

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County
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TRANSPAC TAC **SPECIAL** MEETING NOTICE AND AGENDA

TUESDAY, MARCH 8, 2016

2:00 P.M.

511 CONTRA COSTA OFFICES

2300 CONTRA COSTA BOULEVARD, SUITE 110

PLEASANT HILL

Meeting to be hosted by the City of Concord

1. Review/Revise Accept/Minutes of the February 25, 2016 TAC Meeting

Attachment: TAC minutes from February 25, 2016 meeting.

2. Update on the Transportation Expenditure Plan (TEP). CCTA staff will present an update on the special meetings and continuing discussions for development of a Draft TEP. The TAC will continue the discussion from its regular meeting held on February 25, 2016 to develop a recommendation for submittal to the TRANSPAC Board at its meeting on March 10, 2016. (*Hisham Noeimi, CCTA Engineering Manager*)

Attachments: 1) BART letter to the Contra Costa Transportation Authority dated February 16, 2016; 2) Initial Draft – Transportation Sales Tax Expenditure Plan (TEP) March 1, 2016 Draft; 3) Draft Funding Breakdown by Subregion; 4) Regional Transportation Planning Committee (RTPC) Submittal Summary (**Attachments 2, 3 and 4 electronic only**).

3. The next meeting to be hosted by **The City of Concord, is scheduled for March 24, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.**

**REMINDER: FORM 700 IS DUE NO LATER THAN
APRIL 1, 2016**

EVEN IF FILED ELSEWHERE, THE TRANSPAC OFFICE STILL NEEDS A COPY OF THE FILING

PLEASE PRESENT THE FORM 700 TO ANITA L. TUCCI-SMITH

TRANSPAC Technical Advisory Commission (TAC) Meeting Summary Minutes

MEETING DATE: February 25, 2016

MEMBERS PRESENT: John Cunningham, Contra Costa County; Corinne Dutra-Roberts, 511 Contra Costa; Nikki Foletta, BART; Deidre Heitman, BART; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Ruby Horta for Anne Muzzini, County Connection; and Tim Tucker, Martinez

GUESTS/PRESENTERS: Stephanie Hu, Associate Engineer, Contra Costa Transportation Authority (CCTA); Matt Kelley, Associate Transportation Planner, CCTA; Susan Miller, Director of Projects, CCTA; Hisham Noeimi, Engineering Manager, CCTA; Leo Scott, Gray-Bowen-Scott

MINUTES PREPARED BY: Anita Tucci-Smith

The meeting, hosted by Jeremy Lochirco, City of Walnut Creek, convened at 9:01 A.M. He advised that at the request of the CCTA, the meeting agenda would be revised to consider agenda items in order of Item 1, 3, 5, 2 and 4.

PUBLIC COMMENT

1. Review/Revise/Accept Minutes of the January 28, 2016 TAC Meeting

The minutes from the January 28, 2016 meeting were accepted, as submitted.

3. Update on the I-680 Southbound Express Lane Project. I-680 SB Carpool Lanes Completion/Express Lanes Project – Contra Costa Transportation Authority staff will provide an update on the project, assisted by Leo Scott of Gray-Bowen-Scott. This presentation will also include a brief update on the I-680/SR-4 Phase 3 Project. *(Susan Miller, CCTA Director of Projects)*

Susan Miller, Director of Projects, CCTA, provided an update on the I-680 Southbound Express Lane Project and stated the CCTA was working jointly with the Metropolitan Transportation Commission (MTC).

Leo Scott, Gray-Bowen-Scott, advised that express lanes were High Occupancy Toll (HOT) lanes where carpools and buses were free, other drivers could choose to pay, the tolls would be electronic, and prices would be congestion based. He identified the growth expected in the region by 2040, explained that most of the region's transportation dollars would be used to maintain and operate existing systems, and there would be little available to build new roads. As a result, the region needed to make the best use of the existing transportation system. The primary goal was to improve mobility by improving the operation of the existing HOV lanes and closing the gaps in the HOV system by encouraging carpools, express buses, and express lanes offering a choice for drivers for a more reliable trip when needed.

In the Bay Area, Mr. Scott stated the current plan was to build 550 miles of express lanes by 2035. The next wave would primarily be HOV conversions. Over time, the plan called for closing gaps in the network. He noted that the I-680 project largely called for carpool lanes to express lanes and gap closure, which was part of the network that MTC would operate. He presented a map to show the proposed express lanes.

Mr. Scott referred to a photograph to indicate the conditions in the current HOV lanes on I-680 where there was excess capacity in the northbound direction with less capacity in the southbound direction. He explained how the process would be able to use the unused capacity and maintain the flow when the demand for carpool was higher. Based on the forecast for 2020, the capacity in the southbound direction and more than half of the lane capacity could be sold; closer to 2040, there was still capacity to sell to increase the throughput in the corridor. He described what had been proposed to create buffers, double white lines, which would be illegal to cross, and explained where that would occur. He identified specific segments of I-680 in year 2020 and stated with just HOV completion the underutilization would result in a degradation of travel speed but would improve the speed of carpools. In 2020 with a continuous access express lane, the speeds would improve for the toll payer, and with a buffer separation, the improvement for the HOV driver would also improve.

Due to the fact that the buffer was only 14 or so miles, Mr. Scott explained that other methods had to be considered to achieve the desired effect. He referred to switchable toll tags, license plate recognition, increased CHP presence, beacon light alerts, CHP enforcement areas, and citations issued for violations as methods to enforce express lanes. He added that the I-580 scenario would be the same. The revenues from the tolls would increase the CHP presence in the corridor to ensure compliance. Every mile or mile and a half there would be a light on the readers, and when a car passed a reader it would indicate the status of a carpool, or not, and the CHP would pursue and enforce, if needed. Crossing a double white line would be a moving violation that the CHP would also enforce.

Eric Hu asked about the two-person carpool and the three-person plus, and Mr. Scott explained that if the lane filled up with two-person carpools, there would be a policy switch to a three-person plus carpool.

Mr. Scott explained that the bridge toll occupancy would be three-person plus; I-80 north of the Bay Bridge was already three-person plus and it was at capacity at that level.

Mr. Scott reported that they were currently working on both design and environmental, and working concurrently with Caltrans to get the express lane into construction in 2017. He added that in the course of their efforts, Caltrans had programmed a safety project north of Walnut Creek and that project would have some sort of interrelation with the proposal and it might not be open until 2018.

In response to John Cunningham as to whether the revenue estimates had changed, Mr. Scott noted that the revenues were based on occupancy and number of clean vehicles, and the challenge was whether there would be enough revenue generated in the stream to cover the cost. He added that while the answer would be yes, it would be based on the facility.

Ms. Miller clarified that the express lanes would represent an operational improvement first and a revenue generator in the future.

In response to Deidre Heitman, Mr. Scott added that the network would need to be completed, and once completed there would be funds for transit in the future.

Jeremy Lochirco asked if MTC was considering a right pricing strategy similar to how the Bridge Authority had right priced the bridges for heavy commute times, and Mr. Scott explained that the pricing algorithm was looking at available capacity in the lane based on speeds. It would then set the price, and as congestion increased or occupancy in the lane shrunk, the price would go up. The idea was to reduce the attractiveness and maintain the speed in the lane. He stated that some operators wanted a cap. The software allowed a cap and the cap would be a control, and if it did cap, the lane would shut down to an HOV only mode. He explained that to get more flow through the limited right-of-way there had to be high capacity occupancy. Ultimately, it might be that only buses would be able to use the lane.

Ray Kuzbari stated that Concord took issue that the buffer segment would start with SR-242, a policy issue that Concord had communicated to the CCTA.

In response, Ms. Miller stated she would meet with the City of Concord to continue the discussion and work with Concord on the timing of the proposal. She added that the CCTA was working with MTC on all the outreach.

Mr. Scott responded to Mr. Lochirco with respect to the outreach for the project that they would make a presentation to the TRANSPAC Board, and later in 2016 would have some kind of a public engagement on-line, potentially an open house, and within a year to six months of opening there would be a more extensive public information campaign, which would be a repeat of what had been done on the radio for I-580. He added that there would be information along the corridor.

Corinne Dutra-Roberts stated that MTC referred information to 511 Contra Costa and some work had already been done in accordance with MTC.

Mr. Kuzbari verified that the presentation would not be made until the April TRANSPAC meeting, as earlier requested. He emphasized that the City of Concord was concerned about equity issues by denying Concord residents the ability to merge into the express lane from SR-242 because of the proposed buffer starting from SR-242.

5. Request to Program Measure J Funds for the EasyMile Pilot Project. BART in partnership with the CCTA is requesting the programming of \$250,000 in Measure J funds from the BART Station, Access, and Parking category for EasyMile testing and initial rollout at BART Stations in Central County. EasyMile is an automated on-demand shuttle service that will improve access to BART stations. *(Stephanie Hu, Associate Engineer, CCTA)*

Stephanie Hu, Associate Planner, CCTA, reported that BART and CCTA were partnering on a new project called Shared Autonomous Vehicle Pilot Program, with a request to fund \$250,000 for the project. The pilot program would use a shuttle called EasyMile, in Concord and at Bishop Ranch in San Ramon.

Ms. Hu clarified that the funds would not be used to buy vehicles. The CCTA would be the project sponsor and BART would be involved and provide comments during the test phase. If the pilot program was successful, there would be an option to use the autonomous vehicles at BART stations to address the challenge of limited parking and first mile and last mile connections.

Deidre Heitman took this opportunity to introduce Nikki Foletta, who would be representing BART at TAC meetings, and who would bring a request for the funds to the Board. When asked whether the Central County station where EasyMile would be used had been identified, she noted that BART wanted to see if it worked after which the BART station in Central County would be identified.

Mr. Noeimi added that if approved, the project would be folded into the 2016 Expenditure Plan. He clarified that the rollout would initially be in Central County. If successful, the shuttles would be used at a Central County BART station. If expanding the program, such as to Bishop Ranch, CCTA would approach SWAT for funding. Bishop Ranch was only being used for testing at this time.

Mr. Lochirco asked for more information as to how the system would work; whether it was wholly contained from BART parking to the BART station, operated on city streets, and exactly what would be funded.

John Cunningham asked what physical improvements would be funded.

Ms. Hu stated the funds to be requested would be used to manage the program, to test the vehicles, and to develop a program, but not to buy the vehicles. No physical improvements would be seen but there would be a study as to how to implement such a program at a BART station. Eight to ten people could fit in the driverless bus that would take riders from where they were dropped off to various buildings, or in the case of a BART station to specific locations in whatever city it was located, to help with the first mile/last mile connections, and to provide competitive travel time for passengers. The approval would allow the concept to be explored further.

Mr. Lochirco asked how the program would fit in with a new measure high capacity corridor transit management program, and Matt Kelley, Associate Transportation Planner, CCTA, referred to the I-680 Transit Study which had identified a local area, not on the freeway, intended to be a quick mile expansion out to a community from a local BART station.

Mr. Cunningham noted that the program suggested a countywide contribution and not just Central County, and he asked if there had been private sector input or contributions, which would help when bringing the request to local officials for approval.

Mr. Noeimi explained that while there had been a discussion of a countywide program, the intent was to implement the pilot program on I-680 first, which was why they had come to Central County. If successful, the other subregions would be asked to contribute. He also clarified that the funds would come from Program 10, the BART Station, Access, and Parking category that was used to fund bike lockers and wayfinding signs. There was funding in each subregion under that category and money would not be taken from any other category. The \$250,000 would pay for the planning and actual testing of the pilot program through 2017.

When asked if BART had identified the capacity where the pilot program would be located, Ms. Heitman stated that there were a number of hurdles to address. She explained that BART had been approached to help fund the project, saw it as a potential in the future, did not want to build more parking, and were considering alternative means; however, the vehicles would currently not be able to run on city streets. She stated that BART was completing its Station Profile Survey, highlights were being released by the BART Board today, and she could provide the results to the TAC. Her understanding was that access to BART by bus was down although ridership was up and parking was limited. BART saw the proposal as a potential future opportunity. No station had yet been identified.

Mr. Lochirco suggested that the vehicles be housed off site to avoid taking parking, and it would be good if they could operate to and from the various stations, to which Mr. Noeimi stated that was why the funding was needed.

Mr. Kuzbari made a motion to forward the item to the TRANSPAC Board with a recommendation for approval, amended by Mr. Cunningham that when it came to the Board project distributions would be identified and the approval would be conditioned for a rollout in Central County first.

In response to Ms. Dutra-Roberts as to where the program had previously been implemented, Mr. Noeimi explained that it had been used in Europe although not previously in the U.S. He did not know whether the operation would be public or private.

The amended motion by Ray Kuzbari, seconded by Tim Tucker, to forward the programming request for \$250,000 in Measure J funds from the BART Station, Access, and Parking category for EasyMile, with an identity of project distributions and on the condition that the rollout be in Central County first, carried unanimously.

2. Update on the Transportation Expenditure Plan (TEP). CCTA staff will present an update on the special meetings and continuing discussions for development of a Draft TEP. *(Hisham Noeimi)*

Mr. Noeimi reported that the plan was to have a TEP by the end of March. He explained that the CCTA had put together an Initial Draft Transportation Sales Tax Expenditure Plan (TEP) on February 23, 2016, to start the discussion. While not a complete document, the intent was not to wait until March 29 to incorporate comments. In terms of policy issues, the Urban Limit Line (ULL) 30-acre exemption issue had yet to be resolved. The options were to eliminate it or keep it as in Measure J. The other issue working with a subcommittee of the group was how much to put into return-to-source money and Major Streets and other categories. The initial proposal of 18 percent as well as a Community Development Incentive Grant Program had been replaced with the current proposal of a minimum 23 percent return-to-source according to the existing formula, no strings attached, with another 6 percent programmed for a Community Development Investment Grant Program. Without that program, the advocates had indicated they would not support the TEP. He explained that the Expenditure Plan Advisory Committee (EPAC) was meeting today to provide comments on the TEP. The Initial Draft had been submitted to the Regional Transportation Planning Committee (RTPC) managers. He presented a draft table of the Expenditure Plan for discussion.

Mr. Noeimi advised that discussions continued with EPAC and with the Public Managers' Association (PMA), and there had been a regional meeting to discuss BART's request for funding for additional cars. He reported that Randell Iwasaki, CCTA Executive Director, had met with all involved to see how much each region needed to contribute to meet BART's requested funding. He reported that BART needed \$1.6 to \$1.8 billion to purchase 360 cars and each region's contribution would be in the range of \$300 to \$400 million. In the draft TEP, \$300 million had been shown as allocated to BART, contributed from each region by population. He went through the various categories and identified the changes from the prior summary of submittals by RTPC.

Mr. Kuzbari referred to the initial draft from CCTA staff, some of it based on the PMA input, but clarified that it still needed to go to the Board for review and discussion. He expressed concern that the return-to-source and Funding Category 2, *Major Streets and Complete Streets Project Grants*, had been drastically reduced, and he did not think the regional choice would make up for that reduction. With respect to Funding Category 7, *Improve traffic flow along the SR-242 and SR-4 Corridors in Central and Eastern County*, he stated the \$70 million allocated was just a fraction of what was needed and had been reduced another \$8 million. He questioned how the numbers had been created given that most were not from the PMA and he was curious to know how CCTA staff had arrived at the numbers.

Mr. Noeimi emphasized the need to maintain subregional equity, added the numbers by subregion which had to match the numbers given last July, and stated that Funding Category 2, *Major Streets and Complete Streets Project Grants* had filled the space with Funding Category 1, *Local Streets Maintenance and Improvements*, which could not be below 8 percent. With the commitment by executive management to provide at least \$300 million to BART, money had to be taken from somewhere else. If there was a program that spanned all the RTPCs, a split had to be considered. In terms of Major Streets, he noted that the funding categories shown in orange on the table had actually been split based on the RTPC's request.

Mr. Kuzbari suggested some projects would have to drop off the list. He referred to Funding Category 16, *Community Development Investment Grant Program*, which had included the RTPCs requests under the Transportation for Livable Communities (TLC) program, noted the allocation had gone from \$41 million to \$140 million, and stated that was disproportionate.

Mr. Noeimi stated they were trying to stay as flexible as possible. He did not think specific dollar amounts would be shown for specific major street projects. He agreed there were some projects that would drop off the list. He also noted that No. 16 was an important part of the project to incentivize housing. When asked by Mr. Hu to describe the community development programs, he stated they were infrastructure programs that helped make infill developments making it attractive for cities to fund improvements for transportation.

Mr. Kuzbari commented that normally developers paid for frontage improvements or off-site improvements to mitigate impacts and there had never been a problem with that process. He questioned the increase in allocation. He also asked what Funding Category 18, *Transportation Planning, Facilities & Services*, covered.

Mr. Noeimi reported that No. 18 paid for rent and program activities to develop a transportation plan over the life of the measure. The same line item had been included in Measure J. Measure J had allocated 3 percent while the current proposed allocation was one percent.

Mr. Lochirco questioned Funding Category 20, *Administration*, and suggested it had been doubled, although Mr. Noeimi stated it was for the CCTA to cover accounting, among other items, and there was currently one percent in Measure J.

Mr. Noeimi added that the proposal was for \$23.4 million under Administration and the same under Transportation Planning, Facilities & Services; each covered different things. Some of the total could be changed. Nothing was final. On the suggestion that the \$46.8 million (Nos. 18 and 20) was for the CCTA's administration of TEP requirements, he stated the idea was not to make the TEP so complicated that additional staff would have to be hired. He noted that comments could be made that the one percent was not justifiable.

Deidre Heitman commented that BART had written a letter to the CCTA, and in that letter she would provide to TAC members, BART had asked for \$343 million and had talked about the benefits of the additional service with the additional cars. It had also had laid out the rationale for the benefits to Central County, how BART was providing the other links, and looking to fund through other means the train control modernization and increased maintenance facilities necessary to handle the additional service. She added that BART had been working with the CCTA, had a tentative agreement with the counties and MTC to fund the cars, and would have to look for additional funds to make up the shortfall. She stated the \$300 million would leverage other local funds.

Ms. Heitman added that the Concord Line was the busiest line where there were between 700 and 900 additional trips per peak hour, and BART would not only have ten car trains during the peak but would be able to put more trains through the Transbay Tube.

Ms. Dutra-Roberts asked for the rationale and philosophy behind taking the commute alternatives countywide instead of subregional, to which Mr. Noeimi stated there wasn't enough money to do everything and they felt a number of the commute alternative programs would be covered under Funding Category 17, *Innovative Transportation Technology / Connected Communities Grant Program*.

Ms. Dutra-Roberts asked whether that was a staff choice or an elected official choice. She emphasized the need to respond to what the polling had indicated. She wanted to make sure it matched the public direction.

Mr. Kuzbari commented that it appeared to be a staff choice that still needed to be approved by the Board.

Mr. Noeimi noted the polls had indicated that voters wanted to fill potholes, improve parking at BART stations, and improve traffic flow on the streets. He did not believe any of it was in conflict. Once there was a draft in March, another polling would be done to make sure that the proposal, whatever was determined, could be accepted by the voting public.

Mr. Noeimi explained that there was an EPAC meeting today to get its feel for what had been proposed, and revisions might be required to see what would be acceptable. Staff would update the Board at the next special meeting, at EPAC, and at the RTPCs. The Board would get the comments to make a rational choice by March 29, 2016. Between now and the next TRANSPAC meeting, CCTA staff would issue summaries of the meetings. He recommended talking to the elected officials to see how best to make changes based on what was needed.

Mr. Cunningham expressed concern with the loss of commute alternatives while scaling up all projects and programs. He stated if activities were available under other line items, the descriptions of those items should be expanded to reflect that availability. He noted concerns for some of the reductions and had observed at EPAC meetings that advocates were influential in this process to the effect they never had before. He suggested the result was a painfully reduced amount for some of the region's favorite projects and programs, or a loss of those programs.

Mr. Kuzbari recognized the tough exercise for CCTA staff and appreciated the work that CCTA had done to facilitate the process, and while he was aware that BART had needs he was concerned with some of the proposed allocations. While he had heard that EPAC members did not want more roadway or freeway improvements, for safety reasons and for more bicycle use, the freeways and roadways needed to be improved. There was a need to create safer streets in cities, as well as a need to reduce cut-through traffic. It was a quality of life issue at the local level and it helped bike and ped safety and access to transit safety, and all those were connected. He did not think that some EPAC members saw it that way, which was why it was important with respect to return-to-source, Major Streets, and freeway improvements, which were all connected. He remained concerned with some of the proposed allocations.

Ruby Horta referred to the commute alternates, and verified with Mr. Noeimi that while the program had been zeroed out, some of the activities such as charging stations would be available under No. 17.

Given that commute alternatives were no longer being considered, Ms. Dutra-Roberts noted that she had been working with SWAT and WCCTAC counterparts to represent what had been commute alternatives in Measure J. She asked if the TEP was approved, as is, and the two measures were conjoined, whether the new measure would supersede the existing commute alternatives under Measure J until 2034.

Mr. Kuzbari agreed that the ULL changes or Growth Management Program changes would affect Measure J and the reporting as well, and Mr. Noeimi stated that still needed to be decided.

Mr. Noeimi added that specific projects with specific dollar amounts had been submitted under Major Streets, and the TEP would include a schedule of improvements without specific dollars. He stated they wanted to avoid tying things down, and Major Streets would be under the subregion's control and the local RTPC would decide how to split the money annually. He did not recommend hard actions at this point. When asked if there would be any marquis projects in the TEP, he stated they were still trying to strike a balance with projects, with no dollar amounts and no year of entry. There would still be marquis projects such as I-680/SR-4 and eBART projects.

As to when the cities would approve the TEP, Mr. Noeimi explained that CCTA staff would go to every city in June and July to get approval for the TEP. Somewhere in July it would have to go to the Board of Supervisors which would have to take two actions on subsequent meetings. The CCTA Board would make the decision in May 2016.

The TAC discussed the need to further discuss the issues to be able to make a recommendation to the Board at its meeting on March 10, which would be the last meeting before the CCTA Board made a decision for a final TEP on March 29. A special TAC meeting was recommended.

Mr. Lochirco expressed concern for Funding Category 12, *Transportation for Seniors and People with Disabilities*, since that category had been halved and because the need was so great and would get even greater in the future. He referred to the Mobility Management Study which had appointed County Connection and their group as Mobility Manager, which was drastically underfunded. While he appreciated some of the needs of groups like BART, to undercut the local community was problematic. The other concern was for Funding Category 13, *Safe Transportation for Children*, which had also been reduced somewhat and which was also drastically underfunded and needed to be reconsidered. In terms of administrative costs, he would like to think that 20 years from now things would be done more efficiently. He objected to the allocation of \$47 million over the life of the measure, specifically given no more staff, and he emphasized the need to consider commute alternatives. He liked the idea of regional choice but \$30 million for Central County was a question mark, and in his mind that amount had already been spoken for. In terms of regional choice, there was a need to program that money in some of the areas that were being substantially short changed.

In all due respect to BART, Mr. Lochirco stated that TRANSPAC had originally programmed \$10 million for BART and was now being asked to program \$88 million. His concern was that \$300 million from every county was inappropriate when Alameda County had more BART stations, and there had to be some proportional allocation. He also sought some clarity on what the money would be used for. When told that the BART request was to fund BART cars, he expressed concern that the funding category referenced BART Capacity, Access and Parking Improvements and not cars. He commented that the TEP reflected the fact there was a huge need for transportation money everywhere and the measure would not cover it all. He wanted to be on the record that some of the other areas already identified where there was a substantial need or substantial projects should be considered rather than making it harder to get these monies, such as Funding Category 16, *Community Development Investment Grant Program*, which was a competitive grant. He did not want to reduce the amounts for programs that had already been identified as a huge need.

When asked, Mr. Heitman stated that three counties should split the cost of 306 cars at \$120,000 each. She advised that BART was moving forward with a General Obligation (GO) Bond in November, although if approved, those funds could not be used to purchase cars. The BART proposal would be used to fund a large portion of the rehabilitation need and a portion of the upgrade for train control, and BART would seek grants to do what needed to be done, although that would all be competitive. There had been discussions to ask San Mateo County for help. She explained that the CCTA had placed BART's request in Funding Category 3, *BART Capacity, Access and Parking Improvements*. She added the issue was that CCTA wanted to put some caveats on their ability to use the \$300 million for BART cars.

Mr. Cunningham stated that Transportation for Seniors and People with Disabilities was one where the policy mattered because the language in the policy would require a comprehensive countywide study before the funds could be allocated. He noted there had been some flaws with the Mobility Management Study, which would be used for operations once the study was complete. He agreed with Mr. Lochirco's comments on Safe Transportation for Children.

Mr. Lochirco asked if EPAC was aware of the huge need that had been identified in the study. He stated all the studies had been done for a reason but he did not know if everyone was getting the information needed to understand the issues. He emphasized the needs on the local level for residents.

Mr. Kuzbari stated for other programs and Major Streets projects they had to use the money as efficiently as possible. He suggested the money for BART could be contingent upon matching funds from the other two counties.

Ms. Heitman explained that BART needed to have the cars by 2018.

Given that decisions would have to be made so that the CCTA Board could approve a final TEP by March 29, and Mr. Noeimi emphasized the need for input as to how to spend the regional choice, which would be the first action item, a special meeting was again recommended.

Mr. Lochirco verified with Mr. Noeimi that there could be a subline item.

Mr. Hu referred to Funding Category 16, *Community Development Investment Grant Program*, and asked what projects would become eligible under that category and how specific the projects needed to be, and Mr. Noeimi suggested the project descriptions could be crafted to allow some flexibility in the future, although the category had to be at least 6 percent, and the category could not be removed.

A special TAC meeting was scheduled for Tuesday, March 8, 2016 at 2:00 P.M., location yet to be determined.

- 4. Update on Senate Bill (SB) 743 and Impacts on the Action Plans.** On January 20, 2016, the Governor's Office of Planning and Research (OPR) released revised CEQA [California Environmental Quality Act] Guidelines addressing the transition from delay-based metrics to a Vehicle Miles Traveled (VMT)-based metric under SB 743. CCTA staff will discuss the new method for quantifying impacts from development and transportation improvements under CEQA and its effect on the Action Plans and Countywide Transportation Plan (CTP). (*Matt Kelley, CCTA Associate Transportation Planner*).

Matt Kelley stated that the TAC members had all attended the Technical Coordinating Committee (TCC) meeting last week and understood the changes imposed by SB 743, where the State had changed the transportation impact in CEQA from a Level of Service (LOS) to Vehicle Miles Traveled (VMT). As a result, the TRANSPAC TAC was asked if it wanted to revisit the Action Plans that had largely been based on vehicle delay, transportation service objectives (MTSOs), intersection level of service, freeway delay indices, and cycle waits as the primary MTSO. While not a requirement and the LOS was not precluded in a planning document, under the new CEQA Guidelines the MTSOs might not be enforceable.

Mr. Kelley sought to gauge the level of interest to put together the resources to come back and walk through the update process. When asked, he noted that the law would go into effect later this year, except for Priority Development Areas (PDAs) when it would go into effect immediately.

Mr. Kuzbari stated that MTSOs were important for cumulative impacts. Just as the CCTA had paid for the last update, he asked if the CCTA would hire a consultant to help all the RTPCs in terms of updating the MTSOs to VMTs. He suggested it might be a good idea to have the VMTs and commented that it would be interesting to look at the potential for VMT as MTSOs, and figure out how to do it, what the target should be, and whether it would be done on a regional level or a city level.

Mr. Kelley suggested that the same consultants would likely be asked to help in the process.

Mr. Cunningham questioned whether or not they could even ask developers to study and mitigate VMTs, and he noted the County would be asked to weigh in to see if that could be done. He did not believe there was a choice but to redo the Action Plans.

Mr. Lochirco urged caution given that all of the regions had to agree. He also requested feedback on what could be used for regional routes that would be comparable to what had been adopted for MTSOs.

Mr. Kuzbari noted that in the past they could set achievable targets. With a VMT, he asked if they were going to be bound by certain budgets and asked how that would work.

In response, Mr. Kelley suggested the CCTA would take the lead and provide additional resources.

On the discussion, Mr. Kelley clarified that VMT, emissions, and safety were all tied into SB 743; all improvements based on delay and LOS would be unaffected; the language in the measure indicated that local impact fee programs were unaffected although he would verify that was the case; and for now, local planning documents could continue to be used. He would put together a plan and a schedule for whether to update and then return with the item.

6. Adjournment

The meeting was adjourned at 11:38 A.M. The next meeting of the TAC, to be hosted by the City of Concord, is a special meeting scheduled for March 8, 2016 at 2:00 P.M., location yet to be determined.

INITIAL DRAFT

**Transportation Sales Tax
Expenditure Plan (TEP)**

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

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

INITIAL DRAFT - For Discussion Purposes Only

TEP Outline

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

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

TABLE OF EXPENDITURE PLAN ALLOCATIONS

Funding Category	\$ (millions)	%
Local Streets Maintenance and Improvements	540	23.1%
Major Streets and Complete Streets Project Grants	200	8.6%
BART Capacity, Access and Parking Improvements	300	12.8%
East Contra Costa Transit Extension	70	3.0%
Transit & Interchange Improvements along the I-80 Corridor in West County	110	4.7%
Improve traffic flow & implement high capacity transit in the I-680 corridor	140	6.0%
Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern County	70	3.0%
Interstate 680 and State Route 4 Interchange Improvements	60	2.6%
East County Corridor - provide a high	117	5.0%
Advance Mitigation Program	TBD	TBD
Non-Rail Transit Enhancements	200	8.6%
Transportation for Seniors and People with Disabilities	50	2.1%
Safe Transportation for Children	50	2.1%
Intercity Rail and Ferry Service	50	2.1%
Pedestrian, Bicycle and Trail Facilities	60	2.6%
Community Development Investment Grant Program	140	6.0%
Innovative Transportation Technology / Connected Communities Grant Program	65	2.8%
Transportation Planning, Facilities & Services	23	1.0%
Regional Choice	70	3.0%
Administration	23	1.0%
TOTAL	2338	100.0%

Notes

- Advance Mitigation Program - Projects that would be included in an Advance Mitigation Program will be called out/ identified
- Regional Choice – This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs

in that subregion. Projects / program descriptions will ultimately be blended in to the final draft TEP) (version 1.1 includes the reduction of \$50m to this category, bringing total program to \$70m)

- Commute Alternatives – This program is not proposed in TEP as a countywide funded category. Funds may be assigned from Regional Choice category for this type of program.
- TLC – This program not proposed in TEP. A new program (Community Development Investment Grant Program) is proposed to be included in TEP.
- CDI – Community Development Investment Program is a new category. It is intended to provide funding for housing incentives and job creation programs/ investments (see details on following pages) (version 1.1 includes the addition of \$50m to this category, bringing total program to \$140m).

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Detailed Descriptions of Funding Categories

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

Funding Categories

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

Funds from this category will fund maintenance and improvement projects on local streets and roads and may be used for any eligible transportation purposes as defined under the Act and to comply with the GMP requirements. The Authority will distribute 23.1 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of \$100,000 for each jurisdiction, the balance will be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's reporting, audit and GMP requirements, consistent with the current Measure J program. 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.

Funds shall be used by each jurisdiction to maintain and enhance existing roadway and other transportation facilities. Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. Local agencies will report on the use of these funds, such as the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements.
- 2. Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- \$200m**

Funds from this category shall be used to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects include but, are not limited to installation of bike and pedestrian facilities, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the CCTA will adopt a 'traffic signal synchronization' program and award grants for installation of 'state of the art' technology oriented at smoothing the flow of traffic along major arterial roadways throughout the county. Funding from this program will be prioritized to projects that improve access (all modes) to transit stations and transit

oriented communities. Priority will be given to projects that can show a high percentage of 'other funding' allocated to the project (i.e. – leverage). All projects funded through this program must demonstrate compliance with CCTA's Complete Streets program and include complete street elements whenever possible.

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

Funds from this category shall be used to construct improvements to the BART system such as: station access improvements; station related safety and operational improvements; additional on or off site parking; development and implementation of last mile connections (including shuttles, transit stops, and bicycle / pedestrian facilities – complete streets) oriented at providing BART users alternatives to driving alone / parking single occupant vehicles. Funds in this category may be used for the acquisition of new BART cars and/or advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund CCTA identified improvements from other BART revenues and 2) a regional approach, that includes funding commitments from both Alameda and San Francisco Counties, must be developed and implemented prior to any funds from this measure being used to fund the acquisition of BART cars.

Comment [WRG3]: For discussion only – amount subject to change. \$300m is consistent with discussions w/ BART to date.

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

Funding from this category shall be used to extend BART or other high capacity transit service easterly from the existing Hillcrest Station in Antioch through Oakley to a new station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood as well as to fund improvements to the Pittsburg and /or Antioch stations. Funds in this category may be used for the acquisition of new BART cars and/or advanced train control systems that can be shown to increase capacity on BART lines serving Contra Costa, provided that 1) BART agrees to fund CCTA identified improvements from other BART revenues and 2) a regional approach, that includes funding commitments from both Alameda and San Francisco Counties, must be developed and implemented prior to any funds from this measure being used to fund the acquisition of BART cars. RAMP eligible project.

5. Transit and Interchange Improvements along the I-80 Corridor in West Contra Costa ----- \$110m

Funding from this category shall be allocated by the Authority to projects/ programs (including state of the art technology) that improve traffic flow along the Interstate 80 corridor as well as nearby major streets and/or intersections and reduce congestion, increase mobility and provide alternatives for single occupant vehicle travel. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.

Comment [MT4]: Eligibility for this project will include projects and programs that result from the West County High Capacity Transit Study (including transit operational costs).

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- 6. Improve traffic flow and implement high capacity transit along the Interstate 680 corridor in Central and Southwest County ----- \$140m**
Funding from this category shall be used to implement the I-680 corridor express lane and operational improvement project to facilitate car pools and/or increased transit use in the corridor and discourage single occupant driving; funding may also be used implement high capacity transit improvements in the corridor (including those identified in the I-680 transit options and other relevant studies); funding may also be used to complete improvements to the mainline freeway and/or local interchanges as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. RAMP eligible project.
- 7. Improve traffic flow along the SR 242 and SR 4 Corridors in Central and Eastern Contra Costa County ----- \$70m**
Funding from this category shall be used to improve traffic flow and reduce congestion between Concord and Brentwood along the State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. RAMP eligible project.
- 8. Interstate 680 / State Route 4 Interchange ----- \$60m**
Funding from this category shall be used to implement the Interstate 680/ State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. CCTA shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle. RAMP eligible project.
- 9. East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- \$117m**
Funding from this category shall be used to complete capacity and/or safety improvements to the Vasco Road and/or the Byron Highway (Tri-Link) Corridors oriented at providing better connectivity between eastern Contra Costa and the Interstate 580 corridor in Alameda and San Joaquin counties. Funds from this category may be used to upgrade existing facilities and to complete a new connection

between the two corridors provided such a connection can be demonstrated to improve traffic flow and/or safety along either or both of the corridors. Selection of final project to be based on a performance analysis of project alternatives consistent with CCTA requirements. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. At its sole discretion, the Authority may allocate up to 5% of funding from this category to the study and implement high capacity transit along either or both of these corridors.

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority must find that the project includes measures to prevent growth outside of the Urban Limit Lines (ULL) in effect at the time of passage of this measure. Such measures might include, but not necessarily be limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the acquisition of open space. Any investments affecting facilities in Alameda or San Joaquin Counties will be done in partnership with those jurisdictions. RAMP eligible project.

10. Advance Mitigation Program ---- TBD

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

11. Non-Rail Transit Enhancements ---- 8.6% (\$200m)

This category of funding is intended to provide funding to non-rail transit service alternatives that can be shown to reduce total vehicle miles traveled (VMT) and/or greenhouse gas (GHG) emissions. Funding will be provided to non-rail transit services/projects that can demonstrate innovative approaches to maximizing the movement of people within the existing transportation infrastructure. Funding can be used to deliver transit capital projects or implement service to transit stations, congested corridors, last mile service to transit hubs and established transit integrated communities. Funding will be allocated by the Authority to Contra Costa transit operators based on performance criteria established by the Authority in consultation with local and regional transit operators and key stakeholders. Funding allocations will be reviewed on a regular basis. Said performance criteria shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents. Funds may be used to

deliver transit capital projects or operate service improvements identified in the adopted plans of an operator or of the Authority.

Guidelines will be established so that revenues will fund service enhancements in Contra Costa. The guidelines may require provisions such as; operational efficiencies including greater coordination; promoting and developing a seamless service; increasing service frequencies on appropriate routes; and specified performance criteria and reporting requirements. Services funded in this program will be reviewed every two years to ensure the goals of the program are being met.

Recipients of funding under this category are required to participate in the development of the Accessible Transportation Services Strategic Plan included in Category 12. Transportation for Seniors and People with Disabilities.

12. Transportation for Seniors & People With Disabilities ----- 2.1% (\$50m)

Transportation for Seniors & People With Disabilities or what is often referred to as “Paratransit” services or Accessible Transportation Services (ATS) 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 functionally unable to ride fixed route service; and (2) services not required by law but necessary for frail seniors and people with disabilities whose needs are beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage or requirement for service beyond curb-to-curb), or for non-ADA eligible seniors.

Projections indicate that people that would be eligible for these services is the fast growing segment of our population and will likely (blank) over the next (blank) years.

Funding in this category will be used to fund accessible transportation services. These services shall support both non-ADA and ADA services for eligible participants. To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency an Accessible Transportation Service (ATS) Strategic Plan will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted.

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

Comment [MT5]: Continuing to refine language for this item to better reflect consistency with the other sections of the TEP

13. Safe Transportation for Children ----- 2.1% (\$50m)

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

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

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

15. Pedestrian, Bicycle and Trail Facilities ---- 2.6% (\$60m)

Two-thirds of the funds from this program will be used implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds will be allocated competitively to projects that improve safety for pedestrians and bicyclists, serve the greatest number of users and significant destinations, and remove missing segments and existing barriers to walking and bicycling. The review process shall also consider project feasibility and readiness and the differing needs of the sub-regions when identifying projects for funding. Funding available through this program shall be primarily used for the construction, maintenance, and safety or other improvements of bicycle, pedestrian and trail projects. No design, project approval, right-of-way purchase and environmental clearance may only shall be funded as part of a construction project. Planning to identify a preferred alignment for major new bicycle, pedestrian or trail connections may also be funded through this program.

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

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

16. **Community Development Incentive (CDI) Program**----- **3.86.0% (\$90m140m)**
Funds from this category will be used implement this new Community Development Incentive program, administered by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue and the Authority will prioritize funding to projects that demonstrate over 50% funding from other sources. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of housing for all income levels. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program.

Comment [WG6]: UNRESOLVED ISSUE

This is a proposed new grant program that was developed as an alternative to augmenting the existing Transportation for Livable Communities program.

This new program is intended to stimulate infill development and would complement another proposal to augment a jurisdiction's return to source funding in exchange for compliance with specified housing goals or other 'to be determined' actions intended to incentivize the development of housing.

Augmenting return to source for this purpose is an unresolved issue that is not included in this initial Draft TEP.

17. **Innovative Transportation Technology / Connected Communities Program** ----- **2.8% (\$65m)**
Funding from this category will be allocated for the planning and development of projects and programs that include innovative solutions intended to (a) develop and demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions and integrate this approach with other community services such as public safety, public services, water, communications and energy to promote economic development and jobs opportunities by increasing government efficiency and reducing consumption. Examples of eligible projects include but are not limited to expanding opportunities for electric vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that compliment traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians, bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions Contra Costa County can become a national model in sustainable, technology-enabled transportation.

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

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

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

19. Regional Choice ---- ~~\$120m~~70m

This category is a placeholder for funds intended to be assigned by the RTPCs either to 1) high priority local projects/ programs unique to that subregion or 2) to augment funding assigned to other categories in this draft TEP to better reflect local priorities and needs in that subregion. NOTE – these project/ program descriptions will ultimately be blended in to the final draft TEP

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

Funds administration of new measure.

The Growth Management Program

Goals and Objectives

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

The objectives of the Growth Management Program are to:

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

Components

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

1. Adopt a Growth Management Element

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

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

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

Comment [WRG7]: This language reflects the current CCTA Growth Management program as approved with Measures C and J and subsequently updated by the Authority.

CCTA staff will be suggesting updates to align this program with current practice.

Comment [WG8]: Some EPAC members have asked for clarification on schedule for periodic review/ update of GM elements (5yr, 10yr, ??).

2. Adopt a Growth Management Mitigation Program

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

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

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

3. Address Housing Options

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

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

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the

Comment [MT9]: Some EPAC members are recommending a review and enhancement of the reporting requirements, such as actual housing production compared against targets.

Comment [WG10]: EPAC has suggested a number of edits to align the Authority's requirements related to the provision of Affordable Housing with current statutory requirements.

level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

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

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

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

Comment [MT11]: Though not necessarily needed in the GMP document, propose that the Authority's travel demand model and technical procedures be amended/ updated to reflect current statutory requirements (VMT analysis vs LOS analysis) as well as industry 'best practices'. Explore with EPAC, CCTA staff and technical experts.

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

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

5. Adopt an Urban Limit Line (ULL)

Beginning on April 1, 2009, each jurisdiction must continuously comply with an applicable, voter approved ULL ("applicable ULL") defined as one of the following:

- a. A new mutually-agreed upon countywide ULL (MAC-ULL) approved by the voters countywide; or
- b. A Contra Costa County, voter approved ULL ("County ULL") that has also

been approved by a majority of the voters voting on the measure in the local jurisdiction seeking to rely upon the line as the growth boundary for local development, provided that the local jurisdiction's legislative body has adopted the County ULL before or after the election at which the "County ULL" was approved; or

- c. A measure placed on the ballot and approved by a majority of the voters within a local jurisdiction fixing a local voter approved ULL ("LV-ULL") or equivalent urban growth boundary for the jurisdiction. A jurisdiction may establish or revise its LV-ULL with local voter approval at any time prior to or during the term of Measure J. The LV- ULL will be used as of its effective date to meet the Measure J GMP ULL requirement.

Each of the above options is more fully defined in the Principles of Agreement, which are attached and incorporated by reference as Attachment "A".

Submittal of an annexation request by a local jurisdiction to LAFCO outside the applicable ULL will constitute non-compliance with the Measure J Growth Management Program.

6. Develop a Five-Year Capital Improvement Program

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

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

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

Allocation of Funds

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

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

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of local street maintenance and improvement funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive Contra Costa Transportation for Livable Communities until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

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

Comment [MT12]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined this this TEP.

Attachment A

Principles of Agreement for Establishing the Urban Limit Line

Comment [WRG13]: This is a major discussion point – various options being considered. No changes to ULL principals are proposed for consideration at this point in time.

An applicable ULL shall be defined as an urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's area, including future urban development.

Initial Action

1. The Board of Supervisors shall have, with the concurrence of each affected city, adjusted the existing County ULL on or before September 30, 2004, or as expeditiously as possible given the requirements of CEQA, to make the existing County ULL coterminous with city boundaries where it previously intruded inside those incorporated boundaries.

Establishing a Mutually Agreed-Upon Countywide urban limit line ("MAC-ULL")

2. The process to develop a MAC ULL shall have begun by July 1, 2004 with meetings in each sub region between one elected representative of each city and the county. The subregional meeting(s) will be followed by meetings between all of the cities and the county, each being represented by one elected representative. The discussion will include both the suggested ULL as well as criteria for establishing the line and future modifications to the ULL.
3. On or before December 31, 2004, the County and the cities will cooperate in the development of a new MAC-ULL and criteria for future modifications. To be considered a final proposal, the plan must be approved by 4 members of the Board of Supervisors and $\frac{3}{4}$ of the cities representing $\frac{3}{4}$ of the incorporated population.
4. The County will be the lead agency in connection with any required environmental review and clearance on the proposed MAC-ULL.
5. After completion of the environmental review process, the proposal shall be submitted to the voters for ratification by November 2006.
6. The MAC-ULL will include provisions for periodic review (5 years) as well as provisions for minor (less than 30 acres) nonconsecutive adjustments.
7. If there is a MAC-ULL, and a Town or City disagrees with that MAC-ULL, it may develop and submit a "LV- ULL" (see 8.b, below), or rely upon an existing voter approved ULL.

Comment [WG14]: Some on EPAC have suggested that the exemption for minor (less than 30 acres) adjustments be eliminated.

Alternatives if there is no Voter Approved MAC-ULL or if a Local Jurisdiction chooses Not to Concur with a Voter-Approved MAC-ULL

8. If no MAC-ULL is established by March 31, 2009, only local jurisdictions with one of the following applicable voter approved ULLs will be eligible to receive the 18% return to source funds or the 5% TLC funds.
- a. County ULL. A ULL placed on the ballot by the Contra Costa County Board of Supervisors, adopted at a countywide election and in effect through the applicable GMP compliance period, as its boundaries apply to the local jurisdiction, if:
 - i. That ULL was approved by a majority of the local jurisdiction's voters, either through a separate ballot measure or as part of the countywide election at which the measure was approved;
 - ii. The legislative body of the City or Town has accepted and approved, for purposes of compliance with the Measure J GMP, the County ULL boundaries for urban development as its applicable, voter approved ULL;
 - iii. Revisions to a City or Town's adopted County ULL boundary requires fulfillment of provisions (8.a.i) and (8.a.ii) above in their entirety; and
 - iv. A City or Town may adopt conditions for revising its adopted County ULL boundary by action of the City or Town's legislative body, provided that the conditions limit the revisions of the physical boundary to adjustments of 30 or fewer acres, and/or to address issues of unconstitutional takings, or conformance to state and federal law. Such conditions may be adopted at the time of adoption of the County ULL, or subsequently through amendment to the City or Town's Growth Management Element to its General Plan.
 - b. Local Voter ULL (LV-ULL). A local ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter approved ULL. A jurisdiction may revise or establish a new LV-ULL at any time using the procedure defined in this paragraph.
 - c. Adjustments of 30 Acres or Less. A local jurisdiction can undertake adjustments of 30 acres or less to its adopted ULL, consistent with these Principles, without voter approval. However, any adjustment greater than 30 acres requires voter approval and completion of the full County ULL or LV-ULL procedure as outlined above.

Comment [MT15]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined in this TEP.

Comment [WG16]: See prior note, some on EPAC have suggested that the exemption for minor (less than 30 acres) adjustments be eliminated.

Comment [WG17]: See prior note

Conditions of Compliance

9. Submittal of an annexation request by a local jurisdiction to LAFCO outside of an applicable voter approved ULL will constitute non-compliance with the new Measure J Growth Management Plan.
10. For each jurisdiction, an applicable ULL shall be in place through each Measure J Growth Management Program compliance period in order for the local jurisdiction to be eligible to receive the 18% return to source and the TLC funds for that period.

Comment [MT18]: This portion of the Authority's Growth Management Program will need to be updated to reflect the projects/ programs defined this this TEP.

INITIAL DRAFT - For Discussion Purposes Only

Complete Streets Policy

Vision

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

Comment [WRG19]: This entire section is currently under review and will be updated

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever feasible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation, maintenance, and operation of the transportation system. The determination of feasibility shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reductions in capacity for automobiles.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design, construction and operation of projects funded with Measure funds. The revised guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context.

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

Recipients of Local Street Maintenance and Improvement funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users when projects or programs affecting public rights of way for which the agency is responsible. These procedures shall be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008. These procedures shall involve all agency departments whose projects will affect the public right of way and will incorporate opportunities for review by potential users of proposed projects. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall also list projects funded with Measure funds and detail how those projects accommodated all allowed users of the facilities.

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

Exceptions

Sponsors may forgo complete street accommodations when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility
2. The cost of new accommodation would be excessively disproportionate to the need or probable use
3. The sponsor demonstrates that, based on factors including current and future land use, current and projected user volumes, population density, and collision data, such accommodation is not needed

Local complete streets procedures shall require that exceptions be made explicit as part of the approval of the project.

Regional Advance Mitigation Program

An estimated \$xx million will be used to fund habitat-related environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local street and road improvements identified in the Transportation Expenditure Plan. Of this total, an estimated \$xx million is related to mitigation requirements for local transportation projects and an estimated \$xx million is related to mitigation requirements for the major highway and transit projects identified in the Transportation Expenditure Plan. The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. If this approach cannot be fully implemented, then these funds shall be used for environmental mitigation purposes on a project by project basis.

Governing Structure

Governing Body and Administration

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

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

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

Citizens Oversight Committee

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

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

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

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

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

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

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

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

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

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

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

The Committee replaces CCTA's existing Citizens Advisory Committee.

Advisory Committees

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

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

Implementing Guidelines

Duration of the Plan

25 years, April 1, 2017 to March 31, 2042

Administration of the Plan

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

Taxpayer Safeguards, Audits and Accountability

6. **Citizens Oversight Committee:** The Citizens Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by CCTA or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds,

the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan

- 7. Fiscal Audits:** All Funds expended by CCTA directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements or transit (Non-Rail Transit Enhancements, Transportation for Seniors & People With Disabilities programs) funding (County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
- 8. Performance Audits:** Each year, the CCTA shall select and perform a focused performance audit on approximately one-fourth of the elements of the transportation expenditure plan. This process shall commence two years after passage of the new sales tax measure. The performance audits shall provide an accurate quantitative and qualitative evaluation of the programs or projects in question and specific recommendations for corrective action in the future.
- 9. Maintenance of Effort (MOE):** The average of last three full fiscal years of expenditures of annual transportation funds on local streets, roads and bridges before the vote on new sales tax measure will be the basis of the MOE. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all local formula money (Local Streets Maintenance and Improvement funds) until MOE compliance is achieved. The audit of the M.O.E. contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.
- 10. Requirements for Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to complete certain requirements including: reporting, implementing local hiring policy, tracking and reporting performance and accountability standards and requirements, and completing audits.
- 11. Geographic Equity:** The proposed projects and programs to be funded through the expenditure plan constitute a “balanced” distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in a CCTA Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

Restrictions On Funds

- 12. No Expenditure Outside of Contra Costa County:** Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting Contra Costa County. Under no circumstance may

these funds be appropriated by the State of California or any other local government agency, as defined in the implementing guidelines.

13. **Environmental Review:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA).
14. **Performance based review:** Before the allocation of any measure funds for the actual construction of capital projects with an estimated capital construction cost in excess of \$25 million, the Authority will conduct a performance based review of project alternatives.
15. **Complete Streets:** All plan investments will conform to Complete Streets requirements, so that there are appropriate investments that fit the function and context of facilities that will be constructed, as further detailed in the Part ___ of the Plan.
16. **Advance Mitigation Program:** CCTA will develop a policy supporting the creation of an advance mitigation program to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation. This policy will identify projects that will benefit from the program and the financial contribution associated with those projects. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans, including the East Contra Costa Habitat Conservation Plan. The benefit of this policy will include an early comprehensive project delivery review, reduced costs attributed to mitigation, opportunity to significantly improve conservation benefits, and accelerated project delivery. If this approach cannot be fully implemented, then the identified funds shall be used for environmental mitigation purposes on a project by project basis.
17. **Safe Transportation for Children:** CCTA will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.
18. **Compliance with the GMP/ULL Policy:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Incentive (CDI) Program funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP/ULL section of the Plan.
19. **Local Contracting and Good Jobs:** CCTA will develop a policy supporting the hiring of local contractors and businesses, apprenticeship programs for Contra Costa residents, and good jobs.
20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Comment [WG20]: This provision is intended provide the residents of Contra Costa County with information as to how project alternatives rank with respect to GHG emissions, VMT and other factors (TBD). This requirement is intended as a disclosure process and not in any way to restrict the ability of the Authority to allocate measure funds to a project after completion of the required analysis.

Comment [MT21]: Discussing with representatives of the labor community how to address topics such as:

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

Project Financing Guidelines and Managing Revenue

- 21. Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.
- 22. Project and Program Financing:** The CCTA has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. CCTA will develop a policy to identify financing procedures for the entire plan of projects and programs.
- 23. Programming of Higher than Expected Revenue:** Actual revenues may, at times be higher than expected in this Plan due to changes in receipts and additional funds may become available due to the increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the CCTA. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.
- 24. Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the item the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the CCTA reassign funds to another project in the same subregion. In the allocation of the released funds, the CCTA will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for another modes of travel in the same subregion, 3) other expenditure plan projects, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.
- 25. Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations describe above.

NEW MEASURE TRANSPORTATION EXPENDITURE PLAN (DRAFT FOR DISCUSSION ONLY)

February 24, 2016

No.	Funding Category	\$ millions	%	Distribution of Funding By Subregion			
				Central (a)	Southwest (b)	West (c)	East (d)
1	Local Streets Maintenance and Improvements	540.0	23.1%	156	120	119	145
2	Major Streets and Complete Streets Project Grants	200.0	8.6%	108.3	29.3	19.4	42.9
3	BART Capacity, Access and Parking Improvements	300.0	12.8%	88.1	57.4	69.8	84.7
4	East Contra Costa Transit Extension	70.0	3.0%				70
5	Transit & Interchange Improvements along the I-80 Corridor in West County	110.0	4.7%			110	
6	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24 ⁴	140.0	6.0%	40	100		
7	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	70.0	3.0%	40			30
8	Interstate 680 and State Route 4 Interchange Improvements	60.0	2.6%	60			
9	East County Corridor	117.0	5.0%				117
10	Advance Mitigation Program ³	TBD	TBD				
11	Non-Rail Transit Enhancements	200.0	8.6%	50.0	50.0	50.0	50.0
12	Transportation for Seniors and People with Disabilities	50.0	2.1%	10.1	4.7	12.9	22.2
13	Safe Transportation for Children	50.0	2.1%	7.0	16.3	21.3	5.4
14	Intercity Rail and Ferry Service	50.0	2.1%	8		35	7
15	Pedestrian, Bicycle and Trail Facilities	60.0	2.6%	12.4	24.7	16.8	6.1
16	Community Development Investment Grant Program ¹	140.0	6.0%	41.1	26.8	32.6	39.5
17	Innovative Transportation Technology / Connected Communities Grant Program ²	65.0	2.8%	21.8	5.5	26.7	11.0
18	Transportation Planning, Facilities & Services	23.4	1.0%	6.9	4.5	5.4	6.6
19	Regional Choice	70.3	3.0%	30.2	3.7	19.7	16.7
20	Administration	23.4	1.0%	6.9	4.5	5.4	6.6
	Commuter Alternatives	0.0	0.0%				
	TOTAL	2339.1	100.0%	686.9	447.4	544.0	660.8

Requests Submitted by RTPCs in July/August 2015				
Central (a)	Southwest (b)	West (c)	East (d)	SUM
206.1	134 or 112	152.3	198.2	668.6 or 690.6
151.5	41	27.2	60	279.7
10	28 or 50	43.5	20	101.5 or 123.5
			80	80
		114.2		114.2
39	100			139
47.7			30	77.7
60				60
			120	120
				0
57.9	60	54.4	46.9	219.2
21.3	10	27.2	46.9	105.4
10.8	25.0	32.6	8.3	76.7
8		38.1	6.6	52.7
20	40	27.2	9.9	97.1
24.7			16.5	41.2
20	5	24.5	10.1	59.6
				0
				0
				0
10	5	2.8	6.6	24.4
687.0	448.0	544.0	660.0	2339

Population Based Share	2339.1	686.9	447.4	544.0	660.8
Population Share (2030 Estimate) of Total		29.37%	19.13%	23.26%	28.25%

Notes:

- RTPCs requests under TLC program are shown here
- RTPCs requests for clean transportation, technology upgrades, subregional needs and anti-displacement are shown here
- Projects that would be included in an Advance Mitigation Program will be identified/called-out
- SR 24 was left out of the description in the draft TEP issued on February 22, 2016.

Amounts shown are reflected in DRAFT TEP Version 1.1

- Preliminary Draft TEP Issued on February 22, 2016 showed \$90M in error. Proposed amount is \$140M as shown.
- Preliminary Draft TEP Issued on February 22, 2016 showed \$120.3M in error. Proposed amount is \$70.3M as shown.

Category No. 1 was distributed based on population and road miles formula
Categories 2, 12, 13, 15 & 17 split proportional to RTPCs requests
Categories 3, 16, 18 & 20 distributed based on population share
Category No. 11 split equally between subregions

NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES

(1/2 cent for 25 Years, in million of 2014 dollars)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Corridor and Congestion Relief	95.0	15.0	80.0			Mostly Transit Infrastructure
I-680 Transit Investment						
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools						
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements	20.0		20.0			
I-680/SR242/SR4 Corridor Congestion Relief and Traffic Smoothing						
I-680/SR4 Interchange	60.0	60.0				
SR242/Clayton Road Off- and On-Ramps	17.7	17.7				
SR4 Operational Improvements (SR242 and Port Chicago)	60.0	30.0			30.0	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	24.0	24.0				
I-80 Interchange Improvements	59.8			59.8		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/San Pablo Dam Road Interchange						
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps						
SR239 - Brentwood to Tracy Expressway	120.0				120.0	
Subtotal	456.5	146.7	100.0	59.8	150.0	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	80.0				80.0	
Ferry Service - Central County (Martinez)	8.0	8.0				
Ferry Service - West County (Hercules and Richmond)	27.2			27.2		WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - East County (Antioch)	6.6				6.6	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	101.5 or 123.5	10.0	28 or 50	43.5	20.0	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPAN: BART Parking/Access/Other Improvements (\$10), BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	10.9			10.9		
High Capacity Transit Improvements in West County	54.4			54.4		WCCTAC: Support the development, advancement, or implementation of high capacity transit improvements in West County, such as BART extension, Bus Rapid Transit, Improvements to Rapid Bus Corridors, Expanded or new Express Bus Service, improvements to passenger rail service and ferry service.
Subtotal	288.6 or 310.6	18.0	28 or 50	136.0	106.6	
3. Bus Transit						
Bus Service Improvements	205.3	57.9	60.0	54.4	33.0	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development
Express Bus	13.9				13.9	
Subtotal	219.2	57.9	60.0	54.4	46.9	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities	105.4	21.3	10.0	27.2	46.9	WCCTAC: Can be used for capital or operations
Subtotal	105.4	21.3	10.0	27.2	46.9	
5. Local Streets & Roads						
Local Streets Maintenance and Improvements	690.6 or 668.6	206.1	134 or 112	152.3	198.2	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPAC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPLAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Major Roads, Bridges, Grade Separations, and Intersections	201.1	151.5	16	13.6	20	SWAT: A preliminary list includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. TRANSPAC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways
Vasco Road Improvements	40.0				40	
Richmond Parkway Maintenance	13.6			13.6		
Lafayette Downtown Congestion Relief	25.0		25			
Subtotal	970.3 or 948.3	357.6	175 - 153	179.5	258.2	
6. Pedestrian/Bicycle/Trail Projects						
Bike/Pedestrian/Regional Trails enhancement and maintenance	97.1	20.0	40.0	27.2	9.9	SWAT: Includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Ocercrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still compete.
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	41.2	24.7			16.5	WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Subtotal	138.3	44.7	40.0	27.2	26.4	
7. Student Transportation						
School Bus Programs	25.0		25			SWAT: Expand Traffix and Lamorinda School Bus Programs
Student Bus Pass Program	27.2			27.2		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	16.2	10.8		5.4		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/"Street Smarts"	8.3				8.3	
Subtotal	76.7	10.8	25.0	32.6	8.3	
8. Commute Alternatives	24.3	10.0	5.0	2.7	6.6	Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/ped facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion mitigation and employer outreach.
Subtotal	24.3	10.0	5.0	2.7	6.6	
9. Other						
Clean Transportation	10.9			10.9		WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Technology Upgrades	25.0	20.0	5.0			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	10.9			10.9		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	12.8			2.7	10.1	WCCTAC/TRANSPLAN: Can be used on any project/program identified in expenditure plan.
Subtotal	59.6	20.0	5.0	24.5	10.1	
Grand Total	2339.0	687.0	448.0	544.0	660.1	

NEW TRANSPORTATION SALES TAX MEASURE
SUMMARY OF SUBMITTALS BY REGIONAL TRANSPORTATION PLANNING COMMITTEES

(1/2 cent for 25 Years, in % of Subregion Share)

Categories	All	Central	Southwest	West	East	Notes
1. Highways/Interchanges						
I-680 Transit Corridor and Congestion Relief	4.1%	2.2%	17.9%			Mostly Transit Infrastructure
I-680 Transit Investment						
I-680 Northbound Carpool Lane Completion (Livorna to N. Main)						
I-680 Direct Access Ramps for Buses and Carpools						
Park and Ride Expansions						
SR24/Camino Pablo Interchange Improvements	0.9%		4.5%			
I-680/SR24/SR4 Corridor Congestion Relief and Traffic Smoothing						
I-680/SR4 Interchange	2.6%	8.7%				
SR242/Clayton Road Off- and On-Ramps	0.8%	2.6%				
SR4 Operational Improvements (SR242 and Port Chicago)	2.6%	4.4%			4.5%	
I-680/Contra Costa Blvd/Concord Avenue Interchange Improvements	1.0%	3.5%				
I-80 Interchange Improvements	2.6%			11.0%		WCCTAC: Priority for funding is for 80/SPDR and 80/Central Avenue
I-80/San Pablo Dam Road Interchange						
I-80/Central Avenue Interchange						
I-80/Pinole Valley Road ramp extensions and widening						
SR4 and Willow Avenue eastbound on and off-ramps						
SR239 - Brentwood to Tracy Expressway	5.1%				18.2%	
Subtotal	19.5%	21.4%	22.3%	11.0%	22.7%	
2. Rail/Ferry Total						
eBART (Antioch to Brentwood)	3.4%				12.1%	
Ferry Service - Central County (Martinez)	0.3%	1.2%				
Ferry Service - West County (Hercules and Richmond)	1.2%			5.0%		WCCTAC: Can be used for capital and/or operations to be split equally between Richmond and Hercules.
Ferry Service - East County (Antioch)	0.3%				1.0%	
BART Parking, Access, Safety, Reliability, Car Replacement and Other Improvements	4.3% or 5.3%	1.5%	6.3% or 11.2%	8.0%	3.0%	TRANSPAC: Expanded BART Service (new cars & upgraded capacity controllers). TRANSPAC: BART Parking/Access/Other Improvements (\$10), BART Safety and System Reliability (\$10). WCCTAC: Can be used for capital improvements, and not operations, that clearly and directly benefit West County. SWAT: Board entertained two options for this category pending amount to Local Streets and Roads: 6.3% and 11.2%. A final recommendation for this category was not made.
Hercules Intermodal Transit Center	0.5%			2.0%		
High Capacity Transit Improvements in West County	2.3%			10.0%		
Subtotal	12.3% or 13.3%	2.6%	6.3% or 11.2%	25.0%	16.1%	
3. Bus Transit						
Bus Service Improvements	8.8%	8.4%	13.4%	10.0%	5.0%	SWAT: Expanded Transit Access to BART. TRANSPAC: Increased Transit Frequency to BART. WCCTAC: Can be used for capital and/or operations with 50% of the funds to be used for improvements in Priority Development Areas.
Express Bus	0.6%				2.1%	
Subtotal	9.4%	8.4%	13.4%	10.0%	7.1%	

Categories	All	Central	Southwest	West	East	Notes
4. Transportation for Seniors and People with Disabilities	4.5%	3.1%	2.2%	5.0%	7.1%	WCCTAC: Can be used for capital or operations
Subtotal	4.5%	3.1%	2.2%	5.0%	7.1%	
5. Local Streets & Roads						
Local Streets Maintenance and Improvements	29.5% or 28.6%	30.0%	30% or 25%	28.0%	30.0%	WCCTAC: Local Streets and Sidewalks (Maintenance, Improvements, and Complete Streets). TRANSPAC: Local Streets Maintenance and Multi-modal Improvements (Vehicle, Bike, Ped & Transit). TRANSPLAN: Local Streets Maintenance and Improvements. SWAT: Local Streets and Roads. Note that SWAT entertained two options for this category pending amount to BART: 30% and 25%. A final recommendation for this category was not made.
Major Roads, Bridges, Grade Separations, and Intersections	8.6%	22.1%	3.6%	2.5%	3.0%	SWAT: A preliminary list includes funding for Moraga Intersection Improvements, Alamo Intersection Improvements, Lafayette Downtown Area Corridor/Intersection Improvements. Other projects can be added. TRANSPAC: Includes funding for Clayton Rd/Treat Blvd Intersection Capacity Improvements (\$1), YVR Traffic Smoothing and Complete Streets (\$20), Concord Blvd Complete Streets (\$8), Willow Pass Rd Capacity and Complete Streets Improvements (\$5), Galindo St. Corridor Efficiency Improvements (\$4.4), Contra Costa Blvd Complete Streets (\$12.8), Gregory Lane Complete Street (\$17.7), Pleasant Hill Road Complete Streets (\$16.6), Olympic Corridor Bike/Ped Connector (\$11.7), Alamo West Downtown Public Improvements (\$24), Pacheco Blvd Widening (\$20.3), Alhambra Avenue Widening (\$10). WCCTAC: Eligible projects include major road improvements, bridges, rail safety/quiet zone improvements, intersections/grade separations, and any combination of roadway, rail, bike/ped pathways.
Vasco Road Improvements	1.7%				6.1%	
Richmond Parkway Maintenance	0.6%			2.5%		
Lafayette Downtown Congestion Relief	1.1%		5.6%			
Subtotal	41.5% or 40.5%	52.1%	39.2 or 34.2%	33.0%	39.1%	
6. Pedestrian/Bicycle/Trail Projects						
Bike/Pedestrian/Regional Trails enhancement and maintenance	4.2%	2.9%	8.9%	5.0%	1.5%	SWAT: Includes TLC. Projects to be funded include Olympic Corridor (county), Diablo Rd Circulation (Danville), Iron Horse Oerccrossings (San Ramon), Acqueduct Trail (Lafayette). WCCTAC: No carve out for EBRPD but can still
Transportation for Livable Communities (Bike, Pedestrian & Transit Enhancements)	1.8%	3.6%			2.5%	WCCTAC: Program was replaced by adding "Complete Streets" to Local Streets and Roads
Subtotal	5.9%	6.5%	8.9%	5.0%	4.0%	
7. Student Transportation						
School Bus Programs	1.1%		5.6%			SWAT: Expand Traffix and Lamorinda School Bus Programs
Student Bus Pass Program	1.2%			5.0%		WCCTAC: Expands existing program by making bus passes available to middle schools, and/or removing income limitation on high and/or middle schools students eligible to receive passes.
Safe Routes to Schools	0.7%	1.6%		1.0%		WCCTAC: Supplements County's planning and outreach program. Can be used to improve sidewalks and bicycle access to schools with concurrence of WCCTAC and local jurisdictions.
Safe Transportation for Children/"Street Smarts"	0.4%				1.3%	
Subtotal	3.3%	1.6%	5.6%	6.0%	1.3%	
8. Commute Alternatives	1.0%	1.5%	1.1%	0.5%	1.0%	Promote alternatives to commuting in SOVs. Eligible projects include P&R facilities, carpooling, vanpooling, transit incentives, bike/ped facilities (sidewalks, lockers, racks, etc.), guaranteed ride home, congestion mitigation and employer outreach.
Subtotal	1.0%	1.5%	1.1%	0.5%	1.0%	
9. Other						
Clean Transportation	0.5%			2.0%		WCCTAC: For projects that have air quality/GHG reduction benefit, such as car-sharing, bike-sharing, electric car infrastructure, alternative fuel vehicles, and non-motorized (bike/ped) improvements.
Technology Upgrades	1.1%	2.9%	1.1%			SWAT: Signal coordination, signal preemption, integrated corridor management, incident management
No Displacement from Priority Development Areas	0.5%			2.0%		WCCTAC: For development, preservation and operation of low income affordable housing to ensure high-propensity transit riders can live near transit stops, and to combat poverty.
Subregional Transportation Needs	0.5%			0.5%	1.5%	WCCTAC/TRANSPLAN: Can be used on any project/program identified in expenditure plan.
Subtotal	2.5%	2.9%	1.1%	4.5%	1.5%	
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%	



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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

2015

February 16, 2016

Thomas M. Blalock, P.E.
PRESIDENT

Tom Radulovich
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Honorable Julie Pierce
Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Contra Costa Transportation Authority Potential Sales Tax Measure and
Transportation Expenditure Plan

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

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

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Chair Pierce:

As the Contra Costa Transportation Authority (CCTA) considers a potential half-cent sales tax for the November 2016 ballot, BART remains committed to working together to develop an expenditure plan that meets the needs of all Contra Costa residents. We recognize that it is critical for BART and CCTA, along with the many other Contra Costa stakeholders, to collaborate and compromise to bring forward a winning expenditure plan.

As you know, the BART board is considering placing a general obligation (GO) bond on the November 2016 ballot, the focus of which is "*fix-it-first*" – for passenger safety and system reliability. BART has always significantly self-funded its maintenance and rehabilitation program, but the replacement and upgrade needs of a 40+ year old system far exceed the funds BART has available.

Currently under development, BART's draft Transportation Expenditure Plan, a summary of which is attached, devotes over 90% of the proposed \$3.5 billion bond to replacing aging rail tracks, modernizing systems, improving security on trains, in stations and along trackway, and investing in efficient and strategic projects to provide more service to our customers. This large public investment will fund a modern new train control system and a new traction power (electrical) system, both of which are essential to serving BART's growing ridership. The remaining 10% of the bond would be dedicated to strategies to reduce overcrowding and for local station and access improvements in Contra Costa and the other BART counties.

New rail cars, however, cannot be funded with proceeds from the BART bond as the California State Constitution, Article XIII A, prohibits using GO revenues to acquire rolling stock (i.e., rail cars) or any other non-fixed asset. BART has determined it needs 306 rail cars, in addition to the fleet of 775 cars currently on order, to meet the projected ridership growth over the next 25 years and to maximize the public investment in new train control and other system improvements.

As memorialized in the recently-adopted Resolution 5308 (attached), BART is requesting each of the three counties in the BART district – Alameda, Contra Costa and San Francisco – to contribute to funding the cost of 102 of the 306 new rail cars (or one-third of the total) by paying 75% of the cost of the 102 cars, which is equal to approximately \$343 million; BART and the region shall fund the remaining 25%. **As Contra Costa’s share of new rail car funding, BART asks that CCTA include \$343 million in its 2016 TEP for new BART rail cars.**

BART believes the best way to get both the CCTA and the BART tax measures passed this November is for the two measures to work together to present a compelling picture of how they will reduce congestion on local roads and freeways, enhance the economic vitality of the county, provide integrated transit service to residents, and improve air quality in Contra Costa County. The following are points highlighting BART’s contributions to Contra Costa, with more detail on the enclosed attachment.

More Seats, More Service for Contra Costa Residents: BART can increase system capacity by 30% by implementing critical replacement and renovation projects. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Specifically, Contra Costa residents could see significant service improvements on their BART line:

	Potential Capacity Increase	Peak Headway	Estimated Additional Riders per Hour, Peak Commute Direction	Peak Commute Train Length
Pittsburg/Bay Point	15%-20%	4-5 minutes	800-1000 riders	10 car trains
Dublin/Pleasanton	50%-80%	4-5 minutes	700-900 riders	10 car trains

Making CCTA’s TEP Investments Work: To realize the new transportation infrastructure investments proposed by the regional transportation planning committees (RTPCs) and being considered by CCTA, BART needs additional rail cars.

BART Relieves Traffic Congestion on Contra Costa Freeways: The projected new 214,000 trips, served by the new rail cars, could remove up to 79,000 cars per day from Contra Costa roads and freeways.

More BART Service Means Better Air Quality: BART significantly helps Contra Costa meet greenhouse gas (GHG) emissions reduction goals. The estimated 214,000 new BART trips per day could result in a net new weekday reduction in GHG emissions of 610,000 pounds of CO².

February 16, 2016
Page 3

Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds: Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

Contra Costa Residents Support BART: In recent CCTA and BART polls, BART and its system needs continue to poll very highly in Contra Costa.

BART Boosts Contra Costa's Economy: Homes and businesses near BART stations generate both higher market values and significant local tax revenues for Contra Costa County.

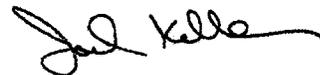
For more than forty years, BART has efficiently, reliably and safely brought workers, families and friends to their destinations. As Contra Costa County's largest transit provider, BART plays a key role in connecting Contra Costa residents to jobs, airports, medical appointments, sporting events, recreational activities, shopping, entertainment, and cultural destinations, while reducing congestion on local roads and freeways. We now ask CCTA to help BART continue in the fine tradition of providing high quality transit service to the residents of Contra Costa and the San Francisco Bay Area.

Thank you for considering our request.

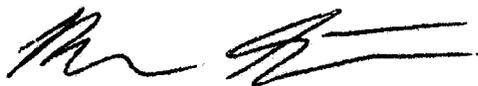
Sincerely,



Gail Murray
Vice President



Joel Keller
Director, District 2



Rebecca Saltzman
Director, District 3

Attachments

BART'S CONTRIBUTIONS TO CONTRA COSTA COUNTY

More Seats, More Service for Contra Costa Residents: BART can increase system capacity by 30% by implementing critical replacement and renovation projects: modern train control, additional maintenance facilities, upgraded electrical power and 306 more rail cars. Systemwide, these improvements could result in approximately 16,500 more seats in the fleet (an increase of approximately 50%), as many as 214,000 new weekday trips, and trains every 4-5 minutes during the peak commute hours on most lines. Contra Costa residents could see significant increases on their BART lines. Differences in projected service increases are due to current train set length, service demand and operational issues.

Making CCTA's TEP Investments Work: The current CCTA TEP request (August 2015), submitted by the regional transportation planning committees (RTPCs), includes over \$200 million for new transit connections and infrastructure in key freeway corridors – I-80, I-680 and Highway 4 – in addition to the over \$200 million earmarked for improved bus transit throughout the county. New technology solutions are also proposed to provide the critical “last mile” trip for commuters. All of these services and projects rely on connections to BART, and depend on BART's ability to serve tens of thousands of new riders. BART needs additional rail cars in order to make Contra Costa's new transit investments work.

BART Relieves Traffic Congestion on Contra Costa Freeways: BART's current daily ridership of 430,000 removes approximately 330,000 cars from local roads and freeways.¹ An additional 214,000 BART trips per day could take an additional 165,000 cars off of freeways and local roads. This could result in an additional 79,000 cars per day off of local Contra Costa freeways and roads.²

More BART Service Means Better Air Quality: Each day, BART riders save 280,000 gallons of gas and keep 5 million pounds of carbon emissions from entering the atmosphere. The estimated 214,000 added new trips per day would result in approximately 1.3 million fewer miles driven by cars with a net new reduction in greenhouse gas (GHG) emissions per weekday of 610,000 pounds of CO². Contra Costa needs BART to help meet GHG emissions reduction goals.

Contra Costa's Investment in BART Cars Leverages over \$1 Billion in Other Local and Regional Funds: BART is working with elected officials and transportation leaders at CCTA, in the other BART counties and at the regional level to secure a funding strategy for the additional 306 rail cars. Contra Costa's investment will leverage similar investments from Alameda and San Francisco counties and the region.

Contra Costa Residents Support BART: In a recent Contra Costa Transportation Authority (CCTA) countywide poll, “replacing BART's 40-year old rail cars” received a 77% approval rating (Feb 2015) and the BART “brand” has a 72% favorable rating. In addition, CCTA's

¹ Assuming 1.3 people per car on average

² Freeway miles in Contra Costa County represent 37% of total freeway miles in Alameda, Contra Costa and San Francisco counties.

online tool, (www.keepcontracostamoving.net) reported that as of November 2015, BART ranked as the highest priority of all categories presented. Four (4) out of fifteen (15) specific improvements were for BART-related projects – BART parking (#2), new BART cars (#4), updated BART train controls (#9), and more buses to BART (#15). BART projects and support are critical to a successful local sales tax measure in Contra Costa County.

BART Boosts Contra Costa's Economy: Recent studies have shown that homes and condominiums near BART have significantly higher market values (up to nearly 13% greater) than homes beyond five miles from a BART station. In addition, higher property values generated by homes and businesses within half a mile of a BART station contribute over \$750 million each year in general property tax revenues for local governments – money to put to work locally.

**BEFORE THE BOARD OF DIRECTORS OF THE SAN FRANCISCO
BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Support for the Funding
Of Additional BART Rail Vehicles by the
County Congestion Management Agencies
in Alameda, Contra Costa and
San Francisco Counties /**

Resolution No. 5308

WHEREAS, BART ridership is near capacity and is expected to grow by nearly 50 percent (50%) over the next 25 years and capacity and system improvements will be needed to maintain quality and service standards for BART customers in light of that growth in demand; and

WHEREAS, in order to meet the growing demand for BART service, BART needs 306 additional rail vehicles beyond the current commitment of 775 vehicles; and

WHEREAS, BART is unable to fund the additional 306 needed rail vehicles with existing fund sources, and transit vehicles cannot be funded by a potential general obligation bond that BART is considering placing on the November 2016 ballot; and

WHEREAS, BART acknowledges that its unmet capital need, such as rail vehicles, is a regional issue requiring a partnership among local and regional agencies; and

WHEREAS, BART has initiated discussions with its regional funding partners to develop a collaborative funding solution; and

WHEREAS, BART has proposed that the congestion management agencies (CMAs) in the three BART counties- the Alameda County Transportation Commission (ACTC), the Contra Costa Transportation Authority (CCTA), and the San Francisco County Transportation Authority (SFCTA) - each provide funding, in an estimated amount of \$400 million, to provide approximately 75% of the cost of 102 vehicles; and

WHEREAS, BART acknowledges that, in November 2014, the voters of Alameda County allocated over \$800 million for BART projects and programs, including various rehabilitation needs, in revenues generated by a half-cent transportation sales tax measure, known as Measure BB; and

WHEREAS, the ACTC may have additional funding sources in the future that could be used for new additional rail vehicles;

WHEREAS, the CCTA is considering placing on the November 2016 ballot a new 25-year, ½-cent transportation sales tax; and

WHEREAS, the SFCTA is also considering future revenue-generating measures for transportation projects and programs; and

WHEREAS, BART will seek regional, state and federal funding sources for the remaining 25% funding needed to complete the purchase of these additional rail vehicles;

NOW THEREFORE BE IT RESOLVED, that BART requires committed funding through resolutions from the ACTC, CCTA, SFCTA, and other regional and local partners, to purchase additional rail vehicles so that BART may continue to provide high levels of service to the residents of the District; and,

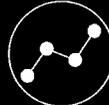
BE IT FURTHER RESOLVED, that BART will request the ACTC, the CCTA, and the SFCTA to each fund 75% of the cost of 102 additional BART rail vehicles; and

BE IT FURTHER RESOLVED, that BART will seek other regional, state and federal fund sources to close the gap in funding for the additional 306 vehicles; and

BE IT FURTHER RESOLVED, that a copy of this Resolution shall be transmitted to the ACTC, the CCTA, and the SFCTA.

###

Summary of Investments

	\$ Millions	% of Total Bond	Benefits		
			 Safety	 Reliability	 Crowding + Traffic Relief
REPAIR AND REPLACE CRITICAL SAFETY INFRASTRUCTURE	\$3,165	90%	✓	✓	✓
Renew track	\$625	18%	✓	✓	
Renew power infrastructure	\$1,225	35%	✓	✓	
Repair tunnels and structures	\$570	16%	✓	✓	
Renew mechanical infrastructure	\$135	4%	✓	✓	
Renew stations	\$210	6%	✓	✓	✓
Upgrade train control and other major system infrastructure to increase peak period capacity	\$400	12%	✓	✓	✓
DESIGN FUTURE CROWDING RELIEF AND EXPAND OPPORTUNITIES TO SAFELY ACCESS STATIONS	\$335	10%	✓	✓	✓
Design and engineer future projects to relieve crowding, increase system redundancy, and reduce traffic congestion	\$200	6%		✓	✓
Expand opportunities to safely access stations	\$135	4%	✓	✓	✓
TOTAL	\$3,500	100%			