the conservative or the optimistic scenarios.*

Staff Recommendation: *With revenues for FY2013 poised to exceed the EPS baseline estimate ($72.6 v. $70.9 million), staff recommends using EPS baseline revenue forecast for the 2013 Strategic Plan* (Attachment A)*.*

Financial Capacity to Issue Bonds – To expedite high priority projects throughout Contra Costa, the Authority issued $200 million fixed rate Bond Anticipation Notes (BANs) in September 2009, which were refinanced to Floating Rate Notes (FRNs) on October 1, 2010. The *2011 Strategic*

Plan anticipated two additional bond issues of $221 million (including $22.2 million to be held in reserve until 2034) and $67 million in FY2012 and FY2014, respectively.

In December 2012, the Authority refinanced the 2010 FRNs at a lower interest rate and issued an additional $225 million in fixed-rate bonds with very favorable financing terms (low interest rates and no reserve requirements).

The EPS baseline revenue projection and improved financial markets provide the potential to increase bond capacity from the capacity available using the 2011 *Strategic Plan* projections. The revised bond capacity provides the opportunity to increase the size of the 2014 bond issuance from $67 million to $100 million bond and an opportunity for a new $67 million bond issuance in FY2018 (based on the EPS baseline revenue projection). The conservative revenue projection would not provide this opportunity, while the optimistic projection would support even larger bond issuances.

Issue 2: *Does the Board wish to utilize the increased bond capacity to deliver projects earlier, or adopt a "pay-as-you-go" strategy to fund projects as Measure J funds become available?*

Staff Recommendation: *Use full bond capacity based on EPS baseline revenue estimate to establish maximum funding availability in earlier years. The Authority can revisit the size and timing of the FY2018 bond and the potential for future bonds in the 2015 Strategic Plan update based on an updated analysis of the Authority's financial capacity.*

<u>Subregional Equity</u> – During the development of the Measure J Expenditure Plan, each sub-region placed different emphasis on *Programs* versus *Project Categories*. In West County, for example, greater emphasis was placed on *Programs*, while in East County the emphasis was placed on *Capital Projects*. During the development of the 2007, 2009 and 2011 Measure J *Strategic Plans,* each RTPC was requested to provide its *Capital Project* priorities within a funding target. The funding target was based on each sub-region's proportional share of *Capital Project Categories* in Measure J Expenditure Plan (% shown is for the life of Measure J):

Central County (TRANSPAC): 29.7%
East County (TRANSPLAN): 48.5%
West County (WCCTAC): 9.0%
Southwest County (SWAT): 12.8%

In return for dedicating the last bond issue to eBART, which skewed the above percentages in the 2011 *Strategic Plan* period in favor of East County, the Authority adopted a policy to focus programming of three STIP cycles (beginning in 2012 STIP) primarily on Measure C and Measure J projects in West, Central and Southwest County.

Due to higher revenue projections and lower than anticipated debt service costs, a significant programming capacity will be available for capital projects. However, only a portion of the additional programming capacity will be available within the 2013 *Strategic Plan* period (FY2013 - FY2019).

Issue 3: *Does the board wish to use the above percentages as a guide for the programming additional capacity through FY2019?*

Staff Recommendation: *Use the above percentages to program additional capacity through FY2034; however, project readiness and ability to leverage other fund sources should dictate which projects to program through FY2019. It is possible that project readiness may result in specific RTPCs getting more than the percent shown above in the period prior to FY2020. In this case, sub-regional equity would be re-established during the years after FY2019. Should everything be equal, programming of funds through FY2019 shall adhere to the above percentages.*

<u>Limits on Expenditure Caps</u> – As a first step in implementing Measure J, the Authority adopted a financial framework in May 2006 that segregated Measure J annual revenues earmarked for *Capital Projects* from those dedicated to *Programs*. By committing an "off-the-top" percentage of annual revenues to each *Program,* the ongoing needs of operating programs are addressed. With this adopted framework, *Programs* receive an annual distribution of the Measure J revenue stream based on percentages set in the Expenditure Plan. Fluctuations in sales tax revenues on a year to year basis are reflected in the annual *Program* distributions.

On the other hand, for *Capital Projects* the need for Measure J funding is essentially dictated by the project delivery schedule and ability to secure other funds. The availability of Measure J revenue to fund projects is based on a combination of pay-as-you-go revenue and bond proceeds. The Authority's financial policies include the use of bonding against future revenues to accelerate project delivery, and that issuance and interest costs would be funded across all projects in the program. The remaining project revenues (bond proceeds and pay-as-you-go revenues in excess of that needed for debt service) are made available for capital projects. The amount of funding for any project category (or individual projects in a category) is controlled by the amount of the Measure J Expenditure Plan and may also be capped to address funding shortfalls or to adhere to sub-regional equity in combination with other projects in the sub-region.

In the 2007 Measure J *Strategic Plan*, the Authority imposed a 90% cap on all project categories to recover cost of programming, pay for program management costs, and provide a cushion for potential downturns in the economy. In the 2011 Measure J *Strategic Plan*, the overall "Expenditure Cap" was tightened to 62% to address a 25% projected reduction in Measure J revenues and higher debt service costs, however, individual projects had an "Expenditure Cap" that were higher or lower than this overall target.

With the improved sales tax projections and reduced borrowing costs, the Authority will need to loosen the overall expenditure cap to approximately 75% to program the additional capacity. Individual projects may have expenditure caps higher or lower than the overall 75%.

Issue 4: *Can a project category have an expenditure cap in excess of 90%?*

Staff Recommendation: *To ensure that all projects are paying their share of the financing and program management costs, no funding cap shall exceed 90%.*

Method to distribute available programming capacity to RTPCs **–** Due to declining revenue projections over the prior two Strategic Plan updates, funding available to the RTPCs to program on projects decreased each cycle. Funding was reduced by tightening the "expenditure caps" for all projects. The 2013 Measure J Strategic Plan update provides an opportunity to add funds to projects that require additional funding to complete, or to identify new eligible Measure J projects. This can be accomplished by loosening the "expenditure caps" to 75% as previously discussed and providing each RTPC with a "bid pot" for the period prior to and including FY2019 at a specific funding level based on the percentages identified under Issue 3. Projects sponsors can then make a "bid" to the RTPCs to program a portion of their bid pot on the sponsor's project. Based on the policy established under Issue 3, RTPCs should give priority using project readiness as the prime criteria. RTPCs should be encouraged to propose programming at a level slightly over their bid pot through FY2019 in the event other RTPCs are not able to use all available funding for this time period. RTPCs should also be encouraged to leverage Measure J funding with local or other funds to maximize the number of project that can be fully funded by FY2019.

Issue 5*: How should the Authority distribute the increased programming capacity to projects?*

Staff Recommendation: *Provide each RTPC with a bid pot with direction to use readiness as a major criterion in selection of projects to receive funds from the additional funding capacity. In the event an RTPC is not able to use their full bid pot capacity, one or more RTPCs will be given slightly higher than their funding target.*

Policy to Escalate to 2004 Dollars **–** In adopting its policies related to expenditure caps and sub-regional equity, the Authority established the practice to maintain funding for projects in constant 2004 dollars, and to then escalate to nominal dollars in the actual year-of-expenditure (or years of expenditures when project spending occurs over a number of years). As a result, if nominal dollars are not spent in a particular year and are rescheduled to be spent the year after, the nominal dollars available to a project increases based on escalation using the San Francisco Bay Area Consumer Price Index (CPI). If this practice is used in the 2013 Strategic Plan update, approximately $26 million in programming capacity will be consumed by escalation, including a large amount for projects in construction.

Issue 6: *Should the Authority continue with its current escalation practice, or consider another option?*

Options:

1. Continue with existing practice. If funds are not expended per the schedule in the 2011 Strategic Plan, the amount of nominal dollars available to projects will automatically increase.

2. Use the nominal funding amounts from the 2011 Strategic Plan as a commitment in the 2013 Strategic Plan update, and increase (or decrease) funding based on a specific request from the project sponsor and recommendation by the RTPCs to fund increases from their programming bid pots.

3. Provide for formula escalation for projects not yet in construction, and use the nominal funding amounts from the 2011 Strategic Plan as a commitment in the 2013 Strategic Plan for projects in construction. In theory, projects in construction have a full funding plan and contingency per Authority policy. In the event construction projects require additional funding, an increase would be considered based on a specific request from the project sponsor and recommendation by the RTPCs to fund increases from their programming bid pots.

Staff Recommendation: *Option 3 recognizes escalated costs for delays in project delivery by escalating funds (increasing nominal dollars) to projects that are not in construction. Option 3 also provides an option for sponsors to request additional funding for projects in construction to address realized construction cost increases.*

Programmatic Reserve for Construction Contingency **–** Authority policies encourage sponsors to maximize the use of state, federal or other funds in the award of construction contracts. In situations where the Measure J funds (alone or in combination with other funds) programmed for construction exceed the amount needed to award the construction contract including allowable contingencies, Authority policies allow the excess funds to remain committed to the project in the event cost increases occur. Upon project completion, any unused funds are made available to the RTPC to program in the next strategic plan update. However, not all projects have this reserve available. Cost increases, if they occur, must be funded by the project sponsor using other funds or from the RTPC's share of available Measure J revenues. Considering the size of the current construction program, staff believes the Authority should consider reserving a portion of the funding capacity through FY2019 as a reserve for unforeseen cost increases.

Issue 7: Does the Board wish to establish a programmatic reserve for Measure J projects under construction?

Options:

1. No action. Some projects already have reserves due to cost savings or use of other funds. Unforeseen cost increases on other projects would be the responsibility of the project sponsor to fund with non-Measure J funds or to seek an increase in Measure J funding through a strategic plan amendment. Such an amendment would need to decrease Measure J funding on another project.

2. Change Authority policy to require all funds in excess of that needed to award construction contracts be deprogrammed under a strategic plan amendment and held in an overall programmatic reserve. If needed, funds would be committed from this reserve to cover cost increases through a strategic plan amendment.

3. Hold 5% (or a different % as directed by the Board) of the new funding available through FY2019 in a programmatic reserve. If needed, funds would be committed from this reserve to cover cost increases through a strategic plan amendment.

Staff Recommendation: *Option 3, establish a programmatic reserve using 5% of the new funds available through FY2019.*

Coordination with the 2014 State Transportation Improvement Program (STIP) – The 2014 STIP fund estimate is expected to be released in June/July 2013. The Authority is expected to receive between $20 and $30 million to program in FY2018 and FY2019 as its share of the 2014 STIP.

In return for dedicating the 2014 bond issue to eBART, the Authority adopted a policy to focus programming of three STIP cycles (beginning in 2012 STIP) primarily on Measure C and Measure J projects in West, Central and Southwest County.

Currently, project development activities are underway for I-680 SB HOV Gap Closure, I-80/San Pablo Dam Road reconstruction, I-680 Direct HOV ramps in San Ramon, I-680/SR 4, and others. All of the above mentioned projects have significant funding shortfalls.

Issue 8: *Does the Board wish to pre-commit STIP funds to specific Measure C/J projects, or shall the Authority have a separate STIP process with added bonus points for Measure C/J projects?*

Staff Recommendation: *Develop a separate STIP process with added bonus points for Measure C/J projects. By delaying the adoption of the 2013 Strategic Plan, the Authority can react to the outcome of the STIP process. For example, if the competitive STIP process results in eliminating the funding shortfall on a Measure C/J project, excess Measure J funds can be redirected to other projects in the 2013 Strategic Plan.*

Restoration of de-funded Project Categories/Programs in East County – In response to the downturn in the economy in late 2007, the Authority working with TRANSPLAN shifted funding in the 2009 *Strategic Plan* from two programs (TLC and Sub-regional Transportation Needs) and two project categories (Major Streets, BART Access and Parking) to fully fund eBART and SR4 East. The increased programming capacity provides an opportunity for East County to recommend restoring some of the funding to those programs and project categories.

Issue 9: *Does the Board wish to weigh-in on project categories and/or programs to restore?*

Staff Recommendation: *TRANSPLAN should decide based on an assessment of East County funding needs from the different categories.*

Proposed Schedule for the Development of the *2013 Strategic Plan*

April 17, 2013: Authority approves overall approach and development schedule

May – July 2013: Work with RTPCs and project sponsors to determine project priorities and cashflow needs for projects through FY2019

June 11, 2013: Caltrans releases draft 2014 STIP fund estimate

September 18, 2013: Authority adopts recommendations for 2014 STIP

September 18, 2013: Authority discusses policies for the 2013 Measure J *Strategic Plan*

November 20, 2013: Authority reviews draft 2013 Measure J *Strategic Plan*

December 18, 2013: Authority adopts 2013 Measure J *Strategic Plan*

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2013 Measure J
Strategic Plan

Approach and Development Schedule

Presentation to the APC
April 4, 2013

1

Big Picture

- Three years of revenue growth (5.3 – 5.9% per year)
- Favorable financing terms on $225M bond in December 2012
- Favorable construction bids on major projects creating Measure J savings
- Reduced demand on Measure J by securing $107M+ in other fund sources
  ($50M - SR4/160, $33M - Sand Creek, $4.2M - 680 Aux, $1M - SR4E, $11M - Caldecott, $8M - 80/SPDR)

→ **INCREASED CAPACITY TO FUND PROJECTS**

2

Presentation Outline

- Background
- Revenue Projections
- Policy Issues
- Development Schedule

BACKGROUND

Measure J

- Approved by Contra Costa voters in November 2004
- Extends ½ **cent Transportation Sales Tax** for 25 years
- **Effective April 1, 2009** through March 31, 2034
- Originally Measure J projected to generate an estimated **$2 Billion** (in 2004 $) in sales tax revenues for transportation projects/ programs
- **Assigns funding** for specific projects in Expenditure Plan (in 2004 dollars)
- Sub-regional Funding in **Expenditure Plan** was based on projected 2020 population

Measure J Capital Projects in Expenditure Plan (2004 $)

BACKGROUND

Funding Categories	Millions $	Central (a)	West (b)	SW (c)	East (d)
		Distribution of Funding by Sub-region			
1. Caldecott Tunnel Fourth Bore	$125	$62.5		$62.5	
2. BART - East Contra Costa Rail Extension	150				150
3. State Route 4 East Widening	125				125
4. Capitol Corridor Improvements including Rail Stations at Hercules and Martinez	15	7.5	7.5		
5. East County Corridors: Vasco, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5				94.5
6. Interchange Improvements on I-680 & State Route 242	36	36			
7. I-80 Carpool Lane Extension and Interchange Improvements	30		30		
8. I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	75		25	
9. Richmond Parkway	16		16		
10. BART Parking, Access and Other Improvements	41	12	15	3	11
12. Transportation for Livable Communities Project Grants	28.8				28.8
19. Additional Bus Transit Enhancements	1.3		1.3		
24. Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	48		14.4	18
27. Capitol Corridor Rail Station Improvements at Martinez	2.5	2.5			
28. Subregional Transportation Needs	3.7				3.7
Total	$849.2	$243.5	$69.8	$104.9	$431.0

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Programs in Measure J Expenditure Plan (2004 $)

BACKGROUND

Funding Categories	Millions $	%	Central (a)	West (b)	SW (c)	East (d)
			Distribution of Funding by Sub-region			
11. Local Streets Maintenance & Improvements	$360	18%	$108	$83	$79	$90
12. Transportation for Livable Communities Project Grants	71.2	3.56%	29	24	18	0.2
13. Pedestrian, Bicycle and Trail Facilities	30	1.5%	2.5	2.5	2.5	2.5
14. Bus Services	100	5%	24	52	15	9
15. Transportation for Seniors & People with Disabilities	100	5%	25	35	17	23
16. Express Bus	86	4.3%	20	40	20	6
17. Commute Alternatives	20	1%	5.8	4.8	3.6	5.8
18. Congestion Management, Transportation Planning, Facilities & Services	60	3%	n/a	n/a	n/a	n/a
19. Additional Bus Transit Enhancements	67.2	3.36%	24	43.2		
20. Additional Transportation for Seniors and People with Disabilities	23	1.15%	10	13		
21. Safe Transportation for Children	90.9	4.55%	10	14.5	66.4	
22. Ferry Service in West County	45	2.25%		45		
23. Additional Local Streets and Roads Maintenance & Improvements	41.8	2.09%	20	11	10.8	
24. Additional Transportation for Livable Communities Project Grants	8	0.4%		8		
25. Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.04%		0.8		
28. Sub-regional Transportation Needs	26.9	1.35%	16.2	6	4.7	0
29. Administration	20	1%	n/a	n/a	n/a	n/a
TOTAL	$1,150.8	57.54%	$294.5	$382.6	$237.2	$136.5

6

Programs v. Project Categories

BACKGROUND

- Programs receive annual revenue stream based on set percentages in Measure J Expenditure Plan

  Fluctuations in sales tax revenues on year to year basis will be reflected in the annual program distributions.

- Project Categories receive a maximum amount (subject to funding caps) in 2004 $. Actual or nominal funding is "inflated" using the Bay Area CPI out to the fiscal year funds are programmed.

- Expenditure Plan did not contain a line item for project financing or contingency for revenue reductions.

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Measure J Strategic Plan

BACKGROUND

- Blueprint for delivering Measure J Capital Projects

- Anticipates funding needs and availability for next 5-7 years

- Commits funding for specific Measure J Projects in specific years – "Program of Projects"

- Authority uses "Program of Projects" to appropriate Measure J funds to Capital Projects

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BACKGROUND

Prior Strategic Plans

- Revenues have been volatile

2007 Strategic Plan

- Provided bonding scenario that advanced funding for Caldecott, SR4 and eBART (and other projects), favoring East County
- Imposed expenditure caps on all Project Categories

2009 and 2011 Strategic Plans

- Tightened expenditure caps to reflect reduced revenues and revised bond scenario
- Bonding scenario still met funding commitments
- East County had to defund two programs and two project categories to meet commitment to eBART and SR4

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REVENUE PROJECTIONS

Revenue Projections

- Authority retained EPS in July 2012 to develop revenue projections based on macro economic data
- Three scenarios developed (nominal dollars):

  Baseline: **$2.707 Billion**

  Conservative: **$2.375 Billion**

  Aggressive: **$3.023 Billion**
- Authority approved use of **EPS Baseline revenue** for 2012 bond issuance and future update to the Strategic Plan

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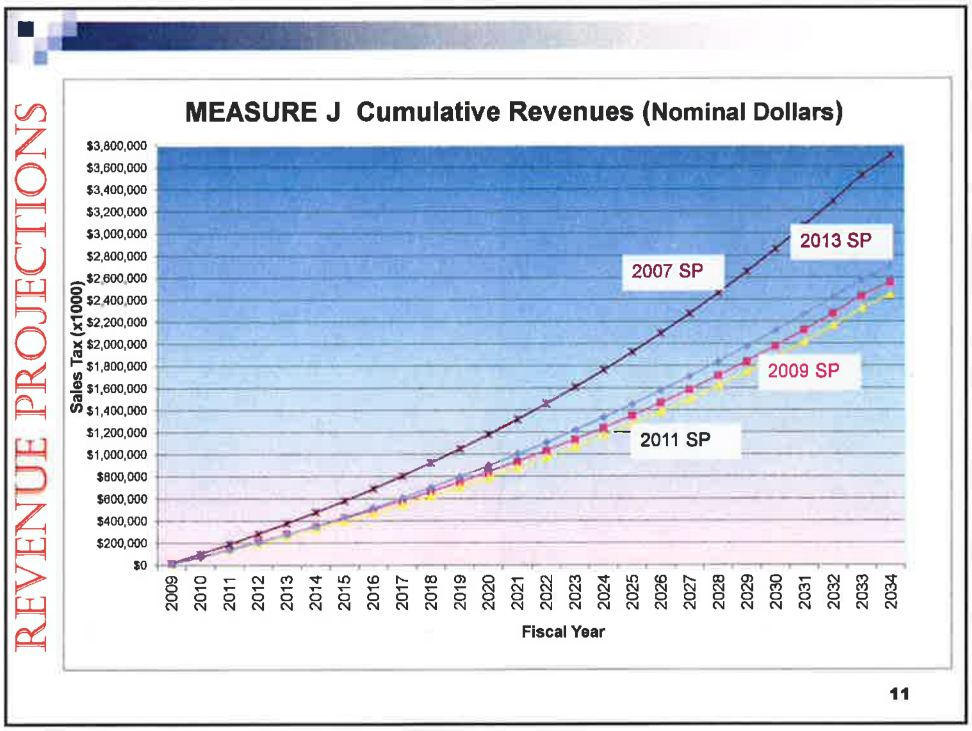
REVENUE PROJECTIONS
MEASURE J Cumulative Revenues (Nominal Dollars)
Sales Tax (x1000)
$3,800,000
$3,600,000
$3,400,000
$3,200,000
$3,000,000
$2,800,000
$2,600,000
$2,400,000
$2,200,000
$2,000,000
$1,800,000
$1,600,000
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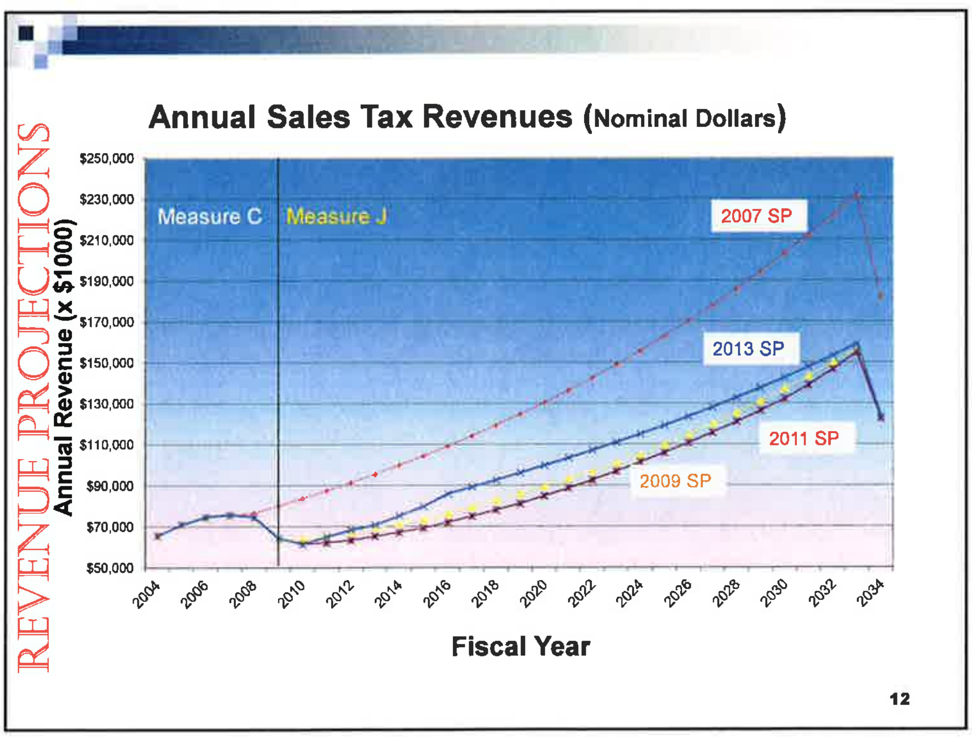
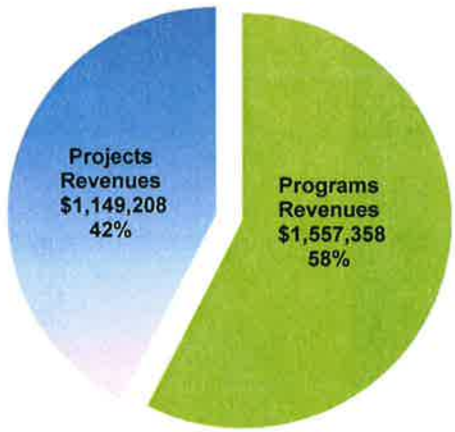
2013 SP
2007 SP
2009 SP
2011 SP
2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034
Fiscal Year
11


REVENUE PROJECTIONS
Annual Sales Tax Revenues (Nominal Dollars)
Annual Revenue (x $1000)
$250,000
$230,000
$210,000
$190,000
$170,000
$150,000
$130,000
$110,000
$90,000
$70,000
$50,000
Measure C
Measure J
2007 SP
2013 SP
2011 SP
2009 SP
2004 2006 2008 2010 2012 2014 2016 2018 2020 2022 2024 2026 2028 2030 2032 2034
Fiscal Year
12

REVENUE PROJECTIONS

Measure J Revenue ($ millions)

EPS – Baseline Revenue Scenario



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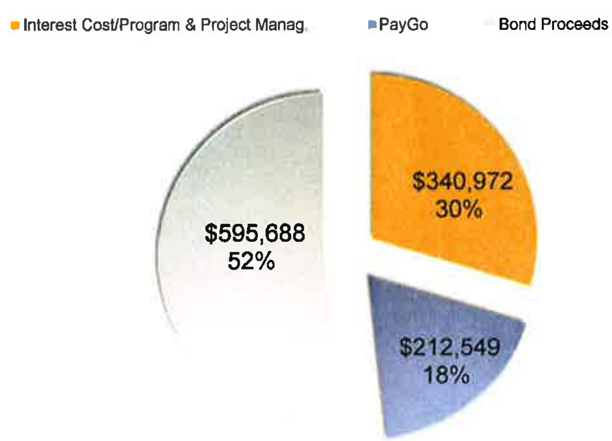
REVENUE PROJECTIONS

Projects Revenue ($ millions)



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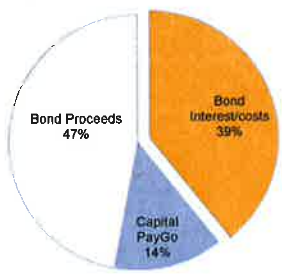
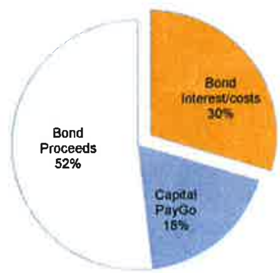
REVENUE PROJECTIONS

Projects Revenue ($ millions)

2011 Strategic Plan $1.04 Billion



2013 Strategic Plan $1.149 Billion



	Project Revenues	Bond Interest/costs	Capital PayGo	Bond Proceeds	Sum*
2013 SP	$ 1,149,208	$ 340,971	$ 212,549	$ 595,688	$ 808,237
2011 SP	$ 1,040,763	$ 408,671	$ 142,237	$ 489,855	$ 632,092
Difference	$ 108,445	$ (67,700)	$ 70,312	$ 105,833	$ 176,145

* Available to projects

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POLICY ISSUES

Policy Issues

1. Revenue Forecast
2. Bonding Capacity
3. Sub-regional Equity
4. Limits on Expenditure Caps
5. Method to Distribute Programming Capacity to RTPCs
6. Policy to Escalate to 2004 Dollars
7. Programmatic Reserve for Construction Contingency

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Policy Issues (cont'd)

POLICY ISSUES

8. Coordination with the 2014 STIP
9. Restoration of de-funded projects/programs in East County

17

Issue 1: Revenue Forecast

POLICY ISSUES

- EPS baseline projection estimates $2.7B in revenues over life of Measure J.
- Shall the Authority use EPS baseline projections for the development of the 2013 Strategic Plan?

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Issue 2: Bonding Capacity

POLICY ISSUES

- Authority refinanced $200M Floating Rate Notes in December 2012 ($2+ million in savings)
- Issued $225M in low fixed-rate bonds in December 2012 (with no reserve required)
- Shall the Authority utilize the increased bond capacity to deliver projects earlier, or adopt "pay-as-you-go" strategy to fund projects as Measure J become available?

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Issue 3: Sub-regional Equity

POLICY ISSUES

- Based on each sub-region's proportional share of Capital Project Categories in Measure J Expenditure Plan.
  - Central County: 29.7%
  - East County: 48.5%
  - West County: 9.0%
  - Southwest County: 12.8%
- Does the Authority wish to continue to use the above percentages as a guide for programming additional capacity through FY2019?

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Issue 4: Limits on Expenditure Caps

POLICY ISSUES

- In the first SP, the Authority imposed 90% expenditure caps on all project categories.
- In 2009 and 2011 SP, expenditure caps were tightened in response to reduced revenues and revised bond scenario
- Can a project category have an expenditure cap higher than 90%?

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Issue 5: Distribution of Programming Capacity

POLICY ISSUES

- Shall the Authority establish "bid pots" for each RTPC to program projects through FY2019 and through FY2034 with a direction to use readiness as a major criterion for selection of projects?

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Issue 6: Escalation of Measure J Funds

POLICY ISSUES

- Project Categories receive a maximum amount (subject to funding caps) in 2004 $. Actual or nominal funding is "inflated" using the Bay Area CPI out to the fiscal year funds are programmed.
- Should the Authority continue with its current practice or change it (e.g. cease escalation of Measure J funds for projects under construction)?

Issue 7: Programmatic Reserves

POLICY ISSUES

- If the Authority ceases fund escalation for projects under construction, shall the Authority establish a programmatic reserve for construction contingency?

Issue 8: Coordination with 2014 STIP

POLICY ISSUES

- Shall the Authority have a separate STIP process with added bonus-points for Measure C/J projects? Or does the Authority wish to pre-commit STIP funds for specific Measure C/J projects?

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Issue 9: Restoration of defunded Programs

POLICY ISSUES

- East County had to defund two project categories and two programs to backfill ECCRFFA commitment to SR4 East and fully fund eBART.
- Shall the Authority weigh-in on which projects/programs to restore with added programming capacity?

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Schedule

SCHEDULE

April 13:	Approve revenue scenario
May-July 13:	Determine project priorities w/ RTPCs
June 2013:	**2014 STIP call for projects issued**
July 2013:	**2014 STIP fund estimate released**
Sept 13:	Approve 2014 STIP project list & review policies for *2013 Strategic Plan*
Oct 13:	**2014 STIP project list due to MTC**
Nov 13:	Present draft *2013 Plan*
Dec 13:	Finalize *2013 Plan*

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QUESTIONS?

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TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE:	May 23, 2013
MEMBERS PRESENT:	Laramie Bowron, County Connection; Corinne Dutra-Roberts, 511 Contra Costa; Steve Goetz, Contra Costa County; Deidre Heitman, BART; Ray Kuzbari, Concord; John McKenzie, Caltrans; and Lynn Overcashier, 511 Contra Costa
GUESTS/PRESENTERS:	Deborah Dagang, CH2MHILL; Hisham Noeimi, Engineering Manager, CCTA; and Jack Hall, Associate Transportation Engineer, CCTA
MINUTES PREPARED BY:	Anita Tucci-Smith

The meeting was convened at 9:07 A.M.

1. Strategic Plan Update by Hisham Noeimi, CCTA Engineering Manager

Hisham Noeimi, CCTA Engineering Manager, explained that the current Strategic Plan Update would be the fourth out of twelve expected over the life of Measure J, guiding the timing of Measure J expenditures on capital projects. When developed, the Strategic Plan will make assumptions about future sales tax revenues, debt service costs on proposed bonds, project schedules, and expenditures of Measure J funds. The Plan will evaluate all those assumptions based on actual data. He noted that the last two Strategic Plans had been bleak because of the Great Recession; this time things are better and there were monies to program.

Mr. Noeimi reported that revenue had grown since 2010; in December 2012 the $200 million in bonds had been refinanced and $225 million in new bonds had been issued; a great deal that saved interest costs and the money was now available for projects. In the three years since the last Strategic Plan, especially in East County, there had been favorable construction bids on major projects creating Measure J savings, and the demand on Measure J funds had been reduced by securing $107 million in other funding sources.

Mr. Noeimi summarized the Measure J program which had been adopted in November 2004, extending the half cent sales tax for 25 years through March 31, 2034. Funding had been assigned to each subregion which identified how to spend the funds in the region for transportation projects or programs. He stated that subregional equity was very important in the process based on a 2020 projected population. He identified the list of capital projects in the Expenditure Plan, referring to the Interchange Improvements on I-680 and State Route 242, and pointing out the funding for that project. There is no contingency line item on the list; the Expenditure Plan did not indicate what to do if the $2 billion in expected funding did not materialize; and there was no line item for financing costs.

Mr. Noeimi stated that 58 percent ($1.6 billion) of Measure J was for programs, while 42 percent ($1.1 billion) was for projects, which he highlighted along with the distribution of funding by subregion. He described the differences between projects and programs; programs received a fixed percentage while projects received a maximum amount of funding. He added that the revenue forecast was probably the single most important factor that shaped the Strategic Plan. The CCTA had adopted a new revenue forecast for Measure J of $2.7 billion over the life of Measure J compared to the $2.45 billion estimated in the last Strategic Plan, although he explained that was still far from the $3.7 billion that had been projected in 2007. He referred to the revenue forecast on an annual basis, noted that they had hit bottom in 2010, expected $72.6 million this year, and by the end of the Measure expected revenues to hit $160 million. He referred to the charts and showed that revenues had gone up about 10 percent from the 2011 Strategic Plan, and anticipated $600 million in bond proceeds as compared to $490 million.

Mr. Noeimi reported that the CCTA Board had adopted policies to guide the update of the Strategic Plan and the policies that would impact TRANSPAC were identified as Subregional Equity, Limits on Expenditure Caps, Policy to Escalate 2004 Dollars, and Programmatic Reserve for Construction Contingency. He advised that the CCTA would use subregional equity to guide the programming of the additional capacity through the end of the Measure but recommended that project readiness be given a higher priority through Fiscal Year 2019. If one region received more than its share through FY 2019, it would be balanced out in the years after. The goal was to get projects on the street as soon as possible and leverage Measure J dollars. With respect to limits on expenditure caps, the CCTA had established 90 percent as an upper limit to the funding caps on each project category. In 2007, there was no contingency line item and no expenditure cap to pay for bond interest and program measure costs; as a result, the 90 percent expenditure cap had been reduced in 2009 to 66 percent given the reduction in revenues, and to 62 percent in 2011, although now with improved revenues the cap would be extended to 90 percent. In terms of the policy to escalate 2004 dollars, he explained that the CCTA would discontinue escalation of Measure J funds for projects that start construction to avoid tying up funds not necessarily needed by the project, but because there was an unprecedented amount of projects under construction and in the knowledge that there were unforeseen risks for construction, the fourth policy had been proposed to hold 5 percent of the additional capacity through FY 2019 as a reserve for unforeseen cost increases on projects under construction.

With the $176 million in available funding for projects, Mr. Noeimi stated it was anticipated that Central County would have $54 million to program through the end of the Measure, the share based on how subregional equity had been defined for projects. He added that all regions would benefit from the increased revenues although the amount put into projects would be less based on subergional equity. He commented that if every subregion had projects ready to proceed through 2019, Central County would get $20 million, although if another region did not have projects ready that funding would be used where there were projects ready to proceed. He recommended considering the use of the $54 million for projects that would be ready by 2019.

Mr. Noeimi stated that the TRANSPAC TAC was being asked for a recommendation as to how to program the $54 million for eligible projects that had been identified by project descriptions, out of the project category only.

In the case of Central County, Mr. Noeimi explained that there was no capacity available in some projects and the $54 million could only be used for the eligible projects which would be Interchange Improvements on I-680 and SR242 where $23.9 million remained to be programmed under the expenditure limits, I-680 Carpool Lane Gap Closure and Transit Corridor Improvements where $49.8 million remained, and the Caldecott Tunnel Fourth Bore where $4.9 million remained. He responded to questions and clarified that the interchange improvements on I-680 and SR242 was for interchange improvements along both I-680 and SR 242 in that there were specific projects in those areas. He sought input to recommend projects for funding through FY 2019 and between FY 2020-2034, subject to the requirement that projects must be eligible based on project category descriptions in the Measure J Expenditure Plan; no project category could exceed the remaining capacity; with an emphasis on readiness and leveraging of other funds for new projects.

Mr. Noeimi added that the Regional Transportation Planning Committees (RTPCs) could recommend retaining a portion of their share as a reserve for future programming beyond FY 2019. For new projects, details on scope, cost, funding, and schedule would have to be provided. In terms of schedule, he sought input by the end of July, stated the 2013 Strategic Plan would be finalized in December, there was a desire to integrate the measure with the 2013 State Transportation Improvement Program (STIP), and there would be a Call for Projects for the STIP in June. He noted that if there was a shortfall in a project they could apply for the shortfall in STIP funds and Measure money could be removed and placed somewhere else. While the I-680/SR4 Interchange Phase III had substantial funding, it was still $27 to $30 million short; if the available funding was used on that project, the shortfall would be minimized to about $7 million and a successful STIP application could fully fund the project. The I-680 Carpool Lane Gap Closure was also a strong candidate given that it was part of the Metropolitan Transportation Commission (MTC) Express Lane Network, although he did not recommend showing that project as fully funded at this time because there was a desire to secure money from MTC.

In response to Ray Kuzbari, Mr. Noeimi explained that the Caldecott Tunnel Fourth Bore had been shown with a remaining capacity of $4.9 million because $1.5 million was needed from Central County as its share of the landscaping costs for the Caldecott Tunnel. As such, $1.5 million would have to be removed from the $54 million, leaving $52.5 million to program.

Mr. Kuzbari referred to the Expenditure Plan amounts and asked why those amounts could not be increased, reported by Mr. Noeimi that could be done although to change the amounts would require a process where the majority of the cities (the majority of the population) would have to approve it and any jurisdiction could protest, which could trigger other things. He clarified that the Strategic Plan was an implementation of the Expenditure Plan and changes to the Expenditure Plan would have to be approved by the voters and require approval from all jurisdictions.

Mr. Kuzbari suggested that a swap would be needed, not a change in money, although Mr. Noeimi stated that would involve an amendment to the Expenditure Plan which required two thirds approval of the CCTA Board as well as a majority of the cities with a majority of the population.

In response to Steve Goetz's suggestion for a fictitious project for more interchange improvements based on a future event that may or may not happen, Mr. Noeimi stated that could be done and suggested "I-680 Transportation Improvements," which could be used to park the funds. He verified in response to Lynn Overcashier that there was no limit to the amount to be parked in a contingency.

Mr. Goetz verified that the I-680 southbound environmental phase would be completed by 2014 and those were the only two in those categories ready to proceed in that while the Clayton Road Project Study Report (PSR) had been completed, the project was not yet ready.

Mr. Kuzbari stated that he had spoken about potentially the HOV lanes for Phase III even though it was not in the STIP yet but could be included in the design. He stated that more funding would be needed for that project; Mr. Noeimi suggested that more than the $10 million should be requested in the STIP to be able to fund and be able to free up Measure J funds. Mr. Kuzbari suggested a meeting with CCTA staff to discuss STIP funds and wanted to talk more about the STIP.

Mr. Noeimi clarified for Ms. Heitman that approximately $10 million for Phase III was needed and they could ask for $20 million and free up the design. He noted that the RTPCs were being asked to bless the STIP.

Ms. Overcashier advised that there would be an opportunity at the next TAC meeting to further discuss that issue although after that they would need to go to the TRANSPAC Board.

Ms. Heitman noted that BART was not in the money for the OneBayArea Grant (OBAG) Program for Walnut Creek and would ask for STIP funds. She asked if the TAC would consider looking at the projects that had not been successful for OBAG and consider that for STIP as well.

Mr. Noeimi suggested that Central County had the simplest task given the $23.9 million needed for the Interchange Improvements on I-680 and SR242, minus the $1.5 million for the Caldecott Tunnel. He also noted that there would need to be a decision as to what to do with the funds that may be parked. Since most of the funding was out to FY 2019, no decision was needed at this point.

Even with the $23.9 million for the I-680/SR242 improvements, Mr. Goetz wanted to know how much was needed for programs to be able to fully fund the I-680 Interchange phase in that there would need to be a program to do that. He asked how much more was needed to get ready. If not wanting to talk about the I-680 Express Lanes in detail until other projects had been completed, he asked if there were other projects in a state of readiness that could be detailed to identify other emergency projects. He did not know if the STIP or OBAG projects would fall into those categories but asked for specifics at the next meeting about projects that would fit into the categories and be able to pick up the slack if other regions could not use the funds. He also asked if the money could be used for project development.

Mr. Kuzbari suggested the other phases were in the range of $80 million plus each and the funding would need to be built up. He suggested that when it came to future phases, readiness might not be the only criteria for parking funds for the interchange project. Given the expense, he suggested it would take time to build up enough funds to get to design and construction.

Mr. Noeimi reported that he would be out of town at the next meeting and Jack Hall would be present to identify projects that were eligible under the project categories.

Mr. Goetz suggested that even the gap closure could be considered.

Ms. Overcashier verified with Mr. Noeimi that the CCTA had made the request to MTC for the I-680 Carpool Lane Gap Closure Project.

Mr. Noeimi was thanked for his presentation.

2. Continued Action Plan Discussion with Deborah Dagang, CH2MHILL

Deborah Dagang, CH2MHILL, distributed a handout and spoke to the updated schedule, noting the need to discuss revisions to Routes of Regional Significance (RORS) and identify Multimodal Transportation Service Objectives (MTSOs). She reported that a few more months had been added to the schedule, targeting the end of the year for the Draft Action Plan to be approved by the TRANSPAC Board, allowing more time to confirm details and coordinate between RTPCs.

When asked by Mr. Goetz, Ms. Dagang advised that the information related to traffic impacts on regional routes was not yet available, which was why the original schedule had been so ambitious, and when told by Ms. Overcashier that the TRANSPAC TAC had been informed that based on the County Model a 2.5 delay index had been achieved but not exceeded, she stated that if there was a forecast she would bring it to the TAC at its next meeting.

Ms. Dagang referred to the RORS maps in the handout distributed, noted potential roadway changes, and explained it was still open for discussion whether or not to add RORS based on other regions' interest in doing so.

With respect to Bailey Road, Mr. Kuzbari stated that the determination was to look at it for potential consideration and as far as West Leland Road was concerned it was just happening in Pittsburg and there was no connection to Avila Road. He suggested that the City of Pittsburg wanted West Leland Road as a RORS in East County as part of the TRANSPLAN Committee, although it was not yet affecting Central County.

John McKenzie asked if it would be eligible as a RORS.

Ms. Dagang suggested it could potentially be added but suggested TRANSPAC could not make a decision until it was.

For Bailey Road, Mr. Kuzbari stated that the City of Pittsburg wanted to designate Bailey Road to Clayton Road in Concord as a RORS. He had spoken with Paul Reinders, Pittsburg's Traffic Engineer, and the City of Concord did not see a problem doing that.

Ms. Overcashier suggested talking to Fehr & Peers since there was a desire that West Leland Road also be identified implying that Pittsburg would ask that of TRANSPAC as well even though there was no connection.

Ms. Dagang noted that she had spoken with Fehr & Peers and been advised that TRANSPLAN would like TRANSPAC to identify West Leland Road as a potential RORS, and she had suggested it be considered at some point in the future when appropriate.

Mr. Kuzbari reiterated that Bailey Road was a clearer case and the City of Concord had no problem with that designation. He recommended public outreach to be able to identify the change upfront as part of the environmental review process so that the community had an opportunity to review it.

- By consensus, the TRANSPAC TAC agreed to add Bailey Road as a RORS to Clayton Road in Concord.

Ms. Dagang stated that Lamorinda would have to clarify what it wanted in terms of Olympic Boulevard, expected to be clarified by Lamorinda by September 2013. Speaking to the maps provided; Central County Routes of Regional Significance – 2009, and Central County Routes of Regional Significance and PDAs – 2009, she explained that there were Priority Development Areas (PDAs) that were served by RORS within Central County, and while the freeway served some areas many of the PDAs were adjacent to a highway or to a RORS, and she wanted to make sure that was sufficient. She asked if there was the need to look at additional routes.

- By consensus, the TRANSPAC TAC determined that was sufficient.

John McKenzie asked about Priority Conservation Areas (PCAs), and while it was recognized there were PCAs, no one was aware of any specific PCA in Central County at this point.

Ms. Dagang confirmed that Central County was not interested in identifying intraregional RORS. With respect to multimodal routes, she noted the CCTA was still deciding whether multimodal routes could be considered as RORS. If the CCTA did consider multimodal routes as RORS in Central County the TAC was interested in having the trunk line routes as regional bike/ped, and while not shown as RORS, they would be shown on the map.

Corinne Dutra-Roberts asked when the CCTA would make a decision, to which Ms. Overcashier noted that had been discussed as part of Complete Streets.

Ms. Dagang suggested that would be discussed later as part of the Countywide Transportation Plan (CTP) Task Force.

Mr. Goetz expressed concern with a RORS other than an arterial in that when doing traffic studies there would have to be an evaluation of another facility and he did not see any development project having a significant adverse impact on a bike route, which he saw as a mitigation measure.

Ms. Dagang agreed that bike/ped was a positive and when talking about some of the measures and the question of adding facilities, increasing miles, or adding amenities, the hesitation was what it would mean when it actually got into measuring the routes. She suggested if the goal was to increase bike networks and bike networks were not on the plans, the question was whether improvements could be done if not a designated RORS.

Mr. Goetz suggested that if the link was to mitigate traffic impacts, it should be included.

Mr. Kuzbari noted that once something was designated as RORS, a multimodal type, then the impact on development would have to be analyzed and he would rather look at them as mitigations than having to study the impact as a routine matter as done for freeways and other arterial RORS. He would rather see them listed as actions and potential mitigations than having to be compelled to analyze impacts.

Ms. Overcashier noted that the CTP TAC members were the RTPC managers and she would make sure that Barbara Neustadter was advised of the interest.

From a BART perspective, Deidre Heitman stated that for large transit oriented development (TOD) projects BART analyzed the impacts but suggested it was not necessary for the smaller developments, although in the future if the BART lines became more impacted BART may be asked to analyze the smaller developments.

Ms. Dutra-Roberts referred to Bike to Work Day and noted that the East Bay Regional Park District (EBRPD) Trail Manager counted bikes on the Canal Trail with Concord and there were more bikes than pedestrians using the trail locally, which was something the EBRPD wanted to mitigate.

Mr. Goetz suggested that actions in the Action Plan could address that, and Mr. Kuzbari suggested that should relate to bicycle commute travel and not recreational travel.

Ms. Dagang stated that the general idea of the multimodal trails was that they were good to show on the maps although Central County was not advocating multimodal RORS but recognized the importance of the facilities.

Mr. Goetz wanted to see maps to identify where the multimodal facilities were directed, with the improvements identified. On the discussion, it was noted that crossing points with RORS could be a concern and the map should address that.

Ms. Dagang identified the MTSOs for 2009 and noted the discussion at the last meeting and the decision not to change the category but wait for the data to assess RORS and to affirm that decision.

Mr. Kuzbari wanted to know the delay index based on the model given that the current model did not include the widening to five lanes on Highway 4 east of SR 242. Given that the delay index for the 2030 model would be close to 5 based on what had been found four years ago, he wanted to see those projections again based on the CCTA Model.

Ms. Dagang advised that the delay index would be discussed when the data was available. She identified the MTSOs to consider as HOV Lane Usage, Transit Mode Share, Transit Ridership, Transit passengers per revenue hour, Multimodal LOS Measures, Bike/Ped Mode Split, Total bike facility mileage on or connecting to RORS, Gap closure for bike network, Pedestrian facilities (such as amount of sidewalk), and Average Vehicle Ridership or Drive-Alone Rate. As to Average Vehicle Ridership (AVR), she stated that represented everyone on a road which would include buses, cars, motorcycles, and the like.

Ms. Overcashier explained that historically AVR had been used in demand management calculations; however, based on recent practice a vehicle/employee ratio was being used, which was easier to translate. As an example, instead of a measurement identifying 1.20 people in a car, the reverse of that calculation such as for every 100 people, 80 vehicles were used, would be easier to explain. She described it as the inverse of the previous calculation method. She offered to investigate vehicle/commuter methodology as opposed to a vehicle/employee vehicle ratio, or drive-alone rate.

Ms. Dagang stated that would depend on the orientation; if focusing on the drive-alone rate, there were sometimes policies that shifted from transit to carpools. She used the example of the HOV lane on I-680 with a two-person per vehicle policy as opposed to bridges with a three-person per vehicle policy.

Mr. Kuzbari supported the inverse to the drive-alone rate.

Ms. Heitman referred to transit ridership where there may be more riders one year than another and recommended the identification of a threshold, although Ms. Dagang questioned the purpose and viewed it as focusing more on strategies or on projects that have a positive impact on the Measure in which one year or the other would not matter. Ms. Heitman referred to the Transit Corridor Committee discussion and the general agreement it would be nice to consider for transit what had been considered with the pavement system, to look at the densities and characteristics of a community and set an appropriate level of transit coverage and assess how well the system meets that level. She noted that ridership would go up and down, funding for buses was always different, and while she had no problem with the measure in that BART would do well in all of them, suggested in the future a different type of analysis might be considered to reflect the ideal for a community, such as with a pavement system.

Mr. Goetz wanted to propose multimodal LOS measures and wanted to put it on the slide above although other TAC members did not want it tied to any RORS.

Ms. Dagang suggested that HOV lane usage seemed important on the freeways, especially in Central County where one of the priorities was to close the lane gaps. She was concerned because there was nothing in the MTSOs that would state that was a priority.

Mr. Kuzbari suggested that HOV lane usage was getting more complicated with managed lanes and it was different because of pricing and would probably be considered as part of Express Lanes on I-680 and potentially Highway 4 in the future.

Ms. Dagang stated that would not affect the capacity of the road and suggested that pricing would be set to achieve a certain goal.

Mr. Goetz did not want to tie that to RORS requirements when there were other measures (such as transportation demand management) and actions that helped fund HOV facilities. He did not want the MTSOs to be caught up in the requirements of RORS and capacity studies but monitor the information and include it as part of the planning process. He wanted to see identified HOV lane usage in the future as part of the pending model; a category of MTSOs that don't apply to RORS but be retained as overall MTSOs. He referred to bike facilities, gap closures, and pedestrian facilities, which he suggested were actions that could be monitored. He liked bike facilities/mileage better than gap closure.

Ms. Dagang suggested that would be less modeling than qualitative and descriptive.

Mr. Bowron liked transit mode share and the overall ridership rather than having an additional statistic that showed a version of another statistic. He would eliminate the transit passengers per revenue hour MTSO.

Ms. Dagang noted that HOV lanes were just freeways and suggested that HOV facilities would become something separate from the whole mixed flow.

Mr. Kuzbari suggested that multimodal LOS measures could move up to arterial MTSOs (level of service) which could be replaced with Multimodal LOS. He did not think that both were needed, just multimodal LOS. He liked the ideas but stated that implementing agencies were looking at the work involved and he agreed with the idea of putting it into the actions.

With respect to bike/ped mode split, Ms. Dutra-Roberts leaned more towards recommending not including it but suggested it would be more helpful around schools.

Mr. Goetz suggested that would apply to how easy bike/ped mode split is to measure and whether it was a reliable measurement, and Ms. Dagang suggested it captured a multimodal level of service although the stand alone mode split would be more significant off RORS, location specific.

Mr. Goetz suggested that would be a critical factor, ease of measurement and reliability of measurement.

Ms. Dutra-Roberts recommended staying true to the Action Plan being geared toward work mode, which would have an inverse effect of K-12 bike rates.

Mr. Goetz suggested that the CCTA should consider, at a countywide level, reliability of the information, particularly with transit ridership. He suggested that each region might want to set a different target.

Ms. Dagang agreed with respect to bike/ped statistics. She summarized the discussion of the MTSOs, to move multimodal service up to the MTSOs, more along the lines of MTSOs to be measured and monitored for planning in general; looking at MTSO usage; average vehicle ridership inverse; transit mode share, and transit ridership, as well as bike facility mileage onto or connecting to RORS. Given no discussion about pedestrian facilities, she suggested that fell within multimodal LOS and advised that she would talk to the CCTA about the data that would help inform its usefulness.

As to the next steps, coordination with the other RTPCs and the need to refine MTSOs, Ms. Dagang stated she would return with more definitions and more data, if available, to then identify actions. On the discussion of when to present the recommendations to date to the TRANSPAC Board, she suggested it made sense to go to the TRANSPAC Board before the actions were available.

Ms. Overcashier suggested it made no sense to do that before identifying MTSOs since that might be one of the Board's biggest questions, especially now that there were a few more months available to discuss the update.

Mr. Goetz suggested the TRANSPAC Board be made aware of where the TAC was and if by the next TAC meeting there was no travel forecast the Board should be made aware of that fact as well.

Ms. Dagang recommended the presentation of a progress report to the TRANSPAC Board in July with a presentation of the Tenets, Goals, and MTSOs; at the very least a progress report of what was expected in September.

Mr. Kuzbari asked for a draft presentation of everything but the MTSO discussion to the TAC in June.

3. CCTA Comments on Draft Plan Bay Area presented to the CCTA Board on May 15, 2013

Ms. Overcashier highlighted the comments from the CCTA dated May 15, 2013 on the Draft Plan Bay Area and stated aside from talking about transportation investments and comments on the Environmental Impact Report (EIR) and alternatives being considered, the CCTA requested that MTC focus on meeting the Sustainable Communities Strategy (SCS) and reducing greenhouse gases (GHGs), and then going on to seek and achieve the other goals that MTC had listed. It was noted that the housing and jobs forecasts were inconsistent with many of the general plans and conflicted with many, particularly with the adoption of the Regional Transportation Plan (RTP). The CCTA was looking forward to examining the land use assumptions and land use patterns and trends of the SCS and asked that MTC not use those models to forecast given the inconsistencies and requested that MTC track the trends in housing and how the development of the PDAs were moving forward. If not moving forward with the development assumed, it was noted that would affect the travel forecast and adversely affect GHGs; CCTA did not want MTC to over anticipate GHG reductions if inflating what was happening in the real world with respect to development was not happening.

4. Comments on County Connection's March 1, 2013 Draft Contra Costa County Mobility Management Plan with thanks to CCCTA's Laramie Bowron for overseeing the development of the Draft Plan and to John Cunningham for developing comments on the Plan

Ms. Overcashier recognized Laramie Bowron for his work on moving the Draft Contra Costa County Mobility Management Plan forward; acknowledged John Cunningham's email comments requesting that the stakeholders be identified; and noted that after approval by the County Connection, other agencies would approve the Draft Plan prior to submittal to the CCTA and the CCTA's involvement. With respect to the process, she commented that the process was moving more slowly than anticipated and it might affect funding.

Mr. Bowron noted that the agencies that had most recently funded through a Line 20a allocation would be coming to the TRANSPAC Board in July and could determine from there how to proceed and whether or not to expedite future allocations from that funding category. He agreed that the Draft Mobility Management Plan was months out for approval or determination and did not expect it to compete with any upcoming 20a funding.

Ms. Heitman reported that BART's new General Manager had brought in some new people who had directed staff to focus on stations; specifically to enhance them, and ways to do that were being evaluated. She reported that a team would visit 12 stations to identify a more thorough analysis, and would call the staff in the Central County cities where those stations were located to see what might be needed. She noted that while the Walnut Creek station had been targeted for enhancement, the Pleasant Hill station had not although suggestions could still be offered. In addition, the BART Board of Directors had approved parking charges at all stations although the Director for the Central County area, Gail Murray, wanted to see some of that revenue go back to access projects in Central County.

Ms. Heitman also reported on a Last Mile/First Mile program, considering pilot ideas for BART to bus transfers on County Connection, more marketing, and other programs; she would report back when there was something to report. She had also spoken to the Monument Corridor Shuttle on a number of occasions. In addition, the General Manager had proposed the idea of securing 100 bike parking spaces at half the stations and if doing that where they would be placed. She explained that there were several projects in Central County in that regard and a self-attended bike station at the Concord BART Station had been proposed between the fare gates and the parking garage. The bike station would be a covered cage of sorts with access through the swipe of an access card. BART had received Measure J funds for bike parking and access through TRANSPAC and would use unexpended funds.

Ms. Dutra-Roberts verified with Ms. Heitman that the BART Board was considering at its meeting this evening whether to allow bikes on board BART trains all the time. On another matter, she announced that the Carquinez Scenic Trail, which had been closed for some time but used nonetheless by bicyclists, would be hard closed in mid-June, from Martinez to the brickyard until August 2014, to allow the EBRPD to start working on paving and fixing the landslide. As a result, anyone caught using the trail during that time would be cited.

5. Adjournment

The meeting was adjourned at 11:00 A.M. The next meeting of the TAC is scheduled for June 27, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

UPDATING THE CENTRAL COUNTY ACTION PLAN FOR ROUTES OF REGIONAL SIGNIFICANCE

Presentation to

TRANSPAC Board

Facilitated By:

CH2MHILL

In Association With:
DKS Associates
Fehr & Peers
Dyett & Bhatia
Eisen | Letunic

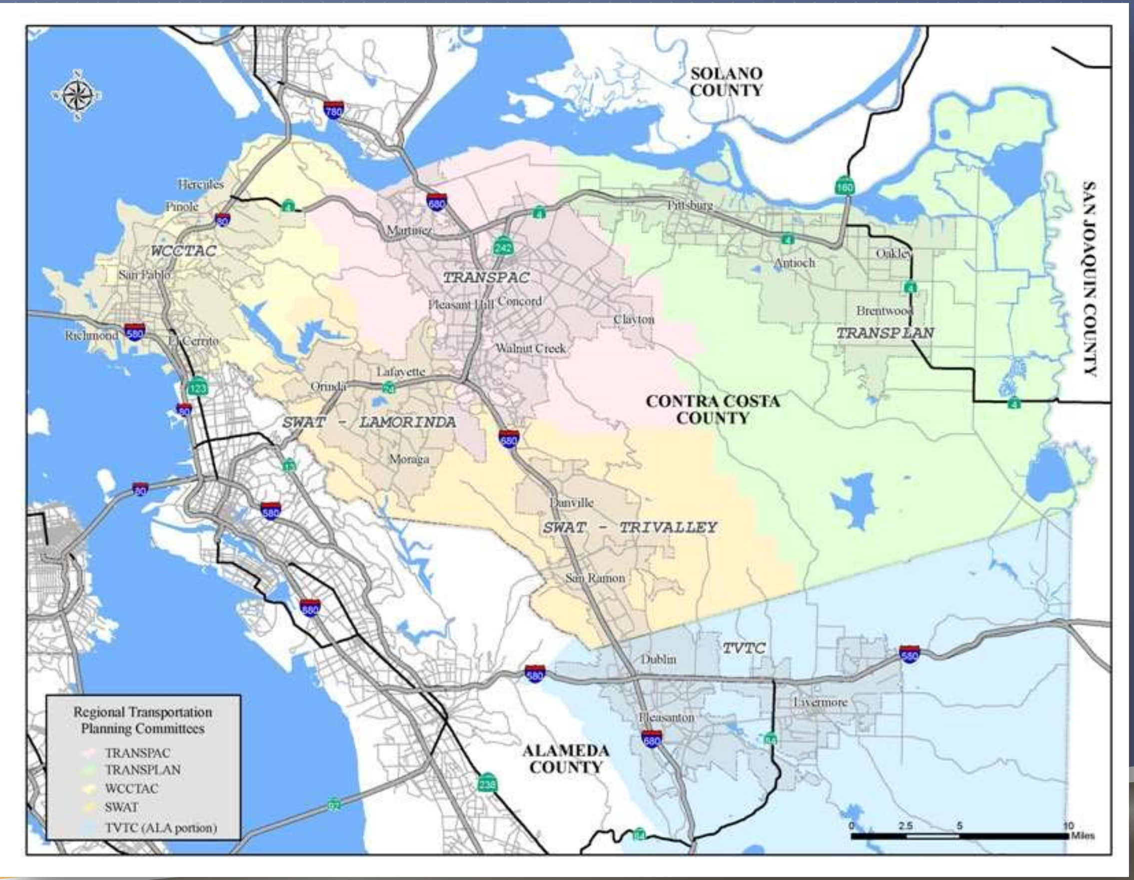
July 11, 2013

Agenda

- What is an Action Plan?
- Schedule for 2014 Action Plan Update
- Updates/Recommendations from TRANSPAC TAC
  - Tenets and Goals
  - Routes of Regional Significance
  - Multimodal Transportation Services Objectives
- Coordination Needs with Other RTPCs
- Next Steps

What is an Action Plan?

- Primary vehicle for implementing cooperative, multijurisdictional planning – a requirement of Measures C and J in Contra Costa
- Policy statement that reflects the subregion's priorities



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Action Plan Components

- Statements of Tenets, Goals and Actions
- Routes of Regional Significance
- Multimodal Transportation Service Objectives
- Implementation Actions
- Regional Development Review and Mitigation Fee Program

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What's New for the 2014 Action Plan Updates?

1. Integrating the Action Plans with other Regional Efforts
2. Incorporating the Complete Streets Orientation
3. Facilitating more Input and Collaboration
4. Focusing on Actions - New Projects and Programs
5. Considering New Concepts in the Regional Mitigation Fee Programs
6. Inclusion of the Concord Naval Weapons Station - Development

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2014 Action Plan Update Schedule

- Draft Action Plan approved by TRANSPAC Board: End of calendar year
- Note: need to update the schedule details with CCTA before presenting to TRANSPAC Board

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Action Plan Tenets - Recommended

- Support the planning for and management of the transportation system in coordination with other community interests
- Support the improvement and management of freeway corridors to facilitate regional travel and to encourage interregional travelers to use the freeways and transit network rather than local and arterial streets
- Support traffic management strategies for arterial Regional Routes, including use of signal timing to manage peak through-traffic volumes
- Support the enhancement and expansion of alternatives to single-occupant vehicles to improve mobility choices including transit, bicycle and pedestrian facilities.
- Support 511 Contra Costa's mission to reduce mobile source greenhouse gas emissions.
- Support the development and coordination of transportation-oriented Emergency Management Plans among local jurisdictions, regional agencies, and state agencies

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Statements of Goals – Recommended

- Encourage land use decisions that address the increase in overall traffic demand
- Support the enhancement and expansion of an efficient transit system
- Support use of HOV lanes
- Work to improve freeway flow
- Manage arterial traffic flow
- Support the implementation of Complete Streets
- Increase participation in the 511 Contra Costa TDM Program
- Improve bicycle and pedestrian facilities
- Maintain existing transportation system and infrastructure

What is a Route of Regional Significance?

- Connects two or more “regions”
- Crosses county boundaries
- Carries a significant amount of through traffic
- Provides access to regional highway or major transit facility

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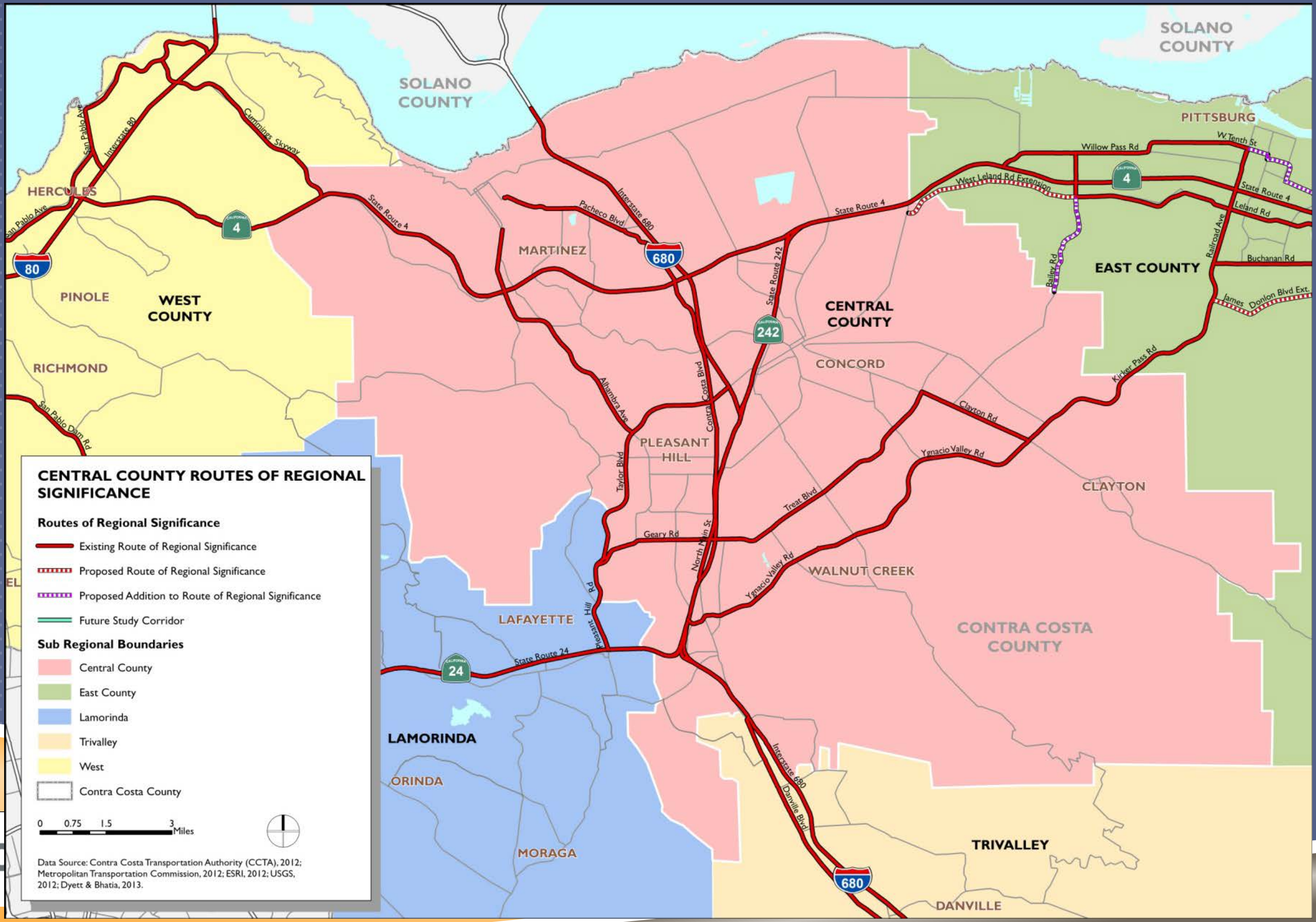
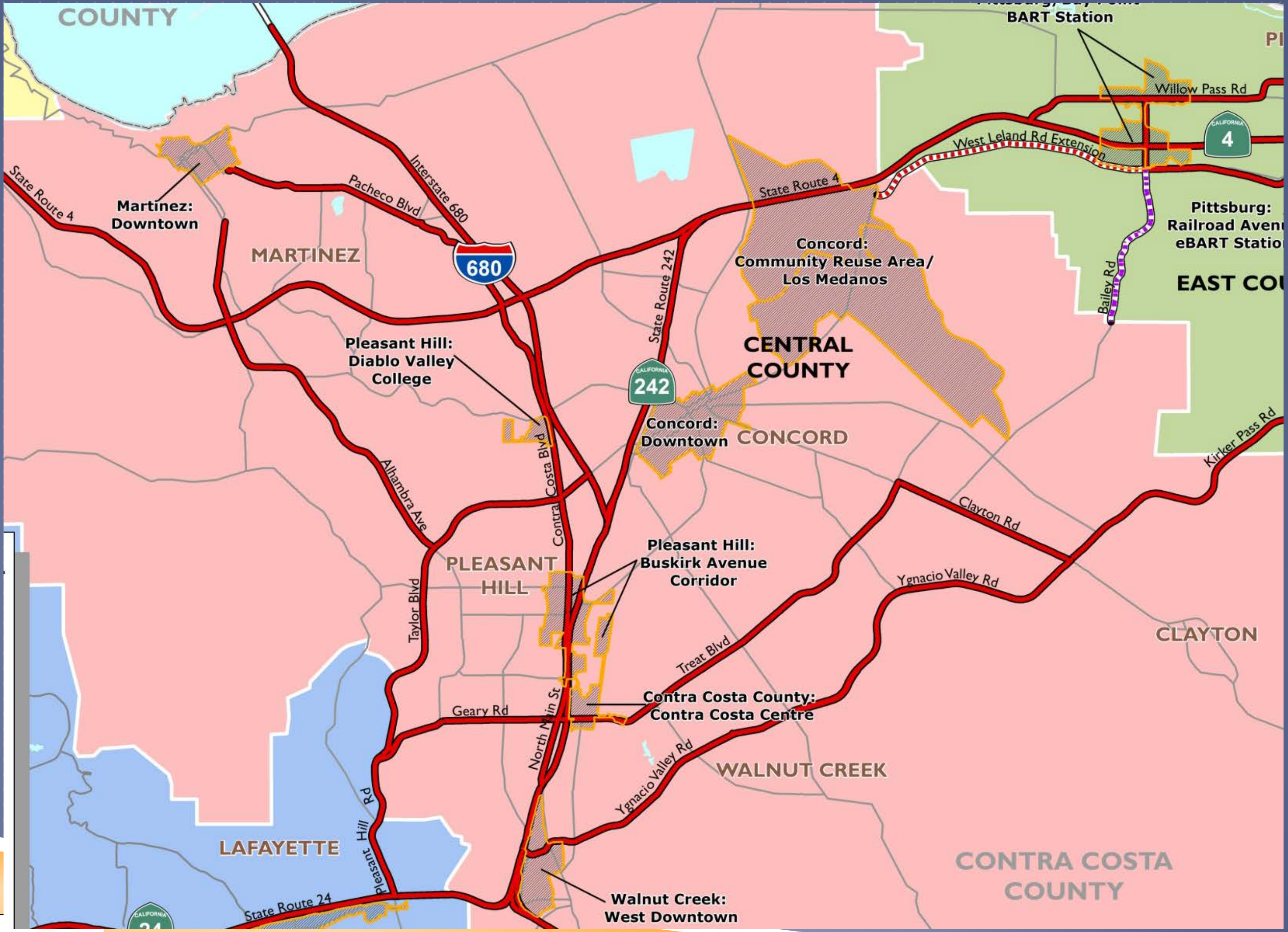
Central County Routes of Regional Significance - 2009



Central County Routes of Regional Significance and PDAs - 2009



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Routes of Regional Significance – Potential Roadway Changes

- No changes identified within TRANSPAC area
- Bailey Road
  - Being considered by TRANSPLAN
  - Discussion to be held between Concord and Pittsburg
- W. Leland Road Extension
  - Future potential RORS
  - Connect to Willow Pass Rd via Avila Road
  - Discussion to be held between Concord and Pittsburg
- Olympic Blvd (west of I-680)
  - Waiting to see if requested by Lamorinda

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Routes of Regional Significance – Multimodal Routes

- CCTA still deciding whether multimodal routes can be considered as RORS
- Regional Bike/Ped Trunk Line Routes
  - As identified in the Countywide Bike/Ped Plan
  - Iron Horse Trail
  - Canal Trail
  - Delta De Anza
  - At a minimum, show on RORS map
- Regional Transit Routes
  - Not to be identified as a RORS
  - Add BART line to RORS map

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Multimodal Transportation Service Objectives

- MTSOs
- Define to reflect Action Plan Tenets and Goals
- Monitoring performed by CCTA
- Can be used for new development impact assessments

2009 Action Plan MTSOs

- Freeways – Recommendation: Keep
  - Delay Index: Travel time in the peak hour as compared to non-peak hours
    - I-680: 4.0
    - SR 242: 3.0
    - SR 4: 5.0
- Arterials – Recommendation: Keep
  - Average Speed
  - Average Stopped Delay
  - Level of Service (LOS)
  - Volume-to-Capacity Ratio (V/C)
- No MTSOs specified for alternative modes

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Additional MTSOs Recommended

- HOV Lane Usage
- Transit Mode Share
- Transit Ridership
- Multimodal LOS Measures
- Total bike facility mileage on or connecting to RORS
  - Class 1 and 2, possibly Class 3
- Inverse of Average Vehicle Ridership
  - Vehicles per 100 travelers

Next Steps

- Coordinate with other RTPCs
- Refine MTSOs
- Identify Actions

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June 20, 2013

CALL FOR PROJECTS
2014 State Transportation Improvement Program

Dear Project Sponsor:

The Contra Costa Transportation Authority (CCTA) invites you to submit applications for the 2014 State Transportation Improvement Program (STIP). The 2014 STIP will cover the 5-year period from FY 2014-15 through FY 2018-19. The specific amount available to program in the 2014 STIP will not be known until the CTC adopts the Fund Estimate in August 2013.

The new STIP funds are likely to be available in FY 2017-18 and FY 2018-19. The STIP funds can be used to fund one or more phases of a capital project (e.g. environmental clearance, design, right-of-way, and/or construction).

CCTA Contact

Project applications relating to this call for projects should be submitted to the address shown below. For inquiries, call (925) 256-4740; or by email: aabuamara@ccta.net.

Amin AbuAmara, Senior Engineer
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Project sponsors must submit two hard copies of their applications **no later than 2:00 p.m., July 19, 2013**. In addition, an electronic copy of the application must be submitted by email to aabuamara@ccta.net.

Project Screening

Projects will be screened based on the following criteria:

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP).
3. Candidate projects must submit a draft PSR or PSR-equivalent along with the application by July 19, 2013. Final PSRs should be submitted to CCTA no later than October 11, 2013.
4. Funds must be programmed for the phase(s) requesting STIP funding within the period between FY 2017-18 and FY 2018-19.
5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources.
6. Project must solve an existing problem related to safety, capacity, operations, etc.
7. Requested STIP funds must be for Capital Improvements and must be at least $1 million.
8. Letters of concurrence from the RTPCs should be submitted by July 19, 2013.

9. Roadway projects must be on collector roads or above, as classified by Caltrans California Road System (CRS) maps.
10. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
11. Projects that are operational in nature must show commitment for Operations and Maintenance funds for the life of the project.

Project Scoring

Transit and roadway projects will be evaluated separately using the following scoring criteria:

Criteria	Points
Safety/System Productivity	25 max
Congestion Relief	25 max
Strategic Expansion	15 max
Helping Meet SB375 Goals	10 max
Other Secured Funds	5 max
Measure C/J Project	20 max
TOTAL Points	**100 maximum**

The 2014 STIP Timeline is as follows:

July 19	**Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the respective RTPC are due to the Authority**
July 20-August 2	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 6	CTC adopts STIP Fund Estimate and STIP Guidelines
August 15	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list
September 5	APC refines and recommends approval of final project list
September 18	Authority approves final project list
October 11	Project sponsors submit to Authority final Project Programming Requests (PPR), performance measure analyses, final PSRs or PSR equivalents, resolutions of local support, complete streets checklists, and certifications of assurances
December 18	MTC approves 2014 RTIP and submits to CTC
March 2014	CTC adopts 2014 STIP

Project applications are attached and are also available in electronic format at http://www.ccta.net/STIP/2014STIP.htm. If you have any questions please call Amin AbuAmara at (925) 256-4740. We look forward to receiving your application.

Attachment A

2014 STIP Timeline

<u>A proposed schedule to solicit and evaluate projects for the 2014 STIP is detailed below:</u>

May 9	TCC Mailout
May 16	TCC reviews/recommends draft schedule for 2014 STIP process, application process, screening and scoring criteria, and forms a subcommittee for application evaluations
June 11	Caltrans presents to CTC the draft 2014 STIP Fund Estimate & Guidelines
June 12	Authority Mailout
June 20	Authority reviews/approves application process, and screening and scoring criteria for 2014 STIP process and issues the **"Call for Projects"**
July 19	**Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the respective RTPC are due to the Authority**
July 24	MTC adopts STIP Policies and Procedures
July 22-August 2	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 6	CTC adopts STIP Fund Estimate and STIP Guidelines
August 8	TCC Mailout
August 15	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list
August 28	APC Mailout
September 5	APC refines and recommends approval of final project list
September 18	Authority approves final project list
October 11	Project sponsors submit to Authority final Project Programming Requests (PPR), performance measure analyses, <u>final PSRs or PSR equivalents</u>, <u>resolutions of local support</u>, complete streets checklists, and <u>certifications of assurances</u>
October 16	Authority submits to MTC final project list, identifies projects requiring project-level performance analysis, and submits Complete Streets Checklists
November 1	Authority submits to MTC Final Project Programming Request (PPR), final project listing and performance measure analyses, <u>final PSRs or PSR equivalents</u>, <u>resolutions of local support</u>, and <u>certifications of assurances</u>
December 4	MTC circulates draft RTIP for public review
December 18	MTC approves 2014 RTIP and submits to CTC
March 2014	CTC adopts 2014 STIP

	DRAFT	**TRANSPAC 2013-2014 EXPENDITURE BUDGET**			
FUND 85 Project 7085		**2013-2014**			**Please see separate handout on**
ASSUME					**the use of contracted services**
0100	Sal-F/T Perm @ 50% TRANSPAC (includ	$34,548			**TRANSPAC, TAC minutes, administrative**
	programmed increases)				**support, agenda mailing, etc.**
0500-0800	All Benefits				
0992	Compensated Absences - accrued sick leave				
	and accrued vacation held for future use	$13,024			
	Subtotal	$47,572	**$47,572**		
1198	P/T Consultant Contract				
	Consultant proposed/ TAC approved at 1% increase				
	for 2012-13 and 1% for for 2013-14				
	Subtotal		**$127,112**		
2604	Auto Mileage	$1,200			
2500	Consultant faxes/copies	$200			
4200	Operating Expenses	$2,000			
	Subtotal	$3,400	**$3,400**		
1540	Copies & machine maintenance in 511 CC office	$800			
2400	Postage	$100			
1157	511 CC Prof. /Tech Svcs.	$9,000			
4240	TRANSPAC supplies in 511 office	$250			
		$10,150	**$10,150**		
	Subtotal				
6800	Pleasant Hill City/Fiscal Administration	$2,856			
	Subtotal	$2,856	**$2,856**		
	Costs subtotal		**$191,090**		
6905	Contingency @ 2%		**$3,822**		
	Total			**$194,912**	

TRANSPAC ALLOCATION FORMULA METHODOLOGY

PART A Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.

PART B The remaining 50% share is calculated on the most recent percentage of Measure C/J "return to source" funds received by each jurisdiction.

PART A TRANSPAC ALLOCATION FORMULA for 2013-2014 REVENUE BUDGET

JURISDICTION	50% SHARE ANNUAL BUDGET PER JURISDICTION	PER JURISDICTION EQUALS (R)
CLAYTON	1/6	$16,242
CONCORD	1/6	$16,242
MARTINEZ	1/6	$16,242
PLEASANT HILL	1/6	$16,242
WALNUT CREEK	1/6	$16,242
CONTRA COSTA COUNTY	1/6	$16,242
Total		**$97,452**

PART B — TRANSPAC ALLOCATION FORMULA for 2012-2013 REVENUE BUDGET

JURISDICTION	MEASURE C/J RTS $s Allocation	MEASURE C/J RTS % = R	$ FROM RTS PART B	
CLAYTON	$226,135	6.11%	$5,955	
CONCORD	$1,290,762	34.87%	$33,982	
MARTINEZ	$470,545	12.71%	$12,396	
PLEASANT HILL	$465,491	12.58%	$12,260	
WALNUT CREEK	$739,696	19.98%	$19,470	
CONTRA COSTA COUNTY ^	$509,082	13.75%	$13,398	
Total	$3,701,711		**$97,460**	**$97,460**
^Estimated at 25% of allocation ($2,036,328)				
				$194,912
TOTAL				

Analysis of Contracted services for minutes, agendas, admin services for TRANSPAC

Costs for TRANSPAC services March to May 2013

$65/hour for minutes, TRANSPAC, TAC, admin support (envelopes, copies, postage)

	March	**April**	**May**	**Total**
	$487.50			
	$1,683.54	$4,143.36	$3,788.96	
Total	**$2,171.04**	**$4,143.36**	**$3,788.96**	**$10,103.36**
For	2 mtgs (TRS & TAC) 25 hrs admin support	3 mtgs (TRS, TAC TAC) 31 hrs admin support	2 mtgs (TRS & TAC) 34 hrs admin support	**3 month total for 7 mtgs & 90 hrs of Admin support includes Action Plan**

If assume generally the same need for 12 months with possibly fewer meetings and Action Plan completion in the fall of 2013. A straight line calculation using the 2013 March, April, May cost as the basis for an annualized cost would be $40,412 compared to the 50% cost of an Administrative Assistant @ $47,572.

TRANSPAC
FISCAL YEAR 2012-2013
Administrative Assistant @ 50% Cost

Costs		FY 12-13 BUDGET	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	CUMULATIVE TOTAL TO DATE	REMAINING SURPLUS/ DEFICIT
0100	Salary @ 50% TRANSPAC	$34,548.00													$0.00	$0.00
0992	Compensated Absences	1,500.00													-	-
0500	FICA/Medicare	490.00													-	-
0600	Retirement/PERS	5,425.00													-	-
0702	Medical - Kaiser	3,450.00													-	-
0703	In Lieu Reimbursement		If applicable												-	-
0705	Ins/Dental	675.00													-	-
0708	Life/Ins	62.00													-	-
0709	Ins/LTD	222.00													-	-
0710	Ins/Vision	125.00													-	-
0800	Workers Comp	1,075.00													-	-
															-	-
															-	-
															-	-
															-	-
															-	-
Account Total		$47,572.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	-

PROJECT EXPENDITURE SUMMARY.worksheet (8.5 X 11")

Draft 2013 - 14 with staffing comparison 6 7 13

TRANSPAC 2012-2013 EXPENDITURE BUDGET

FUND 85 Project 7085		2012-2013	Difference	2011-2012
		R	R	R
0100	Sal-F/T Perm @ 50% TRANSPAC (includes City programmed increases)	$34,548	-$2,500	$37,048
0500-0800	Benefits	$11,524	-$399	$11,923
0992	Compensated Absences - accrued sick leave and accrued vacation held for future use	$1,500	-$2,576	$4,076
1198	P/T Consultant Contract	$125,815	$1,245	$124,570
	Consultant proposed/ TAC approved at 1% increase for 2012-13 and 1% for 2013-14			
2604	Auto Mileage	$1,000	-$200	$1,200
2500	Consultant faxes/copies	$125	-$25	$150
4200	Operating Expenses	$2,000	$0	$2,000
1540	Copies & machine maintenance	$1,200	$200	$1,000
2400	Postage	$800	$50	$750
1157	511 CC Prof. /Tech Svcs.	$8,500	$500	$8,000
4240	TRANSPAC supplies in 511 office	$350	$50	$300
6800	Pleasant Hill City/Fiscal Administration	$2,856	$0	$2,856
	Subtotal	$190,218	-$3,655	$193,873
6905	Contingency @ 1%	$1,899	-$40	$1,939
	TOTAL	**$192,117**	-$3,695	**$195,812**
	Less 2011-2012 interest	-$120		-$396
	Less 2010-2011 rollover	-$2,500		-$5,000
	NET TOTAL	**$189,497**		**$190,416**

2012 2013 TRANS Budget app'vd TRS 4 12 12 trans 6 26 12

TRANSPAC ALLOCATION FORMULA METHODOLOGY

PART A Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.

PART B The remaining 50% share is calculated on the most recent percentage of Measure C/J "return to source" funds received by each jurisdiction.

PART A **TRANSPAC ALLOCATION FORMULA for 2012-2013 REVENUE BUDGET**

JURISDICTION	50% SHARE ANNUAL BUDGET PER JURISDICTION	PER JURISDICTION EQUALS (R)
CLAYTON	1/6	$15,791
CONCORD	1/6	$15,791
MARTINEZ	1/6	$15,791
PLEASANT HILL	1/6	$15,791
WALNUT CREEK	1/6	$15,791
CONTRA COSTA COUNTY	1/6	$15,791
Total		

	PART B	TRANSPACAC ALLOCATION FORMULA for 2012-2013 REVENUE BUDGET					
		MEASURE C/J RTS $ Allocation	MEASURE C/J RTS % = R		$ FROM RTS PART B	EQUAL SHARE 1/6 PART A	TOTAL
JURISDICTION							
CLAYTON		$212,317	6.30%		$5,969	$15,791	**$21,760**
CONCORD		$1,160,976	34.43%		$32,615	$15,791	**$48,406**
MARTINEZ		$429,620	12.74%		$12,070	$15,791	**$27,861**
PLEASANT HILL		$425,493	12.62%		$11,958	$15,791	**$27,749**
WALNUT CREEK		$688,849	20.43%		$19,357	$15,791	**$35,148**
CONTRA COSTA COUNTY ^		$455,050	13.49%		$12,782	$15,791	**$28,573**
Total		$3,372,305			**$94,751**	**$94,746**	**$189,497**

^Estimated at 25% of allocation ($1,820,199)

TRANSPAC
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523 • (925) 969-0841

Elected Officials | **Alternates**

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925-672-3238 (H)
925-518-4446 (C)
JPierce@ci.clayton.ca.us

David Durant*
City of Pleasant Hill
645 Paso Nogal Road
Pleasant Hill, CA 94523
925-226-9103 (W)
925-906-0107 (H and Fax)
925-226-9728 (W Fax)
durant4ph@aol.com

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A BAN Membership lists TRANSPAC st

TRANSPAC Transportation Partnership and Cooperation

2013 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill

TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January 10 (Proposed vacation)	July 11
February 14	August 8 (Proposed vacation)
March 14	September 12
April 11	October 10
May 9	November 14
June 13	December 12

TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 24	July 25
February 28	August 22 (Proposed vacation)
March 28	September 26
April 25	October 24
May 23	November 21 (Alternate date – location TBD)
June 27	December 19 (Alternate date – location TBD)

TRANSPAC Backup Meetings

Held only as needed on the third Thursday of the month.

January 17	July 18
February 21	August 15 (Proposed vacation)
March 21	September 19
April 18	October 17
May 16	November 21
June 20	December 19

TAC Backup Meetings

Held only as needed on the first Thursday of the month.

January 3	July 4
February 7	August 1 (Proposed vacation)
March 7	September 5
April 4	October 3
May 2	November 7
June 6	December 5