

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**

**THURSDAY, JULY 3, 2019**

**SPECIAL MEETING**

**9:00 A.M. to 11:00 A.M.**

Pleasant Hill City Hall – Community Room  
100 Gregory Lane, Pleasant Hill

**TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.**

- 1. CONVENE REGULAR MEETING / PLEDGE OF ALLEGIANCE / SELF-INTRODUCTIONS**
- 2. PUBLIC COMMENT:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

<b>ACTION ITEMS</b>
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**3. CONSENT AGENDA**

- a. **MINUTES OF THE JUNE 13, 2019 MEETING** 🌀 Page 5

Attachment: Minutes of the June 13, 2019 meeting.

**END CONSENT AGENDA**

- 4. TRANSPAC MANAGING DIRECTOR CONTRACT AMENDMENT.** The TRANSPAC budget is normally approved in the month of June. The Chair is proposing to have a special TRANSPAC meeting in the near future to conduct a strategic planning session to review the work of TRANSPAC and how to proceed into the future. In consideration that the special meeting discussion may impact the proposed budget, the approval of the TRANSPAC budget will be deferred to a later date. The contract term for the current Managing Director Services agreement is through June 30, 2019 and would normally be considered in conjunction with the budget process.

The initial contract was for the period from November 2016 to June 2018 (20 months) and extended to June 2019. Based on projections through the end of FY 2018/2019, it is projected about \$15,000 of the Managing Director budget will be unexpended. It is recommended to amend an additional \$30,000 to the contract (Contract Amendment #4) and to extend the term for a three-month period to the time and material based contract to allow for continued Managing Director support in the near term, including the ongoing TEP process and a strategic planning session, as well as other ongoing TRANSPAC business. 🌸 **Page 15**

**ACTION RECOMMENDATION: Approve a contract amendment of \$30,000 with GBS to provide Managing Director services for TRANSPAC for the interim term of upcoming fiscal year through September 30, 2019 for a time and materials contract that is not to exceed \$403,259 for Managing Director services (representing the period of November 2016 to September 2019) and an overall contract value of \$442,259.**

Attachment(s): Proposed TRANSPAC Managing Director Services Agreement Amendment 4.

<b>INFORMATIONAL ITEMS</b>
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5. **2020 TRANSPORTATION EXPENDITURE PLAN.** The Contra Costa Transportation Authority (CCTA) is requesting comments regarding the development of a new Transportation Expenditure Plan (TEP) for possible placement on the March 2020 ballot. TRANSPAC is requested to review and comment on the draft TEP material. The CCTA is proposing to approve a final version of a TEP in late August. 🌸 **Page 17**

- a. **TEP Projects/Programs.** The Initial Draft TEP discussion to date has included discussing projects and programs included in the plan and the corresponding investment levels. TRANSPAC requested the TAC to further review projects and programs including the Fix and Modernize Local Roads category and considering additional investment scenarios, the Seniors/Veterans/People with Disabilities and Youth/Students categories, as well as comments and input regarding other projects / programs and investments in the plan. Additional information will be available at the meeting.

Attachment(s): Proposed Initial Draft TEP Funding Categories and Amounts (CCTA Board Handout 6/19/19 version); and Candidate Projects for the Improve Traffic on Local Streets Category

- b. **Proposed Policies to be Contained in the TEP.** The Initial Draft TEP is proposed to include policies as well as projects/programs and investment levels. Many of the policies included in the 2016 Measure X material are proposed to be included in the new TEP in a similar format with updates to reflect current status and to be consistent with possible new Policy Statements (i.e. Complete Streets Policy; Advance Mitigation Program; Taxpayer Safeguards and Accountability Policy). The CCTA is also working to develop language to address contracting provisions that would be included in the Taxpayer Safeguards and Accountability Policy. The new TEP effort is also considering three additional new Policy Statements: Transit Policy, Periodic (10-Year) TEP Program Review, and Vision Zero Policy and Framework. TRANSPAC is requested to review and comment on the proposed policies.

Attachment(s): CCTA Staff Report, Proposed Policies to be Contained in the Initial Draft TEP (June 19, 2019); Proposed TEP Transit Policy (CCTA Board Handout, June 19, 2019); Proposed Vision Zero Policy (CCTA Board Handout, June 19, 2019)

- c. **TEP Public Information and Outreach.** Additional information will be available at the meeting.
- d. **TEP Schedule and Other Information**

Attachment(s): TEP Schedule Information; Initial Draft TEP (Preliminary Draft for CCTA Board Review, June 19, 2019, Published June 19, 2019) (**Sent electronically only**); Various Initial Draft TEP Comment Letters

## 6. **TRANSPAC CCTA REPRESENTATIVE REPORTS**

## 7. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS** 🌀 **Page 142**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated June 19, 2019.

## 8. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available. 🌀 **Page 144**

- TRANSPAC – Status Letter dated June 19, 2019.
- TRANSPLAN – Meeting Summary dated June 14, 2019 included in CCTA Executive Director's Report.
- SWAT – Meeting Summary dated June 19, 2019 included in CCTA Executive Director's Report.
- WCCTAC – No report available.
- Street Smarts Programs in the TRANSPAC Region can be found at: <https://streetsmartsdiablo.org/events/>
- County Connection Fixed Route Monthly Report: <http://countyconnection.com/wp-content/uploads/2019/05/7a.pdf>
- County Connection Link Monthly Report: <http://countyconnection.com/wp-content/uploads/2019/05/7b.pdf>
- CCTA Project Status Report may be downloaded at: <http://ccta.net/wp-content/uploads/2018/11/02-Attachment-A-QPSR.pdf>
- The next meeting of the CCTA Board is scheduled for July 10, 2019. The agenda is not yet available.
- The next meeting of the CCTA Administration & Projects Committee (APC) meeting is scheduled for July 11, 2019. The agenda is not yet available.  
The next meeting of the CCTA Planning Committee meeting is scheduled for July 10, 2019. The agenda is not yet available.
- The CCTA Calendar for June to October 2019, may be downloaded at: [https://ccta.granicus.com/MetaViewer.php?view\\_id=1&clip\\_id=463&meta\\_id=44322](https://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=463&meta_id=44322)

**9. BOARDMEMBER COMMENTS**

**10. MANAGING DIRECTOR'S REPORT**

**11. ADJOURN / NEXT MEETING**

The next meeting is scheduled for July 11, 2019 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

## ***TRANSPAC Meeting Summary Minutes***

<b>MEETING DATE:</b>	June 13, 2019
<b>MEMBERS PRESENT:</b>	Sue Noack, Pleasant Hill (Chair); Carlyn Obringer, Concord (Vice Chair); Karen Mitchoff, Contra Costa County; Julie Pierce, Clayton (CCTA Representative); and Mark Ross, Martinez
<b>PLANNING COMMISSIONERS PRESENT:</b>	John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill
<b>STAFF PRESENT:</b>	Eric Hu, Pleasant Hill; Ruby Horta, County Connection; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Mike Tanner, BART; and Matt Todd, Managing Director
<b>GUESTS/PRESENTERS:</b>	Ray Akkawi, AMG; Dave Campbell, Bike East Bay; Ralph Dennis, Golden Rain Foundation (Rossmoor); Tim Haile, Deputy Executive Director, Projects, Contra Costa Transportation Authority (CCTA); and Hisham Noeimi, Engineering Manager, CCTA
<b>MINUTES PREPARED BY:</b>	Anita Tucci-Smith, Clerk

### **1. Convene Regular Meeting/Pledge of Allegiance/Self Introductions**

Chair Sue Noack called the regular meeting of the TRANSPAC Board of Directors to order 9:00 A.M. and led the Pledge of Allegiance; introductions followed.

### **2. Public Comment**

There were no comments from the public.

### **3. Consent Agenda**

- a. Minutes of the May 9, 2019 Meeting**
- b. 2020 State Transportation Improvements Program Call for Projects.** The Contra Costa Transportation Authority (CCTA) has issued the Call for Projects for the 2020 State Transportation Improvements Program (STIP). The 2020 STIP will add programming of funds, if available, in Fiscal Year (FY) 2023-24 and FY 2024-25. The STIP funds can be used to fund one or more phases of a Capital Project (e.g. environmental clearance, design, Right-of-Way (ROW) and/or construction). Applications are limited to no more than two per jurisdiction and are due to CCTA on July 12, 2019 by 2:00 P.M.

**On motion by Director Pierce, second by Director Obringer to adopt the Consent Agenda, as submitted. The motion was adopted by unanimous vote of the members present, unless otherwise noted.**

## **End of Consent Agenda**

- 4. Measure J Line 20a Amendment – Rossmoor on Demand MicroTransit Pilot.** The Measure J Expenditure Plan includes a program, 15: Transportation for Seniors & People with Disabilities. The name generally self-describes the activities that the program funds. There is an additional program in Measure J, 20a: Additional Transportation Services for Seniors & People with Disabilities, which provides the TRANSPAC area an additional 0.5% for these types of services. TRANSPAC is responsible for recommendations on how the Line Item 20a funds are to be used. The Golden Rain Foundation (Rossmoor) is requesting an amendment to its Measure J Line 20a funds grant for the On Demand MicroTransit Pilot (approved in spring 2018). The project included purchasing scheduling software that would allow for the provision of a demand-response, point-to-point transit service within Rossmoor and the neighboring Walnut Creek community while maintaining the use of the already owned bus fleet, dispatch and drivers. After the initial operating and evaluation period of the pilot, the Golden Rain Foundation has identified a software program that will better serve the needs of the program at a reduced cost, and is requesting approval to utilize remaining grant funds of \$10,500 for an additional pilot partnership with GoGo Grandparents for a subsidized On Demand service for service after normal operating hours of the fixed route service ends at 5:00 P.M.). GoGo Grandparents provides a dispatch service utilizing Uber and Lyft. Patrons would be able to call GoGo Grandparents to request a ride to any location with an up to \$10 subsidy of each ride and the remaining balance of the ride being charged to the patron. The TRANSPAC TAC discussed multiple aspects of the 20a funded scope of work provided by the Golden Rain Foundation including that most software now has an annual cost, County Connections experience with the on demand scheduling software, the Walnut Creek TNC pilot project also underway, and the service model for the proposal. TRANSPAC TAC recommended approval of the proposed amendment to the scope of the services provided by the 20a grant, as well as discussion about reviewing TNC-related projects and considering 20a program policies prior to the next call for projects cycle.

Mr. Todd advised that the Golden Rain Foundation had asked for an amendment to the Measure J Line 20a grant it had received from TRANSPAC in 2018 in the amount of about \$64,000 for scheduling software for its transit system, which software had been used to operate this year as a pilot. While successful because it provided more rides, after a year of the program it had been determined that the software was not the best match for the organization, and a search had found another software package that would better address Rossmoor's service.

Ralph Dennis, Golden Rain Foundation, explained that while the initial software had worked, the system had enough flaws that a new solution was pursued. The new software would allow up to ten rides to be seen on the screen at one time, which allowed scheduling of the buses more directly. In addition, 90 percent of the rides were initiated by calls over the phone and the new software was better for those as well as a lower annual price. Rossmoor proposed to use the \$10,000 of the grant for the new software called GoGo Grandparents, an after-hours demand option, as a pilot, to be used after 5:00 P.M. regular service using Lyft and Uber. The program would subsidize the first \$10 of those rides.

Mr. Todd stated that Walnut Creek and County Connection were also using scheduling software and this would be the third pilot in the area and would help determine how to deal with the TNC [transportation network company] type options in the future.

**On motion by Director Pierce, seconded by Director Mitchoff to approve the Rossmoor On Demand MicroTransit Pilot 20a grant amendment request. The motion was adopted by unanimous vote of the members present, unless otherwise noted.**

**5. Innovate 680 Corridor Project Status.** Contra Costa Transportation Authority staff to provide an update on the project.

Tim Haile, CCTA, provided a PowerPoint presentation on the Innovate 680 Corridor project and highlighted the partnerships involved and the goal to increase person throughput, create mode shift, and provide shared mobility options. He explained that a Policy Advisory Committee (PAC) and a Technical Advisory Committee (TAC) had been formed last year to oversee the policy development, cooperation, business rules and strategies that went into the overall program to optimize the transportation system. To date four studies had been completed and various strategies had been pursued with the intent to address the bottlenecks and close the HOV gap and integrate all of the recommendations into a seven strategy approach. The SB express lanes project was currently under construction which would complete express lanes in the SB direction while the NB gap would be filled in the future to complete the express lanes in the corridor.

Mr. Haile explained that the I-680 corridor did not have a high level of transit service and the Bus on Shoulder feasibility study was determining how to provide high capacity transit. There was a desire to look at shared mobility hubs to convert existing park and ride lots and look at the network of shared mobility hubs to address the first mile/last mile issue. Operational strategies had been pursued as had third generation ramp metering and smart corridor improvements, considering third generation technologies to see what could be put into an algorithm to get ready for vehicle-to-vehicle communication, radio communication, cellular 5G to provide the network, and vehicle infrastructure.

Mr. Haile noted the lynchpins in the program were to get ten percent motion in the corridor and in order to do that make transit more accessible in the corridor. CCTA was working with County Connection to provide transit options from homes to the larger park and ride shared mobility hubs to provide better access to transit. He described the mobility options being pursued and the benefits to drivers stating that Innovate 680 would reduce travel time by 70 percent and increase travel speeds along the corridor.

Bus on Shoulder would offer 13 minutes travel time savings in the corridor and offer less congestion, better air quality, and provide more transportation and better access for a growing population, while maintaining quality of life. The seven strategies had been used to develop four key projects: the SB HOV Gap Closure, NB Express Lanes project, Bus on Shoulder, and Advanced Technology, and the status of each was identified.

Mr. Haile reported the intent to complete the express lanes and implement Bus on Shoulder and advance technology projects within the next five years, identified the funding availability and funding opportunities, noted the challenges involved particularly with respect to the BART structure over the freeway, and stated the project cost had been identified as \$470 million.

An Executive Steering Committee had been formed along with the PAC and TAC, and staff was working with Caltrans to develop a program charter, executed multiple Caltrans cooperative agreements, and communicated with FHWA about getting the operational agreement in place. Applications for a number of grants had also been submitted to help prepare the corridor for the future of autonomous vehicles.

Mr. Haile identified the overall governance structure of the program, stated that recommendations to select various consultants for the corridor management and development would be submitted to the CCTA Board in July, and described the steps that had been taken to provide cohesive program.

Director Pierce requested a copy of the PowerPoint presentation.

In response to Director Ross as to whether there had been discussions with County Connection, Mr. Haile stated there had been numerous meetings with County Connection which was in full support with the Bus on Shoulder concept. As to why private transportation was not being considered for Bus on Shoulder, he stated that California State Highway Code 149 specifically allowed for public operations only and the CHP had concerns with too many buses on the shoulder in terms of the CHP's activities in the shoulder. He clarified it was not that private service did not want to be considered but public service only was being considered at this time.

In response to Director Obringer, Mr. Haile clarified that the \$470 million cost did not include operational costs and CCTA was working with the Metropolitan Transportation Commission (MTC) to identify funding for the operational costs. He explained there would have to be flexibility in terms of the number of buses involved to maintain a 15-minute headway depending on what was happening in the actual corridor. He also clarified that while the technology for shared autonomous vehicles was not yet advanced enough to consider, if the technology continued that could be a broader expansion and it would depend on the type of vehicle involved. He envisioned that would happen one day although he clarified that small autonomous vehicle shuttles were being considered for the first mile/last mile component.

6. **TRANSPAC Budget and Workplan for 2019/2020 Status.** The TRANSPAC budget is normally approved in the month of June. The Chair is proposing to have a special TRANSPAC meeting in the near future to conduct a strategic planning session to review the work of TRANSPAC and how to proceed into the future. In consideration that the special meeting discussion may impact the proposed budget, the approval of the TRANSPAC budget will be deferred to a later date.

Chair Noack reported the budget would be delayed pending the TEP discussions and the budget would be moved to the strategic planning session.

Director Pierce requested that a letter be sent to the city managers to advise that TRANSPAC dues would be requested at a later date.

7. **2020 Transportation Expenditure Plan.** At its May 15, 2019 meeting, the Contra Costa Transportation Authority (CCTA) authorized staff to proceed with the development of a new Transportation Expenditure Plan (TEP) for possible placement on the March 2020 ballot. Included in the packet material is a TEP development schedule. An initial Draft TEP was to be discussed by the CCTA on June 5, 2019 at a Special Board Meeting.



The CCTA will also discuss a range of other TEP topics including schedule, outreach, revenue estimate and funding targets, proposed TEP structure and strategies at the June 5, 2019 meeting. The TRANSPAC TAC began discussing this item at its meeting on May 30, 2019 by reviewing the 2016 TEP project list with categories being discussed including transit, school access, local streets and roads, major arterial projects, BART access, assumptions for leveraging other funding, and larger phased projects. TRANSPAC is requested to review and comment on the proposed TEP process as well as projects and programs to include in the proposed 2020 TEP. TRANSPAC is also requested to review additional special meeting dates, with the CCTA proposing to approve a final version of a TEP in late August. TRANSPAC TAC is also having a special meeting on June 11, 2019 to review the material recently released by the CCTA. Additional information regarding the CCTA TEP schedule is expected to be available prior to the June 13, 2019 TRANSPAC meeting and additional information regarding proposed special meeting dates to be considered will be provided at the meeting.

Mr. Todd stated that the CCTA's TEP effort was well underway. He referred to the program and project list in the meeting packet that had been generated at the CCTA meeting on June 5, and to the draft TEP documents that had been distributed to the Board at this time. He explained that the discussions at the CCTA meeting related to schedule in that the TEP would have to be approved by mid-August with an outreach plan, information to define the transportation needs using studies that had already been done, and an initiation of talk on the amount and term of the sales tax which currently had a base assumption of half a cent in a 30-year timeframe, although a longer timeframe had been discussed. A no sunset option had also been discussed. He referred to the TEP document, goals, a set of projects and programs, policies to be included as part of the TEP, and updates from the RTPCs.

Mr. Todd explained that CCTA staff had received approval to do a modeling effort of the projects to be funded with TEP funds with a goal of identifying benefit outcomes to the transportation system, which would be rolled into the outreach effort, and looking to the Bay Area Economic Council to conduct an economic analysis regarding the benefits that would be provided by the measure. He added that policies would be substantially carried forward from what had been included in the Measure X TEP.

Mr. Todd reported that the TAC, at its June 11 meeting, had focused on local roads, programs and categories, and he proposed going through categories that were being discussed.

Chair Noack stated that two RTPCs had gone through the proposal and had made adjustments. She suggested keeping that in mind if there was a desire to shift dollars, such as to local roads as recommended by the TAC.

Director Mitchoff referred to a request from SWAT and the Caldecott Tunnel where there had been a staff proposal about not including TRANSPAC dollars in that project. She suggested it was only fair that TRANSPAC consider how to shift some dollars in order to be good partners with SWAT on that project.

Dave Campbell, Bike East Bay, encouraged the Board to have an open discussion about the pros and cons of moving that money and continue to ask whether the voters would support that action. He noted that from the bike/walk perspective, the burden would be on the RTPCs.

On the question of adjusting project allocations and considering more funding for streets and roads, Chair Noack commented that the city managers were meeting this date to determine whether the sunset for the measure should be extended to 35 or 40 years to allow more funding for return to source.

Mr. Noeimi stated CCTA would need to approve a term and rate; if going to 18 percent from 15 percent, for instance, would increase the duration of the measure by five years, or if going to 23 percent there would have to be a 40-year sunset to avoid impacting other things.

Mr. Todd referred to the stepped formula and advised that the TRANSPAC TAC had discussed it and the argument for flattening that formula would be about having more money up front to be able to fund lower cost repairs while pavement was still in relatively decent condition. The TAC prepared a scenario reducing other TEP categories by \$69 million to allow a 23 percent return to source, and had eliminated funds from the following categories to allow that to occur.

<b>TEP Funding Category (\$ x million)</b>	<b>Initial Draft TEP Funding Level (Central County)</b>	<b>TRANSPAC TAC Proposed Adjustment</b>	<b>Adjusted TEP Funding Level (Central County)</b>	<b>2016 TEP Funding Level (Central County)</b>
Enhance Ferry Service and Commuter Rail in Contra Costa	\$30	(\$22)	\$8	\$8
Seamless Connected Transportation Options and Reduce Emissions	51	(11)	40	22
Regional Transportation Priorities	5	(5)	-	5
Transportation Planning, Facilities & Services	27	(1)	26	13
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	105	(10)	95	125
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	25	-	25	
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	154	(20)	134	104
Fix and Modernize Local Roads	\$131	\$69	\$200	\$212

Each funding category was considered separately at this time with the intent of each category identified along with the Central County funding allocation. Example projects had been included to help clarify the categories.

Directors expressed the need for assurance that the funds identified would benefit Contra Costa County, particularly in the case of BART. Director Pierce explained that because BART was eliminating parking everywhere the possibility of TRANSPAC or a jurisdiction buying property and managing parking lots close to the BART stations had been discussed to ensure that the cities had control over those hubs intended to compensate for the loss of parking, which could involve a shared use.

Mr. Haile clarified that an actual BART Access Improvement Study had been prepared for Concord, North Concord, and Pittsburg/Bay Point stations as examples of access to BART, which they were thinking about in terms of the \$100 million where a big portion would be dedicated to access improvements.

Director Obringer questioned why BART was being rewarded with parking solutions when it was eliminating parking. She objected to subsidizing BART parking that should be provided anyway.

Chair Noack suggested the biggest issue was having a say of what was happening in the TRANSPAC area.

With respect to Innovate 680, Director Mitchoff noted that SWAT and WCCTAC had made some changes. She asked if SWAT had agreed to the amount, and Mr. Haile confirmed that SWAT had submitted a letter in support of the allocation.

Director Pierce referred to the handout titled StreetSaver 10-Year Analysis of Pavement Conditions: Current Funding vs. Prop 6 Funding and asked if the chart included local individual city funding, and Mr. Noeimi stated the chart, developed by MTC, included individual city sales taxes and Measure J.

Director Pierce sought verification of the inclusion of local sales taxes in the chart. She also requested that the date be included on all TEP material to verify the actual dates of the handouts.

On the discussion, Mr. Haile verified that the proposed measure, as now configured, had assumed a basic 15.2 percent return averaged over the 30 year period, and the cities would get about 12 percent from now to 2034, with the 12 percent increased to about 18 percent after 2034 to the end of the measure in 2050 (about 12 percent for 14 years and about 18 percent for 16 years with an average of 15.2 percent) funding for local streets and roads.

With respect to the allocation for Administration, funds to be used by CCTA to administer as well as do other planning functions, Director Mitchoff noted that both SWAT and WCCTAC had expressed a desire to reduce that category.

Mr. Haile stated the CCTA Board would consider the budget next week, explained that the administrative costs tracked at .8 percent which “keeps the lights on” in terms of items such as actual building costs, but the transportation planning aspect was also important. He referred to WCCTAC’s desire for a study of a BART extension to Hercules, for instance, the cost of studies, and explained that the transportation planning dollars would help understand how to do planning and studies, and understand how the TEP would fit into the future of transportation. The need to update the TEP every 10 to 15 years to keep up-to-date with technology and transportation had also been discussed and there would need to be planning in order to do that, which was the reason for the increase in administrative costs. He clarified that the increase in administrative costs had been the same from Measure C to Measure J.

Director Mitchoff suggested it would be helpful to see the Central County piece in the charts.

Chair Noack stated the way it would be presented to the taxpayers would be very important. If not wanting to call attention to it, she suggested it would have to be included in something and be identified.

Director Pierce commented that planning, if on a countywide basis, benefitted everyone and would have to be noted. She suggested that might perhaps be a new land use database or new modeling. She also commented and expressed concern for the regional projects that affected everyone and did not support a reduction of funding for the I-680/SR-4 Interchange Improvements given the extraordinary effort to accumulate the necessary resources to fund the project.

Chair Noack stated her concern was that so many of the dollars were focused on commuter traffic without focusing on local traffic and those who did not commute on the highways would likely not support the measure. As such, she emphasized that some of the local issues needed to be addressed. She explained that Pleasant Hill voters, for instance, were concerned with school traffic and local roads. As such, the appeal to the voters had to be broadened.

Other Directors agreed that comments from residents had emphasized the need to address local roads.

Director Ross stated that I-680/SR-4 was starting to back up in Martinez, suggested that Contra Costa Boulevard would become the new San Pablo Avenue, and stressed that the impact of the Concord Naval Weapons Station (CNWS) hadn't even been discussed, which would really impact Pleasant Hill.

Chair Noack agreed and emphasized that people needed to see a balance, and while a significant number had to go for highways there had to be attention to the local roads so that voters would see that their concerns were being addressed.

Director Mitchoff stated with respect to the TAC's recommendations that she would like \$5 million to be added back into the category to Relieve Congestion and Improve Local Access along Interstate 680 Corridor, to provide \$100 million for that category. She also recommended that the \$5 million from Regional Transportation Priorities be put into the Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg category so that only \$15 million would be removed from that project.

On the discussion, Chair Noack commented that \$13 million over a 30-year period for Safe Transportation for Youth and Students was a concern and questioned what it could actually provide throughout Contra Costa County. She suggested that amount wouldn't even help Pleasant Hill's problems let alone other jurisdictions as well.

On what \$13 million could provide over 30 years, Mr. Haile suggested it could fund satellite drop off areas, school congestion, and other Safe Routes to School type projects.

Eric Hu referred to the TAC's discussion and commented that Central County's Safe Routes to School issue was different from the other RTPCs. He noted that in San Ramon, for instance, the San Ramon Valley Unified School District (SRVUSD) had been very cooperative, which was not the case with the Mt. Diablo Unified School District (MDUSD). He commented that the intent of the funding for TRANSPAC was to offer some flexibility and there had been a suggestion to combine the category of Affordable Transportation for Seniors, Veterans, and People with Disabilities with Safe Transportation for Youth and Students to offer potentially more funding, if needed, since it was possible that advanced technology could reduce the need for senior transportation.

Director Pierce suggested the two categories should be split evenly and include text to allow flexibility between the two.

Director Mitchoff commented that seniors and the disabled community could vote for the measure although students could not, and if reducing seniors and veterans, she would take \$5 million and allocate it to the highest priorities.

While the Board supported the TAC's scenario to pursue a 23 percent return to source, there was concern for eliminating anything related to I-680/SR-4 improvements given the past efforts to increase all funding for that project.

On the discussion of return to source, both Mr. Noeimi and Mr. Haile noted that WCCTAC had accepted a 15 percent return to source while SWAT had not.

Dave Campbell recognized the support for a greater return to source and urged the Board to take care in crafting a measure that would resonate with the voters.

Director Obringer noted that the condition of the roads had become the number one priority since the last measure.

Mr. Haile expressed appreciation for the early feedback to help craft the initial draft TEP, although he clarified that would not be the only opportunity to do so. CCTA's goal was to put out an initial draft TEP in the next couple of weeks for additional input for all involved, at which time feedback would continue. Feedback would be accepted up to the mid or end of July, with CCTA to produce a final draft of the TEP starting August 7, with weekly meetings in August to reach consensus on the CCTA Board for a draft TEP to then pursue resolutions of support. The County Board of Supervisors would adopt a resolution and tax ordinance by November 19, 2019. When asked, he concurred that feedback through a letter was acceptable, and SWAT had already submitted a letter.

Chair Noack suggested there might be some funding from East County with respect to the Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg category.

Director Ross referred to the Enhance Ferry Service and Commuter Rail in Contra Costa category and stated that the City of Martinez would like more than the \$8 million remaining in that category for the Martinez ferry. He expressed a preference for \$13 million. He also sought more flexibility in the Affordable Transportation for Seniors, Veterans, and People with Disabilities, and Safe Transportation for Youth and Students categories.

The Board discussed the issues and options, particularly with respect to the percentage of return to source and the length of the measure if there was a sunset, and given that a longer measure would offer more funds and more assurance for something between 18 and 23 percent return to source. With respect to SWAT's request for the Caldecott Tunnel, the Board indicated the willingness to accept SWAT's request for \$2.5 million from TRANSPAC for that project.

Dave Campbell commented that the idea of having a demonstration project to redesign a major arterial for all modes other than a single occupant car would demonstrate a commitment to getting people out of their cars and provide options to what that would look like, to be frontloaded in the first four or five years of the measure to show how some of the other money could be used better. He asked that Attachment B: StreetSaver 10-year Analysis of Pavement Conditions: Current Funding vs. Prop 6 Funding be updated to see how the deferred numbers would improve the PCI.

Mr. Hu pointed out it was easy to focus on PCI as a gauge but for a database they were looking to deferred maintenance. He stated the PCI was a temporary grade but deferred maintenance was a better gauge.

**8. TRANSPAC CCTA Representative Reports.**

No reports were provided due to a lack of time.

**9. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items**

CCTA Executive Director Randell H. Iwasaki's Report dated May 15, 2019 had been included in the Board packet.

**10. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest**

CCTA Executive Director Randell H. Iwasaki's RTPC Memo dated May 20, 2019 had been included in the Board packet.

**11. TAC Oral Reports by Jurisdiction**

There were no reports.

**12. Boardmember Comments**

There were no Boardmember comments.

**13. Managing Director's Report**

There was no report.

**14. Adjournment**

The meeting adjourned at 11:36 A.M. The next meeting of the Board is a special meeting scheduled for Wednesday, July 3, 2019.

**TRANSPAC**  
**PROFESSIONAL SERVICES AGREEMENT**  
**AMENDMENT #4**

This Fourth Amendment to Agreement for Consulting Services is entered into on July \_\_\_\_, 2019 between the Central Contra Costa Transportation/Land Use Partnership ("TRANSPAC") and Gray-Bowen and Company, Inc., DBA Gray-Bowen-Scott, (Consultant).

**RECITALS**

- A. TRANSPAC and Consultant entered into a Professional Services Agreement for Agency Management and Administration on December 8, 2016; and
- B. The Professional Services Agreement contained an initial not to exceed sum of \$125,000, the amount estimated to cover the cost of services for about a 12 month period.
- C. The TRANSPAC Board, on October 12, 2017, approved an additional \$113,259 to the contract to bring the total not to exceed value to \$238,259, the value projected to be required for the remaining Agency Management and Administration services to be provided through June 30, 2018; and
- D. The TRANSPAC Board, on July 12, 2018, approved an additional \$135,000 for the Agency Management and Administration and the extension of the contract to bring the total not to exceed value to \$373,259 for 2018/2019 services, the value projected to be required for the services to be provided through June 30, 2019; and
- E. The TRANSPAC Board, on November 8, 2018, approved a scope of work and cost of the additional work of \$39,000 for the Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management Scope of Work; and
- F. The TRANSPAC Board, on July 3, 2019, approved an additional \$30,000 for the Agency Management and Administration and the extension of the contract to bring the total not to exceed value to \$442,259 for 2019/2020 services through September 30, 2019; and
- G. The parties wish to amend the Agreement.

NOW, THEREFORE, TRANSPAC and Consultant agree as follows:

**MUTUALLY AGREED:**

- 1) Section 1 (Services) of the agreement is amended to include the Scope of Services attached to this Agreement Amendment as Exhibit "A".
- 2) Subsection b of Section 2 (Compensation) of the Agreement is amended to read:

In no event shall the total amount paid for services rendered by Consultant under this Agreement exceed the sum of \$442,259. This amount is to cover all printing and related costs, and TRANSPAC will not pay any additional fees for printing expenses. Periodic payments shall be made within 30 days of receipt of an invoice which includes a detailed description of the work performed. Payments to Consultant for work performed will be made on a monthly billing basis.

*TRANSPAC Managing Director Contract - Summary of Amendments*

	Contract Approved	Amendment Value	Contract Value
Initial Contract	December 8, 2016	NA	\$125,000
Amendment #1	November 9, 2017	\$113,259	\$238,259
Amendment #2	July 12, 2018	\$135,000	\$373,259
Amendment #3	February 14, 2019	\$39,000	\$412,259
Amendment #4	July 3, 2019	\$30,000	\$442,259

*Contract Value by TRANSPAC Fiscal Year Budget / Task*

	MD	Monument	TOTAL
FY 16/17 – Managing Director Tasks	\$103,259		\$103,259
FY 17/18 – Managing Director Tasks	\$135,000		\$135,000
FY 18/19 – Managing Director Tasks	\$135,000		\$135,000
Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management		\$39,000	\$39,000
FY 19/20 – Managing Director Tasks (through 9/30/19)	\$30,000		\$30,000
TOTAL	\$403,259	\$39,000	\$442,259

MD – Managing Director Task

Monument - Monument Blvd / I-680 Bicycle and Pedestrian Improvements Feasibility Study Project Management

- 3) That all other items and conditions of the Agreement shall remain in effect.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

TRANSPAC

William R. Gray and Company

By: \_\_\_\_\_  
Sue Noack  
Chairperson

By: \_\_\_\_\_  
Leo Scott  
President



			Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP
Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPLAN			
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable													
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00		78.00	78.00			62.00		Conform to New Expenditure Plan Policy for Transit		184.40
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%					110.55	173.42			Conform to New Expenditure Plan Policy for Transit		110.55
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%							100.00				70.00
Transit Extension													
Brentwood Intermodal Station													
Shuttle Service and Shared Mobility Hubs													
Cleaner, Safer BART	100.00	3.27%	30.00		19.00	TBD	23.00	22.20	28.00		MOE, Systemwide Match Program, No New BART Cars		
Station Modernization													
Additional Trains cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%	30.00		19.00	TBD	23.00	22.20	28.00		MOE, Conform to New Exp. Plan Policy for Transit		300.00
e-BART cars													
Parking and Access improvements													
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00				30.00	34.68	20.00		Conform to New Expenditure Plan Policy for Transit		50.00
Hercules Ferry Services													
Martinez to Antioch Ferry Services													
Hercules Regional Intermodal Station													
Connect Oakley San Joaquin Station to Antioch e-BART													
San Joaquin Rail Station and Park/Ride Lot in Oakley													
Transit Connection from Martinez Amtrak to Concord BART													
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10%					95.00	92.26					55.00
I-80 Transit Lane													
I-80 Shared Mobility Hubs													
Transit Connection between Richmond Ferry, BART, and Contra Costa College													
San Pablo Avenue Multimodal Improvements													
I-80 Express Bus Service Improvements													
Incentives for alternative modes													
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63%	25.00		25.00	25.00							
I-680 Transit Improvements and Shared Mobility Hubs													
I-680 Part-time Transit Lane													
Incentives for alternative modes													
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities													
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00		25.00	25.00	37.00	41.62	48.00				115.01
Safe Transportation for Youth and Students	100.00	3.27%	13.60		31.40	31.40	40.00	27.75	15.00				63.96
Local Improvements to Make Your Community Better and Protect the Environment													
Fix and Modernize Local Roads	465.23	15.20%	131.31		103.70	TBD	101.03	104.05	129.19		Growth Management Plan, MOE, Preservation		683.50
Improve Traffic Flow on Local Streets	230.00	7.51%	93.13		26.59	26.59	34.93	10.41	75.35		New Countwide Local Street Improvement Program		290.00
Improvement projects are selected by subregions													
Improvements may include the following:													
Ygnacio Valley Road in Concord													
Sand Creek Rd in Brentwood and Antioch													
Viera Avenue in Antioch													
San Pablo BNSF in Richmond													
Cutting Blvd at UPRR in Richmond													
Harbor Way at BNSF in Richmond													
Willow Pass Road in Concord													
Alhambra Avenue in Martinez and Contra Costa County													
Southbound Kirker Pass Road Truck Climbing Lane in Contra Costa County near Pittsburg													
Camino Tassajara Road in Contra Costa County													
Crow Canyon Road in San Ramon													
Main Street in Oakley													
East Cypress in Oakley													
Deer Valley Road in Antioch													
West Leland Road Extension in Pittsburg													
Brentwood Blvd in Brentwood													
Lone Tree Way in Brentwood													
... and Others													
Improve Walking and Biking on Streets and Trails	213.87	6.99%	52.90		53.85	53.85	49.97	52.03	57.15		\$38m to EBRPD for Trails, Complete Streets Policy	x	115.00
Complete Street Demonstration Projects (Minimum one project per subregion)													

			Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP
Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPLAN			
I-80/Central Avenue (Phase 3)													
23rd Street POC													
Bollinger Canyon Road POC for Iron Horse Trail													
Connect Iron Horse Trail and Contra Costa Trail													
...and Others													
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00		25.40	TBD	38.60	24.28	35.00			x	65.00
Zero Emission Vehicle Program for Contra Costa													
Smart rideshare, carshare, and bikeshare services													
On-demand and guaranteed transit services													
Smart payment systems													
Data sharing to improve mobility choices													
...and Others													
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21		13.16	TBD	16.00	10.41	30.63			x	100.00
Advance Mitigation Program											Conform to Expenditure Plan Advance Mitigation Policy		
...and Others													
Regional Transportation Priorities	18.63	0.61%	5.00		3.63	3.63	5.00	7.13	5.00				18.70
Relieve Traffic on Highways and Interchanges													
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00		95.00	95.00							230.00
I-680 NB Express Lanes (Reducing bottlenecks, add auxiliary lanes and close HOV gap at SR-24 interchange)													
I-680 Advanced Technologies (Ramp widening and metering)													
Local interchange improvements													
Incentives for alternative modes													
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53%	154.20						45.80				108.00
Operational Improvements along Highway 4 from 242 to Bailey Road (SR4 OIP)													
I-680/Highway 4 Interchange (Future Phases)													60.00
SR-242/Clayton Road													
SR-4 ICM and Improve HOV Lanes													
Incentives for alternative modes													
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%							150.00		No new alignments and access restrictions outside ULL		117.00
Vasco Road - Byron Highway Road Connector													
Improve Vasco Road and Buron Highway													
Interchanges at Balfour, Marsh Creek, Walnut, Camino Diablo													
Byron Airport Enhancements													
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%					60.00	58.27					60.00
Innovate 80 (Enhance Smart Corridor and HOV Lane, HOV enforcement)													
I-80/San Pablo Dam Road													
I-80/Pinole Valley Road													
Incentives for alternative modes													
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%			35.00	35.00							20.00
SR-24/Camino Pablo													
Modernization and Safety Improvements of Old Bores of Caldecott Tunnel													
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%					20.00	19.40					
Extend HOV Lane on I-580													
Richmond Parkway Interchange Improvements													
Incentives for alternative modes													
Connector from I-580 to Point Molate													
Transportation Planning, Facilities & Services	91.82	3.00%	27.23		17.30	TBD	21.38	8.91	25.91				43.05
Administration	30.61	1.00%	9.08		5.77	TBD	7.12	3.56	8.64				14.35
TOTAL	3060.71	100.0%	907.66		576.80		712.58	712.58	863.67				2873.52
Population Based Share	3060.71		907.66		576.80		712.58		863.67		ULL: Urban Limit Line		
Population Share (2035 Estimate) of Total			29.66%		18.85%		23.28%		28.22%		MOE: Maintenance of Effort		
											EBRPD: East Bay Regional Park District		

**Candidate Projects for the Improve Traffic on Local Streets Category**

<b>Agency</b>	<b>Improve Traffic Flow on Local Streets Candidate Project</b>	<b>Cost Estimate (\$ x million)</b>
Concord	Downtown Corridors Complete Streets (Oak Street, Grant Street, and Salvio Street)	\$ 4
Concord	Farm Bureau Rd Phase 3 Complete Streets (Wren to Clayton)	\$ 4
Concord	Treat Blvd and Ygnacio Valley Road Adaptive Signal System	\$ 10
Concord	Galindo/Monument Blvd Complete Streets (Harrison St to Mohr Ln)	\$ 30
Concord	Clayton Road Complete Street – Market to Farm Bureau	\$ 35
Concord	Cowell Road Complete Streets (Ygnacio Valley to Galindo St)	\$ 35
Concord	Monument Boulevard Phase 2 (Monument Corridor Trail to Systron)	TBD
County/Martinez	Pacheco Boulevard Improvement Project - Phase 1 Blum Road to Arnold Drive	\$ 5
County/Martinez	Pacheco Boulevard Improvement Project - Phase 2 Arnold Drive to Arthur Road (including realignment at the BNSF Railroad tracks)	\$ 25
County/Martinez	Pacheco Boulevard Improvement Project - Phase 3 Arthur Road to Camino del Sol	\$ 6
County/Martinez	Pacheco Boulevard Improvement Project - Phase 4 Camino del Sol to west of Morello Avenue	\$ 8
Pleasant Hill	Contra Costa Boulevard/Concord Avenue Interchange Improvements	\$ 25
Pleasant Hill	Gregory Lane Complete Street Improvements (Pleasant Hill Road to Contra Costa Boulevard)	\$ 16
Pleasant Hill	Cleveland Road Complete Street Improvements (Boyd Road to Gregory Lane)	\$ 8
Pleasant Hill	Monument Boulevard Bike/Pedestrian Improvements (between Cleveland Road and Concord City Limit)	\$ 8
Pleasant Hill	Coggins Drive Complete Street Improvements (Buskirk Avenue to City Limit)	\$ 5
Pleasant Hill	Taylor Boulevard Class IV Bike Facility Improvements (City Limit to Contra Costa Boulevard)	\$ 15
Pleasant Hill	Boyd Road Complete Street Improvements (Pleasant Hill Road to Cleveland Road)	\$ 15
Pleasant Hill	Citywide Traffic Signal Technology Upgrade	\$ 15
Walnut Creek	Ygnacio Valley Road-Kirker Pass Road Multimodal Corridor Project	TBD
Walnut Creek	Civic Drive Traffic Signal at Arroyo Way	\$ 1
Walnut Creek	Mt. Diablo Blvd Complete Streets per West Downtown Specific Plan	\$ 1
Walnut Creek	Newell Avenue Bridge Widening at San Ramon Creek	\$ 3
Walnut Creek	North Broadway Complete Streets per North Downtown Specific Plan	\$ 1
Walnut Creek	Olympic Blvd Complete Streets and I-680 Intersection Modification per West Downtown Specific Plan	\$ 4
Walnut Creek	Treat Blvd Traffic Signal at Arkell Road	\$ 1
Walnut Creek	Ygnacio Valley Road New Eastbound Sidewalk, John Muir to San Carlos Drive	\$ 2
Walnut Creek	Ygnacio Valley Road Smart Corridor Fiberoptics	\$ 1
Walnut Creek	Ygnacio Valley Road Class I Ped-Bike facility, Oak Grove Road to Bancroft Road	\$ 2
Walnut Creek	Ygnacio Valley Road Class I Ped-Bike Facility, Bancroft Road to Iron Horse Trail	\$ 10
Walnut Creek	Ygnacio Valley Road Intersection Improvements at Oakland Blvd and N California Blvd	\$ 1
Walnut Creek	Traffic Signal Master Replacement and Adaptive Signal Timing	\$ 2

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

**Meeting Date:** June 19, 2019

Subject	Proposed Policies to be Contained in the Initial Draft Transportation Expenditure Plan (TEP)
<b>Summary of Issues</b>	At its special meeting on June 12, 2019, the Authority Board discussed several existing and proposed new Policy Statements that may be included in the Initial Draft TEP. Staff provided a summary of possible changes to the 2016 TEP Policy Statements and possible additional Policy Statements. Based on comments received from the Authority Board, staff revised the proposed Policy Statements from the 2016 TEP, and developed the new Policy Statements.
<b>Recommendations</b>	Staff seeks Authority Board comments on the Policy Statements to be included in the Initial Draft TEP.
<b>Financial Implications</b>	The cost to the Authority of implementing Policy Statements is included in the proposed 1% of anticipated sales tax revenue reserved for Administration in the Initial Draft TEP.
<b>Options</b>	The Authority Board could elect to direct staff to use the 2016 TEP Policy Statements in the Initial Draft TEP, and revise the Policy Statements based on input from the Regional Transportation Planning Committees (RTPCs), cities/towns and Contra Costa County, stakeholders and the public.
<b>Attachments</b>	<p><b>A.</b> Policy Statements in 2016 TEP, Updated for the Initial Draft TEP</p> <p><b>B.</b> New Transit Policy</p> <p><b>C.</b> New Vision Zero Policy and Framework – <i>Handout at Authority Board Special Meeting</i></p>
<b>Changes from Committee</b>	N/A

## **Background**

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

Over time, transportation sales tax measures included additional policies to expand accountability and transparency, increase public participation, impose certain requirements on the recipients of measure funds, and address future uncertainties.

## **Discussion of Proposed Changes to the 2016 TEP Policy Statements**

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

- Growth Management Program (GMP)/Urban Limit Line (ULL) Compliance Requirements;
- Complete Streets Policy;
- Advance Mitigation Program; and
- Taxpayer Safeguards and Accountability.

At the special meeting of the Authority Board on June 12, 2019, staff provided a recommendation to include each of these Policy Statements in the Initial Draft TEP and provided an overview of possible considerations for revision to the GMP/ULL Compliance Requirements Policy.

In general, staff recommended no substantive changes to the Complete Streets Policy, Advance Mitigation Program and the Taxpayer Safeguards and Accountability Policy. Staff recommended these policies simply be updated to reflect current status and to be consistent with possible new Policy Statements (see following discussion for proposed changes to the Taxpayer Safeguards and Accountability Policy in lieu of a new Periodic Program Review Policy). The Authority Board concurred with staff recommendations. In addition, stakeholders are working to develop widely supported language to address contracting provisions. That language will be provided at the June 19<sup>th</sup> special meeting of the Authority Board.

Staff outlined two areas of considerations for substantive changes to the GMP/ULL Compliance Requirements Policy Statements. The Authority Board directed staff to update the ULL Compliance Policy as proposed in the 2016 TEP for inclusion in the Initial Draft TEP. Staff proposes to address the potential sunset of Contra Costa County's ULL in 2026 by adding the following new section to the ULL Compliance Requirement Policy.

Proposed new language for the Initial Draft TEP (new paragraph 4 in the "Revision to the ULL" section of the ULL Compliance Requirements Policy):

4. Expiration of the County ULL

The County ULL approved by voters as Measure L (2006) expires in 2026. In the event that the County ULL is not extended past its expiration date, the legislative body of each local jurisdiction relying on the County ULL shall:

- a. Accept and approve its existing ULL to continue as its applicable ULL, or
- b. Adopt a locally initiated, voter approved ULL (LV-ULL) in accordance with the requirements outlined for a LV-ULL contained in the definitions section.

**Discussion of Proposed New Policy Statements**

Staff also discussed three additional new Policy Statements for the Initial Draft TEP:

1) Transit Policy (Attachment B)

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

- Focus on delivering a streamlined and unified experience for the customer across all modes and transit operators;
- Inclusion of the elements of the ITP pertinent to each operator's service area into their respective Short Range Transit Plans;
- Expectation that transit operating funds from the TEP would be used to support additional service on existing routes and/or service on new routes, not to subsidize existing transit service;

- Expectation that public agencies and transit operators leverage new and emerging technologies to address first-mile/last-mile connections between transit stops and other traveler destinations; and
- Goals for fare and schedule integration among transit operators.

Staff has received positive constructive feedback on the proposed Transit Policy from the Bus Transit Coordinating Committee. Staff has considered their input in the attached Transit Policy (Attachment B). Based on the feedback, the Transit Policy encourages a transit first approach when improving roadways in Contra Costa County.

## 2) Periodic (10-Year) TEP Program Review

Staff discussed a proposal to develop a Periodic (10-Year) TEP Program Review Policy. This new policy is envisioned to include the following:

- Update the financial forecast, progress made regarding meeting the commitments of the expenditure plan, and new opportunities that are becoming better defined;
- Assess impacts of leveraged funds;
- Adjust funding, if necessary, due to revenue shortfalls; and
- Invest increased revenues in projects and programs deemed by the Authority to best serve the residents of Contra Costa County.

The goal of the Periodic Program Review is to increase accountability of meeting TEP commitments, react to changing economic conditions (both plus and minus), leverage new funding opportunities, and reflect changed conditions.

The existing Taxpayer Safeguards and Accountability Policy includes many of the provisions that a new Periodic Program Review Policy would contain. Upon further consideration, staff recommends that the existing Taxpayer Safeguards and Accountability Policy be amended to be consistent with the above stated goals. The proposed changes are shown in Attachment A in track-changes. A summary of the proposed changes include:

- Non-substantive change to Article 13, Geographic Equity, to remove redundancy with later articles;
- Add new Article 25, Strategic Delivery Plan, to formalize current Strategic Plan process;
- Add new Article 26, Periodic Review of Expenditure Plan, to formalize the considerations and process of periodically reviewing the Expenditure Plan;

- Edits in Article 27, Programming of Excess Funds (formerly referred to as Programming Variation from the Expected Revenue). This article addresses specific situations where excess funds become available that may be programmed to other projects in a subregion or for actions deemed by the Authority to best serve the residents of Contra Costa County; and
- Edits in Article 28, Reprogramming Funds (formerly referred to as Fund Allocations). This article addresses the situation where funds are unused due to an inability to deliver an expenditure plan project. The unused funds may be reprogrammed as defined.

### 3) Vision Zero Policy and Framework (Attachment C)

A proposal for a Vision Zero Policy and Framework was discussed. Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all. The Vision Zero Framework will consist of the policies, goals and strategic action necessary to achieve Vision Zero, and the initiatives and actions jurisdictions and transit providers can take to advance Vision Zero.

The goals of the Vision Zero Policy and Framework include:

- Eliminate traffic-related severe injuries and fatalities in Contra Costa County through proactive engineering and design;
- Invest equitably in traffic safety improvement programs and projects; and
- Expand traffic safety education for all users.

The Vision Zero Policy (Attachment C) will be made available as a handout at the special meeting of the Authority Board on June 19, 2019.

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



## Attachment A - Policy Statements in 2016 TEP, Updated for the Initial Draft TEP

**THE GROWTH MANAGEMENT PROGRAM (GMP)****Goals and Objectives**

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

The objectives of the GMP are to:

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

The Measure J Transportation Expenditure Plan (TEP) GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is replaced in its entirety by this GMP and ULL Definitions and Compliance Requirements.

**Components**

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

**1. *Adopt a Growth Management Element (GME)***

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–8 below. The Authority will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

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

## **2. *Adopt a Development Mitigation Program***

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

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

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

## **3. *Address Housing Options***

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

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

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

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

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

- a. Identify Routes of Regional Significance, and MTSOs or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as MTSOs for those routes and actions for achieving those objectives;
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives;
- c. Create the Development Mitigation Programs outlined in section 2 above; and
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Hillside Development Policy;
2. Ridgeline Protection Policy;
3. Wildlife Corridor Policy; and
4. Creek Development Policy.

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

## **Allocation of Funds**

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities/towns and County) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires

compliance with the GMP and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

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

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

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold those funds and also make a findings that the jurisdiction shall not be eligible to receive Contra Costa's 2020 TEP funding from Focus Growth, Support Economic Development, and Create Jobs in Contra Costa County funds or Contra Costa County's Measure J Transportation Sales Tax Expenditure Plan TLC funds until the Authority determines that the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

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

Footnote:

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

## **URBAN LIMIT LINE (ULL) COMPLIANCE REQUIREMENTS**

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

1. Urban Limit Line (ULL): A ULL, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.
2. Local Jurisdictions: Includes Contra Costa County, the 19 cities and towns within Contra Costa County, plus any newly incorporated cities or towns established after July 1, 2020.
3. County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

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

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

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

***The following local jurisdictions have adopted a LV-ULL:***

City of Antioch  
City of San Ramon  
City of Pittsburg

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

## Revisions to the ULL

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

- A majority of the cities/towns that are party to a preservation agreement and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
  - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
  - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, or County growth management studies or otherwise) or circumstances have changed, warranting a change to the ULL.
  - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the County's aviation related needs; or
  - A change is required to conform to applicable California or Federal law.
- c. Adoption of a findings that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
- e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
- f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
- 5-6. \_\_\_\_\_ A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.



## **Conditions of Compliance**

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

## **COMPLETE STREETS POLICY**

### **Vision**

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

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

### **Policy**

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

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

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

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

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public ROW for which the agency is responsible. These procedures shall:

1. Be consistent with and be designed to implement each agency's General Plan Policies once that plan has been updated to comply with the Complete Streets Act of 2008;
2. Involve and coordinate the work of all agency departments and staff whose projects will affect the public ROW;
3. Consider the complete street design standards adopted by the Authority; and
4. Provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's CIP.

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

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

### ***Exceptions***

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

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility;
2. The cost of new accommodation would be excessively disproportionate to the need or probable use; or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:

- a. Current and projected user demand for all modes based on current and future land use; and
- b. Lack of identified conflicts, both existing and potential, between modes of travel.

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

Footnote:

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

## **ADVANCE MITIGATION PROGRAM**

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

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

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

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

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

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

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

### **Advance Mitigation Program (AMP)**

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

- Relieve Congestion and Improve Local Access along Interstate 80 (I-80) Corridor;
- Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge;
- Relieve Congestion on Highway 4 and State Route 242 (SR242) between Martinez and Pittsburg;
- Relieve Congestion and Improve Local Access along I-680 Corridor;
- Improve Traffic Flow on SR24 and Modernize the Old Bores of Caldecott Tunnel;
- Improve Traffic Flow on Local Streets; and
- Improve Walking and Biking on Streets and Trails.

## **TAXPAYER SAFEGUARDS AND ACCOUNTABILITY**

### **GOVERNING STRUCTURE**

#### **Governing Body and Administration**

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

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

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

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

#### **Public Oversight Committee**

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

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

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

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



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

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

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

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

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

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

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

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

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

### **Advisory Committees**

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

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

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

### **IMPLEMENTING GUIDELINES**

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

#### ***Duration of the TEP***

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

#### ***Administration of the TEP***

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

Authority governing body. Identification of projects or programs in the TEP does not ensure their implementation. As authorized, the Authority may amend or delete projects and programs identified in the TEP, including to provide for the use of additional federal, State and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa CTP, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under CEQA at such time as each project and program is proposed for approval.

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

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

***Taxpayer Safeguards, Audits and Accountability***

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

for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

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

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

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- c. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to MTC.

11. Annual Budget and Strategic Delivery Plan: Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Delivery Plan, which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the State, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Delivery Plan will be adopted by the Authority Board at a public meeting.
12. Requirements for Fund Recipients: All recipients of funds allocated in this TEP will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.
13. Geographic Equity: The proposed projects and programs to be funded through the TEP constitute a ~~“balanced”~~ proportional distribution of funding allocations to each subregion in Contra Costa County. The subregional share of projected revenue is based on each subregion’s share of the projected overall population in Contra Costa County at the midpoint of the measure. ~~However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.~~

#### ***Restrictions On Funds***

14. Expenditure Shall Benefit Contra Costa County: Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.
15. Environmental Review: All projects funded by sales tax proceeds are subject to laws and regulations of federal, State, and local government, including the requirements of CEQA. Prior to approval or commencement of any project or program included in the TEP, all necessary environmental review required by CEQA shall be completed.
16. Performance-based Project Review: Before the allocation of any Measure funds for the construction of a project with an estimated capital cost in excess of \$25 million

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

17. Countywide Transportation Plan (CTP): State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a CTP for the County and cities/towns within the County. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa County. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted RTP and SCS while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.
18. Complete Streets: The Authority has adopted a policy requiring all recipients of funding through this TEP to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users and may require reallocating existing ROW for different uses.

19. Compliance with the Growth Management Program (GMP): If the Authority determines that a jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a findings that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP section of the TEP.
20. Local Contracting and Good Jobs: Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy (such as the Helmets to Hardhats program). **Details of this program are being developed.**
21. New Agencies: New cities/towns or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the TEP may be considered as eligible recipients of funds through a TEP amendment.
22. Integrated Transit Plan (ITP): The Authority will develop an ITP to identify how Contra Costa County transit operators can utilize TEP funding to better coordinate and integrate their services. This ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Funding will be allocated by the Authority throughout the County based on input from each RTPC and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Said performance criteria will include a review of impact on VMT and GHG emissions and shall require a findings that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa County residents.

### ***Project Financing Guidelines and Managing Revenue***

23. Fiduciary Duty: Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the TEP and will be subject to audits.
24. Project and Program Financing: The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.



25. Strategic Delivery Plan: -On a periodic basis, the Authority will develop a Strategic Delivery Plan to program revenue from the Measure to TEP projects and programs. The Strategic Delivery Plan will program Measure funds as a firm commitment for the upcoming 2- to 3-year period, and will consider the amount of Measure funds and additional leveraged funds available to the project or program, expected cost and cash-flow needs, and project or program delivery schedule in programming Measure funds. -Recipients of Measure funds may seek an allocation for projects and programs included in the Project Delivery Plan.
26. Periodic Review of the Transportation Expenditure Plan (TEP): -The Authority may review the TEP to consider updating the financial forecast due to changing economic conditions and adjust funding, if necessary, due to revenue shortfalls. -The project and program categories may need to be adjusted based on progress made regarding meeting the commitments of the TEP. -The review may determine to invest increased revenues in projects and programs deemed by the Authority to address transportation needs to best serve the residents of Contra Costa County. The review will provide the opportunity to adjust the TEP to adapt to the current state of transportation, leverage new funding opportunities, reflect changed conditions, and new opportunities that are becoming better defined. -Any amendments to the TEP must comply with the policy for "Expenditure Plan Amendments Require Majority Support" and the following related policies.
27. Programming of Excess Funds~~Variations from the Expected Revenue:~~ Actual revenues may, at times be higher or lower than expected in this ~~Plan~~ TEP due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be higher or lower than expected as the economy fluctuates. Determination of when the ~~contingency~~ additional funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to the expenditure plan ~~TEP~~ projects and programs, and second to other projects ~~of regional significance that are consistent with the expenditure plan~~ deemed by the Authority to best serve the residents of Contra Costa County. ~~The~~ Any new project or program will be required to be amended into the ~~expenditure plan~~ TEP pursuant to the "Expenditure Plan Amendments Require Majority Support" section above.
28. Reprogramming Funds~~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 expenditure plan~~ TEP project becomes undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the

~~expenditure plan~~TEP was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project category in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion's RTPC will in priority order consider:

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

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

2927. Leveraging Funds: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

## **TEP TRANSIT POLICY**

### **Vision**

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

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

### **Policy**

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

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

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

# VISION ZERO POLICY

## *Vision*

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

## *Policy*

To achieve this vision, all recipients of funding through this Plan shall systemically incorporate street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and accommodate - wherever possible and subject to the Exceptions listed in this Policy - the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the Exceptions listed below. Achieving this vision will require shifting the paradigm of traditional transportation planning and engineering such that life safety becomes the primary consideration in Measure-funded project and program evaluation.

The Authority shall revise its project development guidelines to require inclusion of street design elements that mitigate human error and quantifiably improve the traffic safety of all users in the planning, design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach, including collision data analysis and evaluation. The standards will allow, on a limited basis, flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for the application of Vision Zero principles.

To ensure that this policy is implemented, the Authority shall prepare a checklist, which project sponsors using Measure funds must submit, that documents how traffic safety improvements were quantified and how they were incorporated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input and discussion, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

The Authority shall coordinate periodic traffic system and project monitoring with Regional Transportation Planning Committees and local jurisdictions, and utilize data collected over time to evaluate the effects of Vision Zero implementation on public health and safety. Emphasis shall be placed on proactive deployment of next generation technology, such as advanced detection systems, at major intersections and corridors identified in regional and local plans as having high collision density. Funding for this level of effort shall be made available to Regional Transportation Planning Committees and local jurisdictions through the Sub-Regional Transportation Needs Program.

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Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments apply Vision Zero principles in their users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

- 1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
- 2) involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
- 3) meet or exceed the complete street design standards adopted by the Authority, and subject to the exceptions below
- 4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.
- 5) promote proactive data collection and traffic system monitoring using next generation technology, such as advance detection systems.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects incorporated Vision Zero principles.

As noted in the Complete Streets Policy, Transit Policy and other related CCTA policies, Agencies shall coordinate with the Authority and the Regional Transportation Planning Committees to implement Vision Zero principles in the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

### ***Exceptions***

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

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

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

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



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March 2020						
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## 2019 Special Authority Board Meeting Schedule and TEP Work Plan

### Special Authority Board Meeting

#### Major Milestones

- June 19, 2019 - Authority Board authorization circulation of proposed Initial Draft TEP.
- August 21, 2019 - Authority Board approves proposed Draft TEP and release for consideration of approval by cities/towns and County.
- October 30, 2019 - Authority Board adopts Final TEP, tax ordinance, and resolution authorizing placement of tax measure on March 2020 ballot.
- December 6, 2019 - County Board of Supervisors consolidates the election.
- March 3, 2020 - Election Day

**Cities/Towns/County Board of Supervisors  
Approval**

**County Considers and Adopts Tax Ordinance**

**Holiday  
Offices Closed**

## TRANSPAC Schedule Information

	TRANSPAC TAC	TRANSPAC Board
June 11	X	
June 13 – standard date		X
June 19 - CCTA Release DRAFT TEP	DELAYED	
June 27 – standard date	X	
July 3 - Special Meeting		X
July 10 – CCTA Meeting		
July 11 – standard date		X
July 17 – CCTA Meeting		
July 18 – if needed	?	?
August 1	?	?
August 7 – CCTA Meeting		
August 8	?	?
August 14 – CCTA Meeting		
August 15		?
August 21 – CCTA approves Final TEP		



CONTRA COSTA  
transportation  
authority

# Preliminary Draft

for CCTA Board Review, June 19, 2019  
Published June 19, 2019

# A PLAN FOR CONTRA COSTA'S FUTURE

## 2020 Transportation Expenditure Plan



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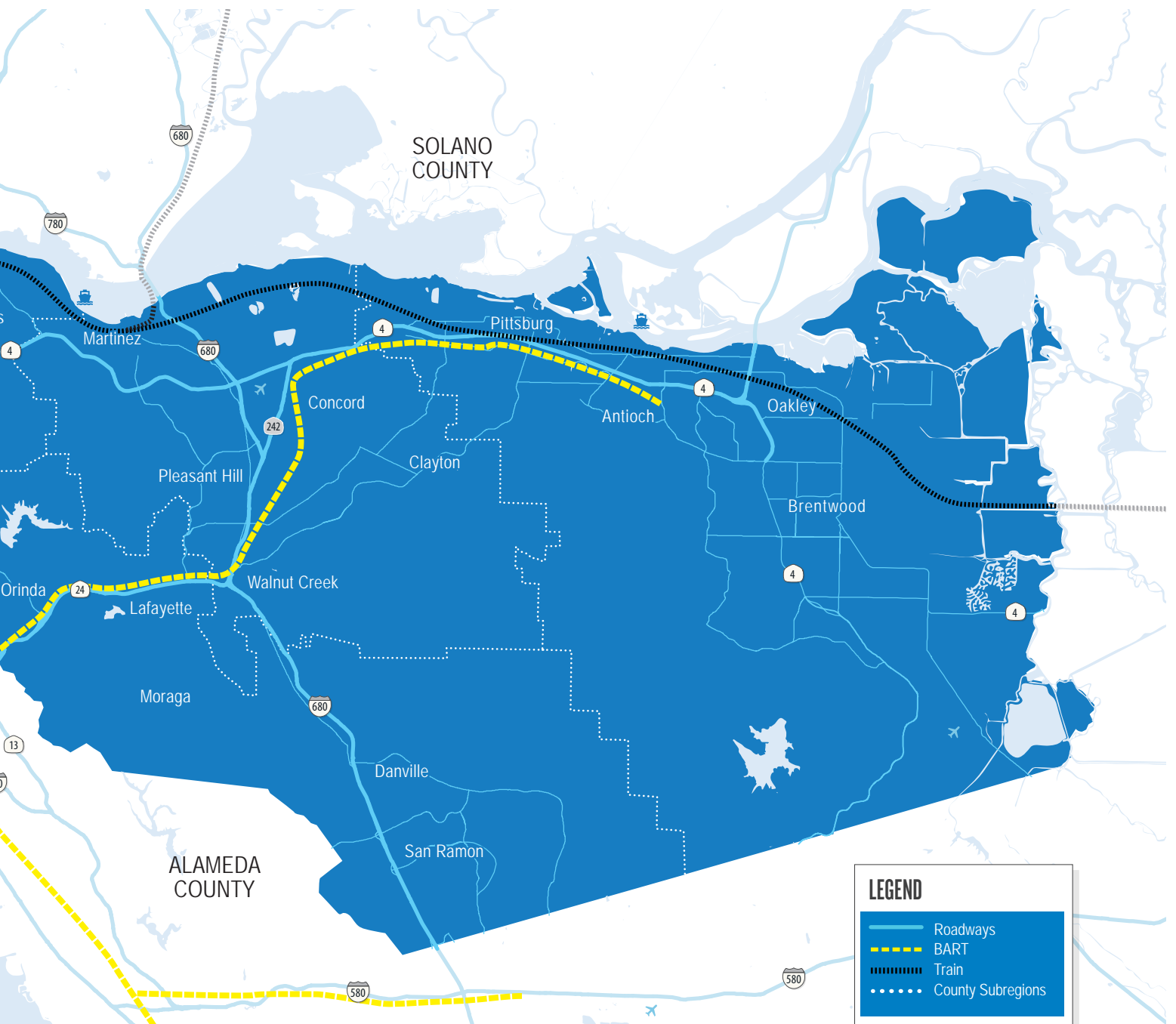
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» Contra Costa is a county as unique and diverse as its residents. Our communities stretch from the Richmond coastline to Discovery Bay, from Port Chicago to the San Ramon Valley, and from Mount Diablo to Crockett Hills.

Population (2018).....	<b>1,150,000</b>
People under 18 years of age .....	<b>22.8%</b>
Persons 65 years and older .....	<b>5.3%</b>
Housing Units.....	<b>416,000</b>
Land area (2010) .....	<b>715.9 sq miles</b>

Source: United States Census Bureau



# A NEW TRANSPORTATION FUTURE FOR CONTRA COSTA COUNTY

## TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

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

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

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

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

June 19, 2019

Authority Board Handout Packet

## EXPENDITURE PLAN SUMMARY

FUNDING CATEGORIES	\$ (millions*)	%
<b>Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable</b>	<b>865.55</b>	<b>28.28</b>
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	230.00	7.51
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27
Cleaner, Safer BART	100.00	3.27
Additional Trains cars for e-BART, Parking and Access Improvements to BART	100.00	3.27
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63
<b>Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities</b>	<b>250.00</b>	<b>8.17</b>
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90
Safe Transportation for Youth and Students	100.00	3.27
<b>Local Improvements to Make Our Communities Better and Protect the Environment</b>	<b>1157.73</b>	<b>37.83</b>
Fix and Modernize Local Roads	465.23	15.20
Improve Traffic Flow on Major Local Streets	230.00	7.51
Improve Walking and Biking on Streets and Trails	213.87	6.99
Seamless Connected Transportation Options and Reduced Emissions	150.00	4.90
Focused Growth, Support Economic Development, and Create Jobs in Contra Costa	80.00	2.61
Regional Transportation Priorities	18.63	0.61
<b>Relieve Traffic Congestion on Highways and Interchanges</b>	<b>665.00</b>	<b>21.73</b>
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65
<b>Transportation Planning, Facilities, and Services</b>	<b>91.82</b>	<b>3.00</b>
<b>Administration</b>	<b>30.61</b>	<b>1.00</b>
<b>TOTAL</b>	<b>3060.71</b>	<b>100.00</b>

**NOTE:** Table to be updated as numbers are finalized

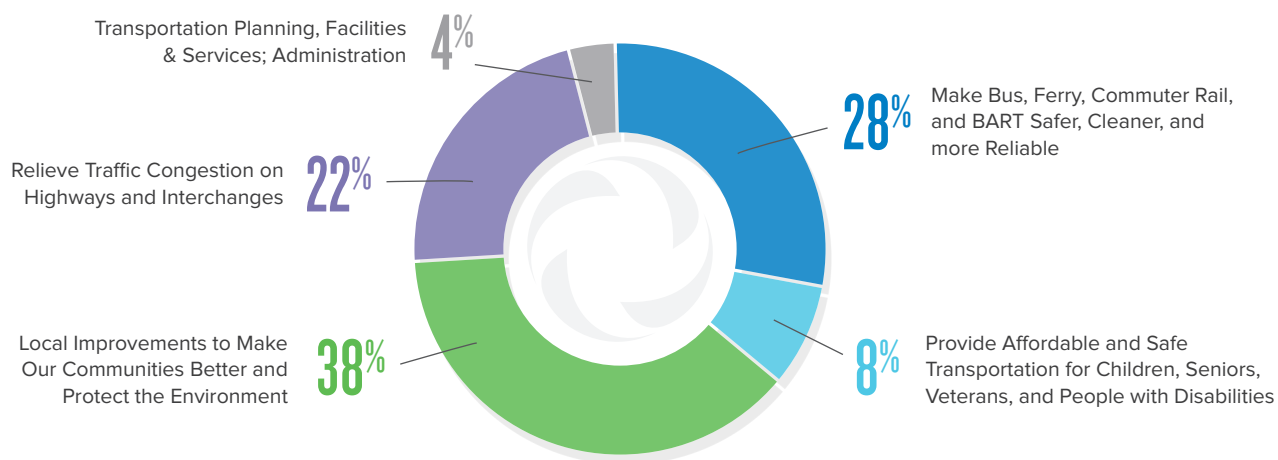
- Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable
- Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities
- Local Improvements to Make Our Communities Better and Protect the Environment
- Relieve Traffic Congestion on Highways and Interchanges
- Transportation Planning, Facilities, and Services; Administration

\*All funding amounts are rounded.

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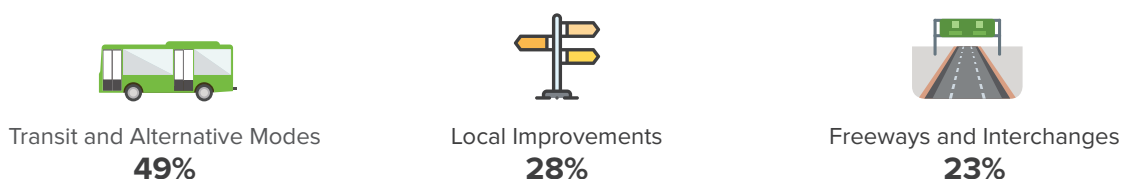


## EXPENDITURES BY FUNDING CATEGORY

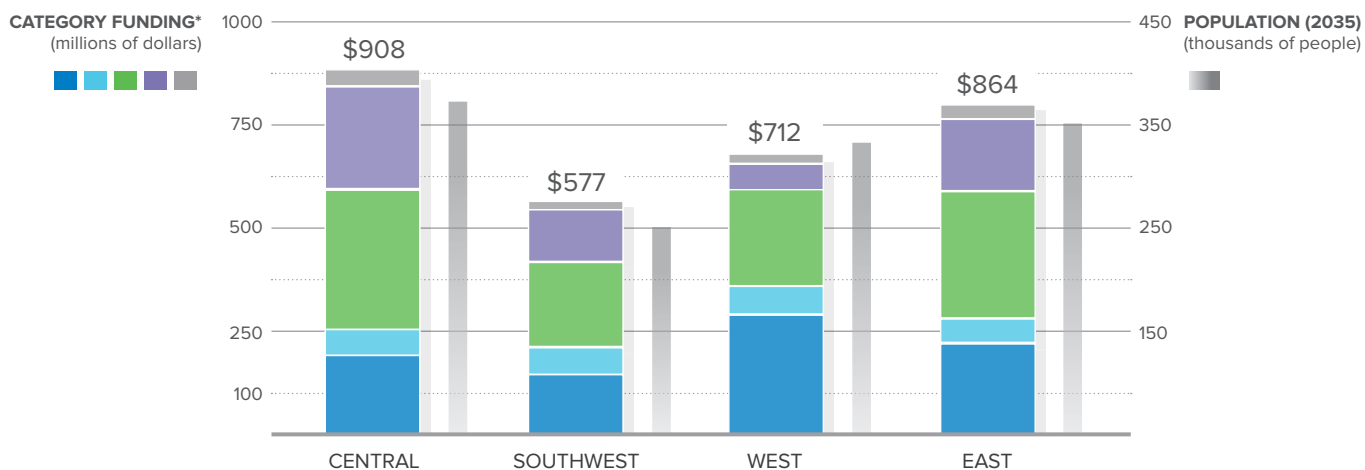


*This plan offers a balanced approach to transportation expenditures across transportation modes (for example, vehicles, transit, bicycle, and pedestrian travel) and encompasses the needs of all travelers.*

## EXPENDITURES BY FACILITY TYPE AND MODE

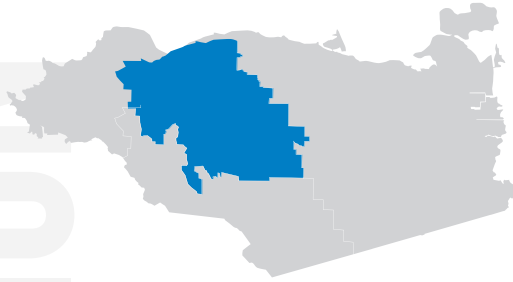


## EXPENDITURES BY SUBREGION



*Transportation expenditures will benefit every city, town, and community in Contra Costa County. Local transportation sales tax revenues will be spent on local projects. Funding will be distributed amongst subregions based on projected 2035 population (midpoint between 2020 and 2050). \*All funding amounts are rounded.*

## MAJOR TRANSPORTATION INVESTMENTS: SUBREGIONAL OVERVIEWS



### CENTRAL

**CITIES, TOWNS, AND COMMUNITIES:** Avon, Clayton, Clyde, Concord, Martinez, Pacheco, Pleasant Hill, Port Chicago, and Walnut Creek

**POPULATION (2035):** 402,700

**SQUARE MILES:** 74.6

**DENSITY:** 3,877/sq. mile

**MEDIAN AGE:** 42

**MEAN TRAVEL TIME TO WORK:** 33.8 min.

*SOURCE: United States Census Bureau*

**Interstate 680** forms the backbone of the central subregion's vehicle transportation network. The Transportation Expenditure Plan includes \$200 million to make an array of major improvements to improve traffic flow along I-680, with a focus on providing reliable transit, reducing bottlenecks, using innovation and technology to manage congestion more efficiently. For example, CCTA will complete the I-680 northbound express lanes from Walnut Creek to Martinez to provide reliable travel for people in transit, carpools, vanpools, or motorcycles, and solo drivers (for a fee).

CCTA plans to **enhance transit (bus)** service along I-680 by enabling buses to travel on dedicated shoulder lanes (or "transit only lanes") in order to bypass heavy traffic. CCTA may fund additional city buses' school service, and will expand park-and-ride facilities. Transit options have the capacity to move the highest numbers of passengers efficiently through a crowded corridor. Expanding and improving transit options will enable travelers to leave their cars at home and, thus, reduce vehicle travel on I-680.

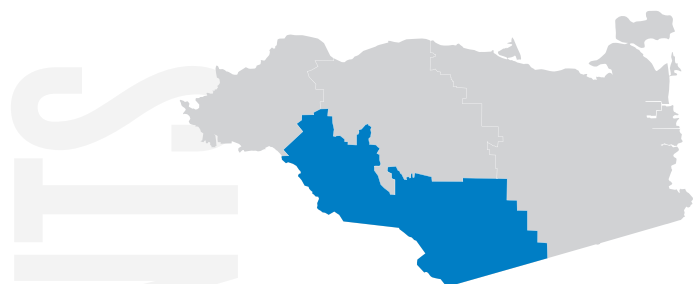
Approximately \$154 million is allocated toward upgrading key highway interchanges—such as **Highway 242** at Clayton Road, and I-680 at Highway 4—which will improve local freeway access and lessen back-ups onto local streets. An additional \$93 million will be allocated toward upgrading **major local streets** to improve traffic flow.

The central subregion is served by BART's yellow line; bus service is provided by County Connection. More reliable, accessible, clean, and safe transit travel is important to central subregion residents and travelers. Accordingly, \$150 million has been set aside for projects to make BART stations and trains cleaner and safer, and to improve the frequency, reliability, accessibility, cleanliness, and safety of buses and **BART**.

CCTA will also invest in bridging the first mile/last mile gap between home and transit stops through projects such as shared autonomous vehicles, shuttles, bike paths, and pedestrian trails to make mass transit a more convenient option for travelers who do not live close to a transit stop, or who need extra assistance getting to or from transit.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$205.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$53.60
Local Improvements to Make Our Communities Better and Protect the Environment	\$353.55
Relieve Traffic Congestion on Highways and Interchanges	\$259.20

*\*All funding amounts are rounded.*



## SOUTHWEST

**CITIES, TOWNS, AND COMMUNITIES:** Alamo, Blackhawk, Danville, Diablo, Lafayette, Moraga, Orinda, San Ramon, and Tassajara

**POPULATION (2035):** 255,900

**SQUARE MILES:** 85.2

**DENSITY:** 2,367/sq. mile

**MEDIAN AGE:** 44

**MEAN TRAVEL TIME TO WORK:** 36.2 min.

*Source: United States Census Bureau*

Travelers in Contra Costa County's southwest subregion drive north-south along **I-680** and east-west along **Highway 24**, which both currently experience major congestion. A total of \$200 million is allocated in the Transportation Expenditure Plan to improve traffic flow on I-680 in the southwest subregion from Alamo south through San Ramon to the county line reducing bottlenecks, adding auxiliary lanes, and closing HOV gaps and ramp metering.

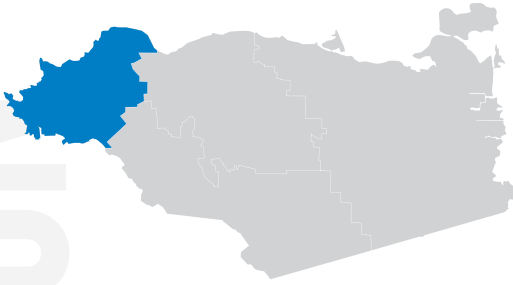
An additional \$35 million will be allocated to improve traffic flow along Highway 24 with a focus on projects such as the Highway 24/Camino Pablo interchange in Orinda and modernizing the old bores of the Caldecott Tunnel, along with \$130 million to fix and modernize **major local streets** to improve traffic flow.

Express bus service and other mass transit options have the capacity to move the highest numbers of passengers efficiently through crowded corridors so riders can get to destinations like school, work, medical appointments, and business centers. Bus service in this subregion is provided by County Connection. Expanding transit options will enable more travelers to leave their cars at home and, thus, reduce vehicle travel. Accordingly, CCA has allocated \$78 million toward transit service improvement for convenient and reliable **bus service** and enhancements.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$141.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$50.40
Local Improvements to Make Our Communities Better and Protect the Environment	\$226.30
Relieve Traffic Congestion on Highways and Interchanges	\$130.00

*\*All funding amounts are rounded.*





## WEST

**CITIES, TOWNS, AND COMMUNITIES:** Crockett, El Cerrito, El Sobrante, Hercules, Kensington, Pinole, Point Richmond, Port Costa, Richmond, Rodeo, and San Pablo

**POPULATION (2035):** 319,000

**SQUARE MILES:** 55.5

**DENSITY:** 4,268/sq. mile

**MEDIAN AGE:** 40.5

**MEAN TRAVEL TIME TO WORK:** 39.5 min.

*Source: United States Census Bureau*

Improving transit service is a high priority for residents and travelers in the Contra Costa County's west subregion. Reducing congestion on highways and major roads is also high on the list.

The **Interstate 80** corridor and BART form the backbone of the west subregion's transportation network. The Transportation Expenditure Plan includes \$95 million to make an array of improvements for transit options along the corridor, which will alleviate traffic along I-80. These improvements may include projects such as express bus service improvements and part-time transit lanes to bypass congested traffic. The plan also includes improvements to **transit connections** along San Pablo Avenue and between the **Richmond Ferry, BART, and Contra Costa College**—all with the objective of reducing the number of vehicles on the Interstate 80.

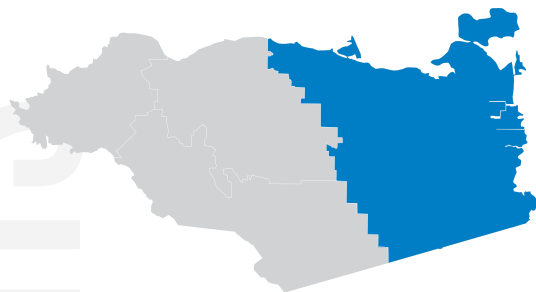
Along I-80, advanced technologies will be deployed to help manage the HOV (carpool) lanes, along with other improvements. Several I-80 interchange projects in the west subregion will offer multiple benefits, including improved safety and traffic flow and reduced congestion on **local streets**. Interchanges targeted for modification may include those at **San Pablo Dam Road and Pinole Valley Road**, totaling \$55 million in improvements. CCTA has allocated another \$38 million toward projects such as safer railroad crossings for vehicles, bicycles, and pedestrians at San Pablo Avenue, Cutting Boulevard, and Harbor Way in Richmond.

More than \$110 million may be allocated toward bus transit enhancements in west Contra Costa County, along with \$30 million to enhance **ferry service** and **rail** connectivity in Hercules.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$281.55
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$77.00
Local Improvements to Make Our Communities Better and Protect the Environment	\$245.53
Relieve Traffic Congestion on Highways and Interchanges	\$80.00

*\*All funding amounts are rounded.*





## EAST

**CITIES, TOWNS, AND COMMUNITIES:** Antioch, Bay Point, Bethel Island, Brentwood, Byron, Discovery Bay, Oakley, and Pittsburg

**POPULATION (2035):** 383,100

**SQUARE MILES:** 99.2

**DENSITY:** 3,283/sq. mile

**MEDIAN AGE:** 38

**MEAN TRAVEL TIME TO WORK:** 41 min.

*SOURCE: United States Census Bureau*

Contra Costa County's east subregion has seen **major population growth** over the past couple of decades as it has moved from a rural area crisscrossed by farm roads to a more developed area with higher traffic demand. **Highway 4** and **Vasco Road** serve as the primary connectors for people driving in the east subregion.

The Transportation Expenditure Plan includes \$150 million for projects such as improving local access to Highway 4 and improving access to the Byron Airport along Vasco Road. Individual projects may include improvements at the Balfour, Marsh Creek, Walnut, and Camino Diablo interchanges, along with a new Vasco Road-Byron Road connector and improvements to Vasco Road and Byron Highway. An additional \$75 million will be allocated toward completing and upgrading **major local streets** to improve traffic flow.

A total of \$238 million has been allocated toward bringing better transit options to people who live and work in eastern Contra Costa County. Funding will be used to improve **bus, BART, and commuter rail transit services** through projects such as extending transit to Brentwood and an East County Intermodal Station in Brentwood, which will make it easier for people using all types of travel—cars, bicycles, and buses—to access **eBART** (the commuter line extension from the Pittsburg/Bay Point BART station, east toward Antioch). Among other projects, the funding will also be used for a new Tri Delta Transit park-and-ride lot to service a new **Amtrak San Joaquin station** in Oakley.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$238
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$63
Local Improvements to Make Our Communities Better and Protect the Environment	\$332
Relieve Traffic Congestion on Highways and Interchanges	\$196

## WHAT THESE PROJECTS MEAN FOR CONTRA COSTA COUNTY

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

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





## MAJOR TRANSPORTATION PROJECTS COMPLETED WITH MEASURE J FUNDING

Rows from left to right and top to bottom

**Second:** New Caldecott Tunnel Fourth Bore; Richmond Parkway; Highway 24 and Highway 242 corridor improvements **Third:** Bicycle and pedestrian improvements; I-80 corridor improvements; I-680 corridor improvements **Fourth:** Transit service improvements for students, seniors, and people with disabilities; Local street and road improvements; Electric Vehicle Charging Stations



# THREE DECADES OF TRANSPORTATION IMPROVEMENTS

## WHO WE ARE AND WHAT WE DO

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

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

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

## FULFILLING OUR PROMISE TO CONTRA COSTA COUNTY VOTERS

Contra Costa County voters passed **Measure C** in 1988 with more than 57.5 percent support, sending a clear message that they recognized the immense need to improve the way people travel around Contra Costa County. Voters authorized a 20-year (1989-2009) half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. In 1989, the Contra Costa Transportation Authority was born.

Measure C expired in 2009 but much was accomplished, for example, Highway 4 was widened from Hercules to Martinez; BART was extended to Pittsburg/Bay Point; and new transit programs were set up for seniors and people with disabilities, among many other projects.

In 2004, Contra Costa County voters approved **Measure J** with a 71 percent vote. The measure provided for the continuation of the county's half-cent transportation sales tax for

25 more years (2009-2034) beyond the Measure C expiration date. Through 2034, Measure J will provide approximately \$2.5 billion of local sales tax revenue for countywide and local transportation projects and programs. Without Measures C and J funding, CCTA would not have qualified to receive additional federal, state, or regional funds. However, with Measure C and J matching funds combined with federal, state, and regional funds, a total of more than \$5.5 billion will be invested in vital transportation projects and programs in Contra Costa County through 2034, which is almost a three-to-one ratio compared to local funding alone.

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

As of 2018, about 82 percent of the Measure J project funds were expended. Remaining revenues are now going toward repayment of bonds, fixing local streets, continuing programs, and supporting public transportation. Without a new plan, the county will be unable to fund any new major projects to address pressing mobility needs.

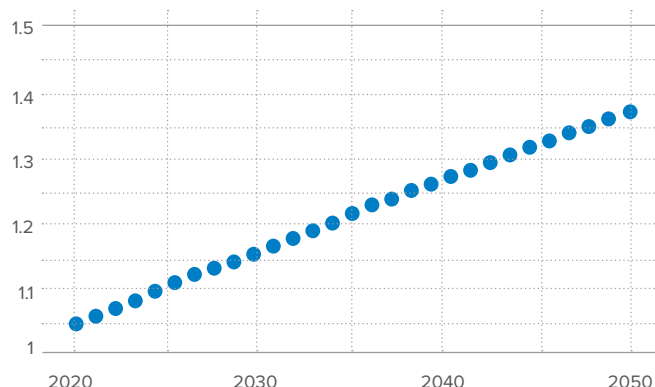
## TRANSPORTATION FOR THE COMING THREE DECADES

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

- All of the planned major capital improvement projects funded by Measure J are either complete or in construction, ahead of schedule.
- New transportation technology is offering unprecedented opportunities to streamline travel and traffic, and reduce emissions.
- The gap between transportation needs and available funding is at an all-time high. The new Transportation Expenditure Plan will allow local funding to keep needed services in place and alleviate congestion.
- The demand on Contra Costa County's roads, highways, BART, and buses is increasing. The county's population is growing and more people are moving on roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate future growth and prepare the system for the future.

## Contra Costa Predicted Population Increase

(IN MILLIONS OF PEOPLE)



*Contra Costa County's population is predicted to grow by 300,000 people over the coming three decades. CCTA has developed this Transportation Expenditure Plan to keep Contra Costa County moving, even as the population grows.*

SOURCE: Caltrans, California County-level Economic Forecast 2018-2050

- People are increasingly valuing alternative ways to get around, such as by walking and cycling. Our roads need to safely accommodate them.
- Contra Costa County's population is aging. Currently, about 15 percent of the population is age 65 or older. By 2035, this population is expected to double to about 30 percent. New and different transportation solutions are needed to keep our older residents mobile.

## LOCAL FUNDING FOR LOCAL PROJECTS

Contra Costa County's Measures C and J local transportation sales taxes have provided a substantial and steady share of the total funding available for transportation projects in Contra Costa County. State and federal sources have targeted some major projects, but local sources have come to represent more than 65 percent of the money available for transportation in the county. Our local transportation sales tax has been indispensable in helping to meet the county's growing needs in an era of undependable resources.

These local funds have also allowed CCTA to compete effectively for outside funds by providing a local matching fund source, as required by most grants. Measures C and J, for example, has attracted more than \$6.56 billion of additional funds from outside sources for Contra Costa County transportation projects.

CCTA will continue to use local transportation sales tax revenue to attract outside funds for projects already identified in regional

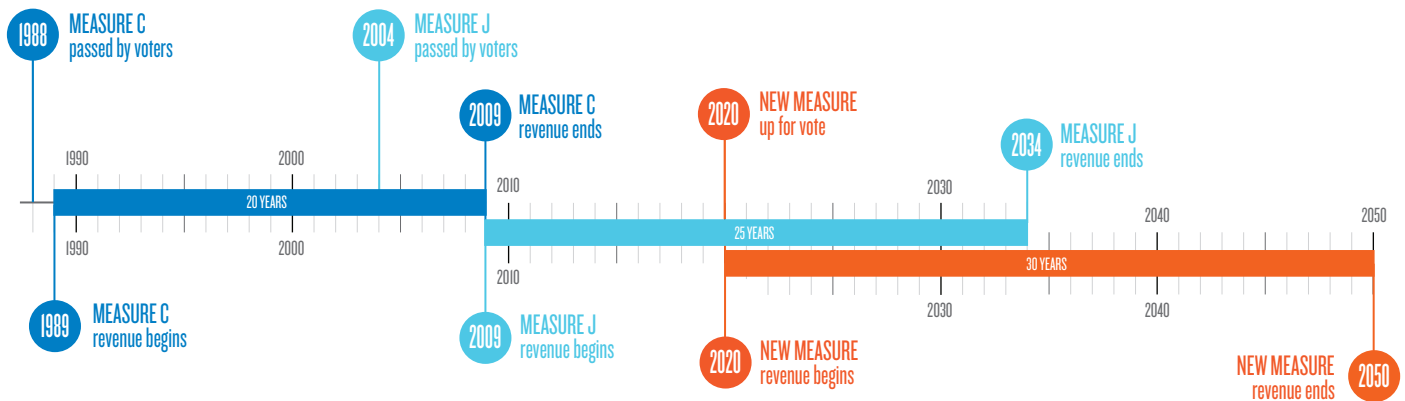
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## Timeline of Local Funding

### Contra Costa County Transportation Improvements



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

and state funding measures. For example, California's Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, invests \$54 billion over the next decade to fix roads, freeways, and bridges in communities across California. In fiscal year 2017-2018 alone, more than \$77 million of SB-1 transportation funding was earmarked for projects sponsored by CCTA. CCTA's required local match was \$35 million. In other words, for every dollar Contra Costa County taxpayers paid for these projects, the state paid two more dollars.

Similarly, voters approved Regional Measure 3 (RM-3), which was authorized and signed into law in 2017 to fund major roadway and public transit improvements via an increase in tolls on the Bay Area's seven state-owned toll bridges. Contra Costa County projects that may benefit from RM 3 include:

- Interstate 80 Transit Improvements: expand bus service along the Interstate 80 corridor
- Interstate 680 Transit Improvements: enhance transit service along the Interstate 680 corridor, including bus operations, transit centers, and real-time travel information
- BART Fleet of the Future: expand the BART fleet with 300 additional new railcars to enable more service, longer trains, less crowding, and greater reliability
- East Contra Costa County Transit Intermodal Station: construct a transit intermodal center to enhance access to eBART and the Mokelumne Bike Trail/Pedestrian Overcrossing at Highway 4

- Contra Costa Interstate 680/Highway 4 Interchange Improvements: reduce congestion and improve safety with widening of Highway 4 and new direct connectors between I-680 and Highway 4
- Richmond-San Rafael Bridge Access (Contra Costa approach): upgrade the Richmond Parkway to reduce delays on bridge approaches and at the toll plaza
- Byron Highway-Vasco Road Airport Connector: improve access, safety, and economic development with a new connector between Byron Highway and Vasco Road
- Bay Area Corridor Express Lanes: new highway express lanes on high-congestion corridors such as Interstates 80, 680, and 580 that are actively managed to be congestion-free at all times
- San Francisco Bay Trail/Safe Routes to Transit: bicycle and pedestrian access improvements on toll bridges connecting to rail transit stations and ferry terminals
- North Bay Transit Access Improvements: transit improvements, such as new transit vehicles, transit facilities, and access to transit Facilities

RM 3 provides only partial funding for these projects. Additional funding is needed to make them a reality. The revenue generated through Contra Costa County's transportation sales tax will continue to be spent exclusively on projects in Contra Costa County. The projects included in this Transportation Expenditure Plan are considered essential for meeting the county's transportation needs.



CONTRA COSTA  
transportation  
authority

# A ROADMAP FOR THE FUTURE

## WHAT THIS TRANSPORTATION EXPENDITURE PLAN WILL ACCOMPLISH

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

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

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

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

When implemented, the projects in this Transportation Expenditure Plan will accomplish an array of major transportation improvements, which are grouped into the following main categories:

- **Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner and More Reliable** by funding improvements to the county's bus services, BART, and commuter rail.
- **Provide Affordable and Safe Transportation** for children, Seniors, Veterans, and People with Disabilities through reduced fares, paratransit, and other programs.
- **Make Our Communities Better and Protect the Environment** by providing significant funding to local cities and towns to repair and modernize local streets and roads; improving walking and biking on streets and trails; providing seamless connections between transportation options; and improving air quality through reduced emissions.
- **Relieve Traffic Congestion on Highways and Interchanges** through a suite of projects designed to improve traffic flow on I-80, I-680, Highway 4 and State Routes 24 and 242, as well as the Richmond-San Rafael bridge and old bores of the Caldecott Tunnel.

Furthermore, projects within each of these four categories are tailored to meet local preferences and needs in each of the county's four subregions.

## HOW THE TRANSPORTATION EXPENDITURE PLAN WAS CREATED

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

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

## TAXPAYER SAFEGUARDS

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

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

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

## PERTINENT POLICIES

CCTA implements and follows several key policies to ensure that Contra Costa County's transportation systems are in alignment with the county's established future vision of the county. Full text of these policies is included in Section 5; however, in summary the intent of these key policies are as follows:

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

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

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

**Complete Streets Policy:** encourages making local streets more efficient and safe for all users—including pedestrians, bicyclists, transit riders, and taxis—and giving travelers convenient options while minimizing the need to widen roadways.

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

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

## GUIDING PRINCIPLES USED TO DEVELOP THE TRANSPORTATION EXPENDITURE PLAN

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



### DEFINED BENEFITS

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



### PUBLIC PARTICIPATION

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



### ACCOUNTABILITY AND TRANSPARENCY

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



### BALANCED AND EQUITABLE APPROACH

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



### MAXIMIZE AVAILABLE FUNDING

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



### COMMITMENT TO TECHNOLOGY AND INNOVATION

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



### COMMITMENT TO GROWTH MANAGEMENT

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



# PROPOSED TRANSPORTATION INVESTMENTS

## PLANNING FOR THE FUTURE

This Transportation Expenditure Plan includes transportation-related projects to be planned, designed, funded, constructed, and/or delivered in Contra Costa County over the next thirty years. This plan reflects an investment of approximately \$3 billion of revenue generated from the half-cent transportation sales tax. CCTA anticipates applying for and receiving additional local, regional, state, and federal funding to augment the sales tax revenue. The investments described in this plan will be made from 2020 to 2050. These improvements are necessary to address current and projected transportation needs in Contra Costa County.

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

In its role as the administrator of Contra Costa County's transportation sales tax revenue, CCTA has instituted requirements so that taxpayer's revenue is invested per pre-established policies, as presented in Section 5 of this Transportation Expenditure Plan. The policy statements generally require that recipients of funding perform advance performance assessments and comply with applicable laws and other CCTA policies. The Taxpayer Safeguards and Accountability Policy in Section 5 includes the full statement of funding requirements and restrictions, as applicable. The project descriptions in this section include a summary of additional specific funding requirements or restrictions and related applicable policy statements.

*NOTE: all funding amounts are rounded.*



► **\$866 MILLION**

## **MAKE BUS, FERRY, COMMUTER RAIL, AND BART SAFER, CLEANER, AND MORE RELIABLE**

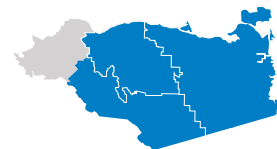
Approximately one-third of the Transportation Expenditure Plan funding will be allocated toward substantial investments in a robust transit system that provides affordable, efficient, convenient, and accessible transit to travelers throughout the county. These projects will result in cleaner, safer,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

CCTA will prepare an integrated transit plan to outline how Contra Costa County transit operators can best use Transportation Expenditure Plan funding. Priority will be given to projects and programs that advance Contra Costa County's Transit Policy (as included in Section 5), in particular, those that help achieve schedule and fare integration, seamless transfers between operators, and strategic expansion that leverages other local, state, and federal funds.

Approximately 40 percent of this transit-oriented funding is allocated directly to transit operators to optimize and improve their services. The remainder of the funding will be used by CCTA for new transit facilities (stations and line extensions, for example) and projects to increase access for vehicles, bicycles, and pedestrians to BART stations and other transit hubs. Investments will also be set aside for "first mile - last mile" shuttles or shared vehicles to help get people from their homes and work to transit stations and then back home again.

June 19, 2019  
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**\$230 MILLION**

## **PROVIDE CONVENIENT AND RELIABLE TRANSIT SERVICES IN CENTRAL, EAST, AND SOUTHWEST CONTRA COSTA COUNTY**

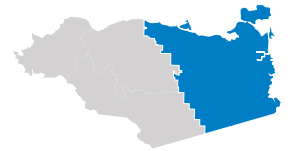
Although BART and rail service offers backbone transit options to residents in central, southwest, and east Contra Costa County, many neighborhoods and communities are unserved or underserved by bus or other transit options, meaning that transit is not near enough to people who want to use it, and not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



**\$111 MILLION**

## **INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA COUNTY**

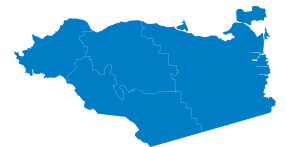
Many people in west Contra Costa County rely on buses and transit as their primary means of travel. CCTA will focus on expanding transit services to unserved or underserved areas, along with more frequent and reliable bus service to all. Funding will be provided to public transit operators in the west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



**\$100 MILLION**

## **EAST COUNTY TRANSIT EXTENSION TO BRENTWOOD AND ONNECTIVITY TO TRANSIT, RAIL, AND PARKING**

Expanding transit service throughout East Contra Costa County will enable more people to travel conveniently to the Antioch eBART station and other destinations served by transit. This will be particularly relevant to people who live in communities that are currently unserved or underserved by bus or other transit options and who travel to the Bay area and Central Valley. Investments will fund a direct link between a new intermodal center in Brentwood (earmarked for RM 3 funding, with CCTA providing matching funds) to the Antioch eBART station. Funding will also be provided to improve transit service throughout Oakley and nearby communities via new shuttle service, bus service, and transit hubs such as a new Tri Delta park-and-ride lot to service a new Amtrak San Joaquin station in Oakley. For all transit service, funding will help integrate existing transit services using new technologies, so that people have smooth and convenient connections with less wait time.



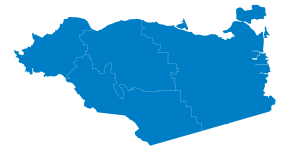
**\$100 MILLION**

## **CLEANER, SAFER BART**

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

CCTA plans to fund a suite of modernization projects at select stations to increase safety, security, and cleanliness and improve the customer experience. Several projects will focus on improving the reliability of the fare gates and reducing fare evasion. Many of these projects are eligible for Measure RR (BART's \$3.5 billion general obligation bond). CCTA will provide no more than a dollar-for-dollar match for BART projects. BART and CCTA will develop a countywide program to determine how funding is allocated, evaluated, and tracked for effectiveness. Specific funding requirements and maintenance of effort are required and identified in the Taxpayers Safeguards and Accountability Policy (Section 5). June 19, 2019

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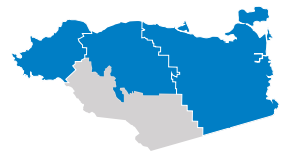
**\$100 MILLION**

## **ADDITIONAL eBART TRAIN CARS; PARKING AND ACCESS IMPROVEMENTS TO BART**

The BART extension from the Pittsburg/Bay Point station to Antioch opened in 2018. The new service is 10 miles long, added two new stations (Pittsburg Center and Antioch), and provides much needed congestion relief on Highway 4. The extension uses a different type of train called a Diesel Multiple Unit (DMU). Funding will be allocated toward purchasing additional eBART train cars so that trains can run more frequently, thereby carrying more passengers on this popular route.

Parking is in short supply at several Contra Costa County BART stations. In addition to making shuttle service to BART more frequent, funding is also allocated toward making parking and access improvements that serve BART stations, so that buses and people in vehicles—along with people arriving by walking or bicycling—can get to the station more easily and conveniently.





**\$80 MILLION**

## **ENHANCE FERRY SERVICE AND RAIL CONNECTIVITY IN CONTRA COSTA COUNTY**

The commuter rail service running along the San Francisco Bay, Carquinez Straits, and Bay Delta shorelines provide Contra Costa residents access to Sacramento, the Central Valley, and destinations throughout the Bay Area via the Capitol Corridor and San Joaquin trains. Investments will be targeted to provide increased access to commuter train service for residents throughout the county.

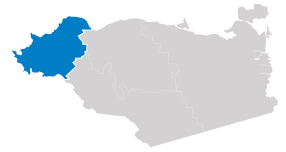
CCTA proposes to fund new stations and improvements to existing stations and rail facilities. Some example projects may include:

- Transit connection between the Martinez Amtrak station and the Concord BART station
- New train station for the San Joaquin trains, along with a park-and-ride lot, in Oakley
- New connections between the new Oakley station and the Antioch eBART
- New regional intermodal station in Hercules

Ferries are a convenient way for people to travel across large bodies of water as an alternative to driving. For example, a new ferry terminal opened in Richmond in 2019 and offers an alternative to driving on I-80 and San Francisco Bay bridges to reach San Francisco. Ferries also serve as a vital transportation link in case any of the San Francisco Bay bridges are closed (for example, if a bridge is damaged during a major earthquake).

CCTA plans to fund new or improved ferry services in Hercules, Martinez, and/or Antioch. As more people use ferries, traffic congestion on Contra Costa County's roads and highways will be less, traffic will flow more smoothly, and air emissions will decrease, thereby improving the county's air quality.

More travel on ferries and commuter rail will help alleviate traffic demand on I-80, the Oakland-San Francisco Bay Bridge, Highway 4, and other major freeways, thereby reducing vehicle emissions and improving air quality. For both commuter rail and ferry service, projects that increase ridership and incentivize travel by offsetting fares and improving the frequency of existing routes may also be funded.

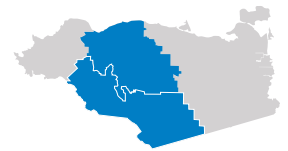


**\$95 MILLION**

## IMPROVE TRANSIT RELIABILITY ALONG THE I-80 CORRIDOR

It's no secret that I-80 is heavily traveled and in extreme demand. Many thousands of people rely on this major interstates every day. **The challenge is to enable as many people as possible to travel along the I-80 corridor without adding lanes.** Transit is a great way to increase person throughput, but buses also get slowed down during times of heavy traffic. One of CCTA's strategies to smoothing traffic along the I-80 corridor is to improve and enhance transit service to give travelers viable and convenient options to driving in their vehicles. When more people take transit, there will be fewer cars on the road and traffic congestion will be reduced. Funding is planned to:

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



**\$50 MILLION**

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

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

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



► **\$250 MILLION**

## PROVIDE AFFORDABLE AND SAFE TRANSPORTATION FOR CHILDREN, SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES

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

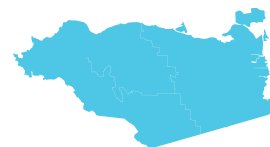


**\$150 MILLION**

## **AFFORDABLE TRANSPORTATION FOR SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES**

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

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



**\$100 MILLION**

## **SAFE TRANSPORTATION FOR YOUTH AND STUDENTS**

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

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

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



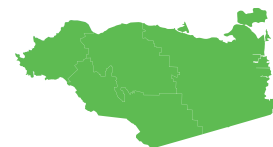




► **\$1.158 BILLION**

## LOCAL IMPROVEMENTS TO MAKE OUR COMMUNITIES BETTER AND PROTECT THE ENVIRONMENT

Smooth pothole-free roads, safe intersections, pleasant sidewalks, safe bike lanes, and clean air are some of the important features that make Contra Costa County a great place to live and work. CCTA will implement many projects throughout the county to improve our local communities and protect the county's environment and quality of life.



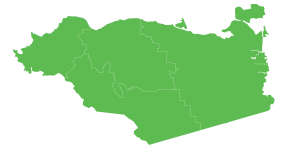
**\$465 MILLION**

## **FIX AND MODERNIZE LOCAL ROADS**

While pavement conditions on Contra Costa County's 7125 lane miles of roads are rated "good" by the Metropolitan Transportation Commission (2016), there are several jurisdictions where pavement is rated "at risk," or "poor." In addition to pavement, our county's road infrastructure is aging and in need of repair.

CCTA will provide funding directly to the county's cities, towns, and unincorporated areas so that they may make improvements to their own local roads and streets. Each jurisdiction in Contra Costa County will receive a base allocation of \$100,000 per year plus additional funds distributed based half on relative population and half on road miles within each jurisdiction.

To ensure transparency and accountability, local agencies report annually on the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements. Local agencies must also meet the requirements set forth in the Growth Management Program, Urban Limit Line Compliance Requirements, Transit Policy, Complete Streets Policy, and other applicable policies (Section 5).



**\$230 MILLION**

## IMPROVE TRAFFIC FLOW ON MAJOR LOCAL STREETS

Many local roads in Contra Costa County were designed and constructed primarily for car and truck travel. These roads need modernization to safely accommodate all types of transportation.

CCTA is committed to relieving congestion on major local streets throughout the county and implementing modern systems that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians.

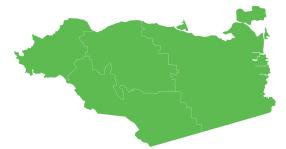
Projects range in size and type, and may include, for example, new and/or wider lanes or shoulders; new bicycle and pedestrian facilities; installation of "smart" parking management programs; traffic signal synchronization and other innovative technology; traffic calming measures and roundabouts; shoulders, sidewalks, curbs and gutters, and streetscapes; and bus transit facility enhancements such as bus turnouts and passenger amenities. Some possible candidate locations to be funded include:

- Ygnacio Valley Road in Concord
- Sand Creek Road in Brentwood and Antioch
- Viera Avenue in Antioch
- San Pablo Avenue at the BNSF railroad in Richmond
- Cutting Boulevard at the BNSF railroad in Richmond
- Harbor Way at the BNSF railroad in Richmond
- Willow Pass Road in Concord
- Alhambra Avenue in Martinez and Contra Costa County
- Kirker Pass Road in Contra Costa County near Pittsburg
- Saint Marys/Bollinger Canyon Road in Moraga
- Camino Tassajara Road in Contra Costa County
- Crow Canyon Road in San Ramon
- Laurel Road in Antioch
- Main Street in Oakley
- East Cypress in Oakley
- Deer Valley Road in Antioch
- West Leland Road extension in Pittsburg
- Brentwood Boulevard in Brentwood
- Lone Tree Way in Brentwood
- CCTA will develop a new Countywide Local Street Improvement Program and implementation guidelines for the use of these funds.

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**\$214 MILLION**

## **IMPROVE WALKING AND CYCLING ON STREETS AND TRAILS**

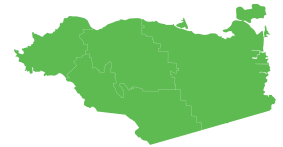
Numerous studies and research across many different communities have demonstrated the benefits of creating an environment where walking and bicycling are safe, comfortable, and convenient. For example, increased walking and bicycling can improve air quality by reducing emissions and energy use from motor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

This Transportation Expenditure Plan contains unprecedented levels of funding to improve safety for bicyclists and pedestrians in every part of the county— from local street improvements to trail enhancements and similar projects. Two-thirds of the walking/cycling funding will be used to implement projects in the Contra Costa Countywide Bicycle and Pedestrian Plan, most recently updated in 2018. CCTA will develop program guidelines for a competitive project selection process that maximizes benefits for all users.

About 17 percent of the funds will be allocated to the East Bay Regional Park District for the development and rehabilitation of paved regional trails. All funding will be consistent with CCTA's Complete Streets Policy (included in Section 5).

Some sample projects may include:

- Improvements to the I-80/Central Avenue interchange in El Cerrito to provide safe passage for pedestrians and cyclists
- Pedestrian overcrossings at 23rd Street in Richmond and Bollinger Canyon Road in San Ramon for the Iron Horse Trail
- Connections between the Iron Horse Trail and Contra Costa Trail



**\$150 MILLION**

## **SEAMLESS CONNECTED TRANSPORTATION OPTIONS AND REDUCED EMISSIONS**

CCTA is a nationwide leader in sustainable, technology-enabled transportation through its work integrating innovative technological solutions into Contra Costa County's transportation network to improve traffic flow and safety, reduce greenhouse gas emissions, and offer improved travel options. Contra Costa County's cities, towns, and transit providers also seek innovative solutions to reduce operating and maintenance costs, improve and integrate services, and prepare their infrastructure for the future of transportation.

Technology solutions can help solve the challenges of the lack of connectivity between transportation options. Technology can also help facilitate convenient, cost effective alternatives to the personal car and, through more charging stations, can help prepare for growing fleet of zero-emission vehicles.

CCTA has identified a suite of projects to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and taking advantage of future transportation technology trends.

Examples include data sharing and mobile applications that provide travelers with options based on real-time data; intelligent roads that help reduce congestion and improve safety; rapid-charge and on-the-go vehicle charging systems; integrated shared mobility options (such as carshare, rideshare, and bikeshare); and on-demand transportation services. New and emerging transportation solutions will be evaluated for their ability to meet the program goals of integrating transportation options and reducing vehicle emissions.

Funding is intended to match regional, state, or federal grants and private-sector investment to achieve maximum benefits. CCTA will develop and adopt guidelines for a



**\$80 MILLION**

## **FOCUSED GROWTH, SUPPORT ECONOMIC DEVELOPMENT, AND CREATE JOBS IN CONTRA COSTA**

If people live closer to their jobs, they have less need to commute long distances, thereby decreasing traffic congestion.

CCTA will implement and administer a new Community Development Transportation Program in conjunction with its existing Transportation for Livable Communities Program. Transportation programs and projects will promote affordable housing and housing within planned or established centers that are supported by transit, or that support economic development and job creation in Contra Costa County.

Funding will also incentivize employers to create local jobs, and promote transit, shared trips, telecommuting, and shifting work schedules, all with the intent of reducing commuter traffic at peak commute times.

Funding is intended to match regional, state, or federal grants and private-sector investment to achieve maximum benefits. CCTA will develop and adopt guidelines for a



**\$19 MILLION**

## **REGIONAL TRANSPORTATION PRIORITIES**

CCTA has set aside an amount for future projects that are not foreseen at this time, thereby offering some flexibility to address future unknowns. Project recommendations can be made by each subregion for consideration and funding by CCTA.







► **\$665 MILLION**

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**1,084,191 VEHICLES WERE  
REGISTERED IN CONTRA  
COSTA COUNTY IN 2018**

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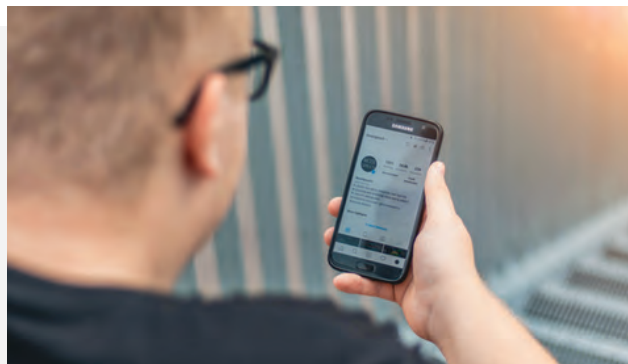
*SOURCE: California Department  
of Motor Vehicles*

## RELIEVE TRAFFIC CONGESTION ON HIGHWAYS AND INTERCHANGES

More than 79 percent of Contra Costa County's residents drive to work and several of Contra Costa County's highways have been identified as the "most congested in the San Francisco Bay area." (Source: Metropolitan Transportation Commission, Vital Signs, 2016-2017 data)

Easing traffic congestion is one of Contra Costa County travelers' highest priorities. Accordingly, CCTA will invest about a fourth of the new transportation sales tax revenue toward new tools and strategies to improve traffic flow and reduce traffic congestion on the county's highways and interchanges.

Projects will be subject to applicable Transit, Complete Streets, and Vision Zero policies, Taxpayers Safeguards and Accountability, and other related CCTA policies such as Performance-based Project Review.



I-680 FROM SYCAMORE VALLEY ROAD TO BUSKIRK AVENUE/OAK PARK BOULEVARD IS THE **10<sup>TH</sup> MOST CONGESTED HIGHWAY** IN THE SAN FRANCISCO BAY AREA

SOURCE: California Department of Motor Vehicles



**\$200 MILLION**

## RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG THE I-680 CORRIDOR

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

- Complete express lanes in both directions from Rudgear Road in Walnut Creek to the Benicia Bridge to provide 25 miles of fully-continuous express lanes in the southbound direction and nearly continuous express lanes in the northbound direction.
- Address congestion hot spots caused by high-volume weaving areas between Livorna Road and Treat Blvd. Additional lanes and ramp improvements at these locations will provide safe merging for motorists and ease bottlenecks that currently create chronic delays.
- Manage traffic flow by connecting and synchronizing traffic on local arterials, freeway ramps, and freeways.
- Expand park-and-ride facilities to enable people to use transit more often.
- Implement innovative technology solutions such as integrated corridor management and adaptive ramp metering to help manage traffic through real-time adjustments to traffic signals, metering lights, and speed control signage.
- Prepare the corridor for the future by installing technology to support future intelligent transportation improvements. The goal is to maximize system efficiency, support connected and autonomous vehicles, and enable advanced data collection and communications.
- Implement transportation demand management programs to reduce single-occupancy vehicle travel. For example, mobile applications that provide real-time data can help travelers make informed decisions about mode choice, travel time, and cost per trip.
- Provide incentives for using alternative transportation options.

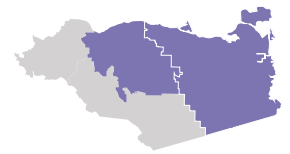




4 242

HIGHWAY 4 FROM MORELLO AVENUE  
TO PORT CHICAGO HIGHWAY IS THE  
**5<sup>TH</sup> MOST CONGESTED HIGHWAY**  
IN THE SAN FRANCISCO BAY AREA;  
FROM LOVERIDGE ROAD TO WILLOW  
PASS ROAD IS THE 11<sup>TH</sup>

SOURCE: Metropolitan Transportation  
Commission, Vital Signs



**\$200 MILLION**

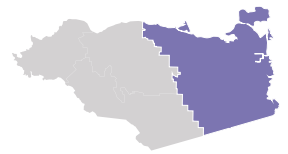
## RELIEVE CONGESTION ON HIGHWAY 4 AND SR-242 BETWEEN MARTINEZ AND PITTSBURG

Through its massive Highway 4 widening projects, CCTA has made major improvements to transportation in Contra Costa County's central and east subregions. CCTA plans to continue its work in easing traffic congestion, smoothing traffic flow, and reducing travel time along Highway 4 and SR-242 with a blend of improvements such as:

- Using real-time information signs and synchronized ramp metering to manage traffic flow on Highway 4
- Making improvements to the I-680/Highway 4 and SR-242/Clayton Road interchanges, which are currently substandard
- Improving the bottleneck at Willow Pass
- Using technology to coordinate traffic and improve traffic flow in the carpool lanes
- Providing incentives for using alternative transportation options.



4



**\$150 MILLION**

## **IMPROVE LOCAL ACCESS TO HIGHWAY 4 AND BYRON AIRPORT**

Drivers using Camino Diablo in Byron, a two-lane road without turning lanes or shoulders, often experience high volumes of traffic in the morning and evening hours. Other roads, corridors, and interchanges need upgrading to handle the growing population and traffic in east Contra Costa County.

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

- A new limited-access connector between Byron Highway and Vasco Road south of Camino Diablo to improve access to Byron Airport, making it a more useful transportation hub
- Improvements to Vasco Road and Byron Highway, and other safety improvements
- Interchange improvements along Highway 4 at Balfour Road, Marsh Creek Road, Walnut Boulevard; improvements on Camino Diablo

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



I-80 FROM HIGHWAY 4 TO THE  
SAN FRANCISCO BAY BRIDGE  
TOLL PLAZA IS THE **2<sup>ND</sup> MOST  
CONGESTED HIGHWAY IN THE  
SAN FRANCISCO BAY AREA**

*SOURCE: Metropolitan Transportation  
Commission, Vital Signs*



**\$60 MILLION**

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

I-80 is one of the busiest corridors in the Bay Area. Commuters and travelers on I-80 see chronic heavy traffic from the Carquinez Bridge to the county line at the El Cerrito/Albany border. Travel times are often unpredictable. Compounding the slow-downs related to heavy traffic are substandard interchanges and additional congestion due to traffic incidents.

In 2016, CCTA, in partnership with Caltrans, activated the I-80 SMART Corridor to help manage traffic along I-80. In the coming years, CCTA will continue to build on the I-80 SMART Corridor system, with a focus on high impact, lower cost solutions that can be quickly put in place to smooth traffic.

CCTA will put measure in place to increase travel time reliability in the carpool lanes; make improvements to the outdated and substandard I-80/San Pablo Dam Road and I-80/Pinole Valley Road interchanges; and provide incentives for using transit and/or shared (carpool or vanpool) trips. Contra Costa County will see many benefits from these improvements, including less traffic congestion, less stop-and-go traffic flow, better travel time reliability, and cleaner air due to a reduction in vehicle emissions.



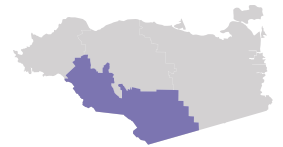
24

\$35 MILLION

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

Highway 24 morning and evening commutes generate extreme traffic. In addition, vehicle incidents can snarl traffic for miles. Cars often exit into local towns trying to circumvent the slow traffic, causing near-gridlock on local streets. CCTA has plans to improve traffic flow and access along Highway 24 in Orinda, Lafayette, and Moraga through a suite of projects that could include improving interchanges, modifying local roads to reduce highway access delays, and other highway congestion-reducing improvements. CCTA will also develop transit and shared trip incentives for drivers in lieu of single-occupant vehicle travel.

The original two-bore Caldecott Tunnel opened in 1937. CCTA plans to implement improvements that could include, improved lighting and visibility, improved traffic alerts for crashes or stalled vehicles, and other physical or technological solutions to improve safety. Funding will be used as matching funds for projects that modernize and improve Caldecott Tunnel safety.



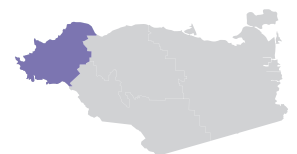
580

\$20 MILLION

## IMPROVE TRAFFIC FLOW AND ACCESS TO THE RICHMOND-SAN RAFAEL BRIDGE

At the east end of the I-580 Richmond-San Rafael bridge, bottlenecks are causing major travel delays. Morning and weekend backups often extend several miles east of the toll plaza and spill into local streets and communities. CCTA plans to relieve traffic congestion and reduce traffic delay by modernizing facilities, expanding pedestrian and bicycling options, improve transit reliability, and encouraging the use of carpools and buses. Specific improvements could include:

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





► **\$122 MILLION**

## **TRANSPORTATION PLANNING, FACILITIES & SERVICES; ADMINISTRATION**

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



# POLICY STATEMENTS

## 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.<sup>1</sup>

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.

The Measure J Transportation Expenditure Plan Growth Management Program, which includes Principles of Agreement for Establishing the Urban Limit Line, is replaced in its entirety by this Growth Management Program and Urban Limit Line (ULL) Definitions and Compliance Requirements.



## COMPONENTS

To receive its share of the 2020 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funds and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa's Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities funds and the 2020 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program 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 2–8 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.

### 2. Adopt a Development Mitigation Program

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

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

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking

and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

### 3. Address Housing Options

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

- 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
- Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

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

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

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the 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 or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

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

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

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

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

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein on page 41.

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

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

#### **6. Develop a Five-Year Capital Improvement Program**

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.

#### **8. Adopt Additional Growth Management Policies, as applicable**

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

## 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 and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the 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 2020 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funding and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive 2020 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds or Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Transportation for Livable Communities funds 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.

## Urban Limit Line (ULL) Compliance Requirements

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

### 1. Urban Limit Line (ULL):

An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.

### 2. Local Jurisdictions:

Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after July 1, 2020.

### 3. County ULL:

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

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

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

### 4. Local Voter ULL (LV-ULL):

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

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of Pittsburg
City of San Ramon	

### 5. Minor Adjustment:

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

### 6. Other Adjustments:

Other Adjustments: Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

## REVISIONS TO THE ULL

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
  - a. Accept and approve its existing ULL to continue as its applicable ULL, or
  - b. Accept and approve the revised County ULL as its applicable ULL, or
  - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
  - a. Minor adjustment shall not exceed 30 acres.
  - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4) which include:
    - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the urban limit line.
    - An objective study has determined that the urban limit line is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by state law, and the governing elected legislative body finds that a change to the urban limit line is necessary and the only feasible means to enable the county jurisdiction to meet these requirements of state law.
    - A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.
    - A minor change to the urban limit line will more accurately reflect topographical characteristics or legal boundaries.
    - A five-year cyclical review of the urban limit line has determined, based on the criteria and factors for establishing the urban limit line set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city, town, or county growth management studies or otherwise) or circumstances have changed, warranting a change to the urban limit line.
    - An objective study has determined that a change to the urban limit line is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the county's aviation related needs; or
    - A change is required to conform to applicable California or federal law.
  - c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as

defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.

- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
  - e. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
  - f. Any jurisdiction proposing to process a minor adjustment to its applicable ULL that impacts Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law.

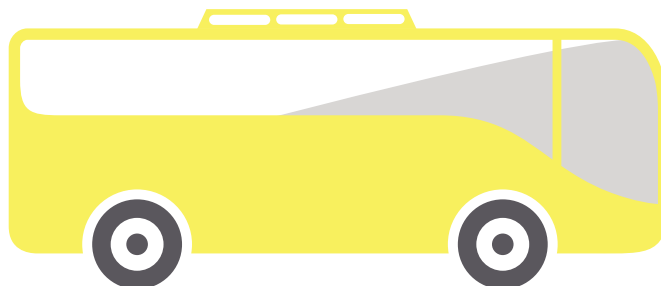
## CONDITIONS OF COMPLIANCE

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

## Transit Policy

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intelligent roads that help reduce congestion and improve safety, rapid charge and on-the-go vehicle charging systems, integrated shared mobility options (such as carshare, ride-share and bikeshare), and on-demand transportation services. New and emerging transportation solutions will be evaluated for their ability to meet the program goals of integrating transportation options and reducing vehicle emissions.

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## Complete Streets Policy

### VISION

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

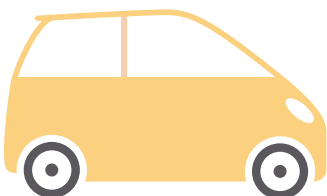
By making streets more efficient and safer for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

### POLICY

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

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

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide



context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on “exceptions” below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

1. be consistent with and be designed to implement each agency’s general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
2. involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
3. consider the complete street design standards adopted by the Authority, and
4. provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency’s capital improvement program.

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

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

## EXCEPTIONS

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

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

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

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





## Advance Mitigation Program

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

Assembly Bill No. 2087 (AB 2087) outlines a program for informing science based, non-binding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The Advance Mitigation Program used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The Advance Mitigation Program will provide environmental mitigation activities specifically required under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. SB 1 (2017) created the Advance Mitigation Program at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects. The Authority's Advance Mitigation Program compliments advance mitigation funding from SB1.

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

1. Development and approval of a Regional Conservation Investment Strategy (RCIS) that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The RCIS established conservation goals and

includes countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan (East Contra Costa HCP/NCCP) for the areas of the county covered by the East Contra Costa HCP/NCCP. The RCIS will identify mitigation opportunities for all areas of the county to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the RCIS, in consultation with the RTPCs, prior to the allocation of funds for Advance Mitigation Program.

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

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

Projects funded from the following categories of Expenditures are eligible for inclusion in the Advance Mitigation Program. Note that some categories include projects within the East Contra Costa County Habitat Conservation Plan and Natural Communities Conservation Plan (ECCC HCP / NCCP). The Advance Mitigation Programs provides an opportunity to meet species mitigation needs on projects that cannot be met by ECCC HCP/NCCP.

- Traffic Flow and Transit Improvement along Interstate 80
- Improved Access and Traffic Flow Improvement to Richmond-D San Rafael Bridge
- Traffic Flow Improvements along Highway 4
- Traffic Flow and Transit Improvement along Interstate 680
- Traffic Flow Improvements along Highway 24
- Improve Interchanges and Local Freeway Access in Contra Costa
- Complete and Improve Traffic Flow on Local Streets
- Improve Walking and Biking on Streets and Trails
- Focused Growth, Support Economic Development and Create Jobs in Contra Costa
- Reduce Freeway Noise with Soundwalls

## Taxpayer Safeguards and Accountability

### GOVERNING STRUCTURE

#### Governing Body and Administration

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

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

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

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





## Public Oversight Committee

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

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

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

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee is to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPC representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members

residing in and representing one of the county's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council, Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the Measure). About one half of the initial member appointments will be for two years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the Committee for no more than 6 consecutive years.

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

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

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

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

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

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

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

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

### Advisory Committees

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

The Regional Transportation Planning Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- Bus Transit Coordinating Committee

## IMPLEMENTING GUIDELINES

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

### Duration of the Plan

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

### Administration of the Plan

#### 1. Funds only Projects and Programs in the Plan:

Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each Project and Program is proposed for approval.

#### 2. All Decisions Made in Public Process:

The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Authority,



strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.

**3. Salary and Administration Cost Caps:**

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

**4. Expenditure Plan Amendments Require Majority Support:**

The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Transportation Planning Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the county will be given a 45-day period to comment on any proposed Expenditure Plan amendment.

**5. Augment Transportation Funds:**

Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

**6. Jurisdiction:**

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

**Taxpayer Safeguards, Audits and Accountability**

**7. Public Oversight Committee:**

The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc.). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and

compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan.

**8. Fiscal Audits:**

All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to 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.

**9. Performance Audits:**

The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/ Connected Communities Program. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

**10. Maintenance of Effort (MOE):**

Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent

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Authority Board Handout Packet

fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

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

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- b. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the Metropolitan Transportation Commission.

#### **11. Annual Budget and Strategic Plan:**

Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and

other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

#### **12. Requirements for Fund Recipients:**

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

#### **13. Geographic Equity:**

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

### **Restrictions On Funds**

#### **14. Expenditure Shall Benefit Contra Costa County:**

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

#### **15. Environmental Review:**

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

#### **16. Performance-based Project Review:**

Before the allocation of any Measure funds for the construction of a project with an estimated capital cost in excess of \$25 million (or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved Countywide Transportation Plan (CTP), as it may be amended, 2) verify that the project is included in the Regional Transportation Plan / Sustainable Communities Strategy, and 3) require the project sponsor to complete a performance based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be

limited to, an analysis of the project impacts on greenhouse gas emissions, vehicle miles travelled, goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. When appropriate, the Authority will encourage project sponsors to identify and select a project alternative that reduces greenhouse gas emissions as well as vehicle miles travelled per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2018.

#### **17. Countywide Transportation Plan:**

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

#### **18. Complete Streets:**

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

#### **19. Compliance with the Growth Management Program:**

If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements) funding until the Authority determines the jurisdiction has achieved

compliance, as detailed in the Growth Management Program section of the Plan.

### **Taxpayer Safeguards and Accountability**

#### **20. Local Contracting and Good Jobs:**

Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa residents, and veteran hiring policy (such as the Helmets to Hardhats program) to the extent permitted by law. Details of this program are being developed.

#### **21. 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.

#### **22. Integrated Transit Plan:**

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

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

CCTA expects that transit operating funds from the Transportation Expenditure Plan be used to support new service, not to subsidize existing transit service. In the event that Transportation Expenditure Plan funds must be used to subsidize existing services as a result of the



reduction operating funds from other sources or due to other financial concerns, the transit operator shall update its Short Range Transit Plan and notify the Authority.

## **Project Financing Guidelines and Managing Revenue**

### **23. 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.

### **24. Project and Program Financing:**

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

### **25. Programming of Variations from the Expected Revenue:**

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

### **26. 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 time the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion RTPC will in priority order consider:

- a. a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion,
- b. a project or program for other modes of travel in the same subregion,

c. other expenditure plan projects or programs, and

d. 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.

### **27. Leveraging Funds:**

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

## Vision Zero Policy

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## Periodic (5-10 year) TEP Program Review

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# APPENDIX

## EXPENDITURE PLAN SUMMARY

Date: June 12, 2019

Funding Category (Improvements listed are examples and types of projects that may be funded)	\$ millions	%	Distribution of Funding by Subregion			
			Central (a)	Southwest (b)	West (c)	East (d)
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable	865.55	28.28%	205.00	141.00	281.55	238.00
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00	78.00		62.00
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%			110.55	
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%				100.00
Cleaner, Safer BART	100.00	3.27%	30.00	19.00	23.00	28.00
Additional Train Cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%	30.00	19.00	23.00	28.00
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00		30.00	20.00
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10%			95.00	
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63%	25.00	25.00		
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	250.00	8.17%	53.60	56.40	77.00	63.00
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00	25.00	37.00	48.00
Safe Transportation for Youth and Students	100.00	3.27%	13.60	31.40	40.00	15.00
Local Improvements to Make Your Community Better and Protect the Environment	1157.73	37.83%	353.55	226.33	245.53	332.32
Fix and Modernize Local Roads	465.23	15.20%	131.31	103.70	101.03	129.19
Improve Traffic Flow on Local Streets	230.00	7.51%	93.13	26.59	34.93	75.35
Improve Walking and Biking on Streets and Trails	213.87	6.99%	52.90	53.85	49.97	57.15
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00	25.40	38.60	35.00
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21	13.16	16.00	30.63
Regional Transportation Priorities	18.63	0.61%	5.00	3.63	5.00	5.00
Relieve Traffic on Highways and Interchanges	665.00	21.73%	259.20	130.00	80.00	195.80
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00	95.00		
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53%	154.20			45.80
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%				150.00
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%			60.00	
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%		35.00		
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%			20.00	
Transportation Planning, Facilities & Services	91.82	3.00%	27.23	17.30	21.38	25.91
Administration	30.61	1.00%	9.08	5.77	7.13	8.64
<b>TOTAL</b>	<b>3060.71</b>	<b>100.0%</b>	<b>907.66</b>	<b>576.80</b>	<b>712.58</b>	<b>863.67</b>

Numbers in this chart are rounded for viewing simplicity.





CONTRA COSTA  
transportation  
authority

2999 Oak Road, #100  
Walnut Creek, CA 94597  
(925) 256.4700  
ccta.net

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

June 19, 2019

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

**RE: Initial Draft Transportation Expenditure Plan**

Dear Mr. Iwasaki:

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Matt Todd".

Matthew Todd  
TRANSPAC Managing Director

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



# SWAT

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

June 11, 2019

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

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

Dear Mr. Iwasaki:

At their June 10, 2019 meeting, the Southwest Area Transportation Committee ("SWAT") received an update from Contra Costa Transportation Authority ("Authority") staff on the Initial Draft Transportation Sales Tax Expenditure Plan ("TEP") and discussed various funding categories related to components of the plan.

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

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

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

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

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

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

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

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

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

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

The next SWAT meeting is scheduled to take place the week of June 17<sup>th</sup>. Consequently, additional comments on the TEP and/or policy related comments are forthcoming. Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,



David Hudson, Chair  
SWAT

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



# SWAT

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

June 19, 2019

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

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

Dear Mr. Iwasaki:

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

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

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

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

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



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

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

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

The next SWAT meeting will take place *Monday, July 8, 2019*, therefore additional comments on the TEP and/or policy related comments are forthcoming. Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,



Candace Andersen, Vice Chair  
SWAT

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



El Cerrito

Hercules

June 12, 2019

Pinole

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

**RE: Initial Draft Transportation Expenditure Plan**

CCTA Staff:

Richmond

I am writing on behalf of the WCCTAC Board to provide feedback on the Initial Draft Transportation Expenditure Plan (TEP) that is currently being developed by the Authority. At WCCTAC, we appreciate the hard work of both the Commission and the Authority staff in identifying transportation needs within Contra Costa County and putting together a draft funding plan to address those needs.

San Pablo

The WCCTAC Board has held two special meetings to date, one on May 10<sup>th</sup> and another on June 7<sup>th</sup> to discuss the TEP. The Board also discussed the TEP at its regularly scheduled meeting on May 24<sup>th</sup>. Like the Commission, the Board has been building additional meeting capacity into its schedule in order to evaluate transportation priorities in West County and to provide constructive input. At its most recent meeting, the Board reviewed the draft funding allocation for West County as provided by the Authority at its June 5<sup>th</sup> meeting.

Contra Costa  
County

The WCCTAC Board is generally supportive of the overall structure of the Initial Draft TEP. It has not identified any major missing or unnecessary funding categories. It recognizes that the names for funding categories should be outcomes-oriented, as recommended by the public opinion research consultant, and concurs with the proposed categories.

AC Transit

The Board did suggest that the two BART line items be combined into a single funding category. WCCTAC is concerned that one of these line items, involving e-BART cars, parking, and access, may not apply well to West County. Naturally, there is no e-BART in West County. And, currently, there are no major parking projects in development and few major access improvement projects, particularly given that the Del Norte BART Modernization Project is nearly complete. Combining the two BART categories will help to ensure funds are able to be used for BART-related priority improvements in West County. WCCTAC is also requesting that a detailed study of a BART extension to San Pablo/North Richmond be eligible for funding in this category.

BART

WestCAT

WCCTAC strongly supports the implementation of additional express bus service and consequently strongly supports the “Improve transit reliability along the I-80 corridor” funding category. The intent of the WCCTAC Board is for that category to be focused on operating and capital funding that will allow for express bus service implementation. As such, the potential improvements to San Pablo Avenue and improved transit connections between the Richmond Ferry, BART and Contra Costa College should be moved to the “Increase Bus Service and Reliability” category.

WCCTAC generally concurs with the proposed funding levels for a variety of categories in the Initial Draft TEP. These include: 1) Fix and Modernize Local Roads; 2) Improve Transit Reliability along I-80; 3) Cleaner, Safer BART; 3) e-BART cars, BART Parking, and Access; 3) Enhance Ferry and Commuter Rail in Contra Costa; 4) Relieve Congestion and Improve Local Access along I-80 Corridor; 5) Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge; and 6) Affordable Transportation for Seniors, Veterans, and People with Disabilities.

WCCTAC is concerned about the suggested level of funding for several of the categories, however, and is proposing modifications. The Board is recommending significantly more funding in the “Increase Bus Service and Reliability” category, which can include better service along San Pablo Avenue, and between Contra Costa College, BART, and the Richmond Ferry. WCCTAC also supports more funding in the Improve Walking and Biking on Streets and Trails category.

WCCTAC is recommending somewhat less funding allocated to the “Safe Transportation for Youth and Students Category”. This category would be used to expand the low income student bus pass program to middle school youth. The amount proposed by the Authority, however, may be somewhat larger than is necessary to accomplish that goal.

WCCTAC is also recommending less funding in the “Seamless Connected Transportation Options and Reduce Emission” category than the Authority. WCCTAC recognizes the importance of technology but believes that appropriate technology can and should be incorporated into any and all projects, programs, or modes of transportation. Many of the activities identified in this category are either: able to be funded through other sources, being implemented at the regional or local scale, currently performed by our existing TDM programs, or better suited to private / non-profit development and implementation.

Additionally, WCCTAC is recommending a lower allocation for the “Complete and Improve Traffic Flow on Local Streets.” West County has relatively few priority projects that fit this category. Moreover, a combination of other measures (Measure J, RM3, SB1) have increased the availability of funding for these types of projects. The complete streets aspect of this category could be moved to the “Improve Walking and Biking on Streets and Trails” category.

Lastly, WCCTAC supports the flexible “Regional Transportation Priorities” category. However, the Board is concerned about the large proposed allocation of funds for CCTA Administration and Planning as compared with Measure X.

The table below compares the funding allocations as proposed by CCTA in its June 5<sup>th</sup> meeting with the amounts proposed by the WCCTAC Board at its June 7<sup>th</sup> meeting. We look forward to reviewing the next iteration of the TEP and to providing feedback on additional plan details.

Funding Category	Allocation proposed by CCTA (in millions)	Allocation proposed by WCCTAC (in millions)
Fix and Modernize Local Roads	\$101.03	\$104.05
Increase Bus Transit	\$110.55	\$173.42
Improve Transit Reliability along I-80	\$95.00	\$92.26
Cleaner, Safer BART	\$23.00	\$22.20
e-BART cars, BART parking, and access	\$23.00	\$22.20
Enhance Ferry and Commuter Rail in Contra	\$30.00	\$34.68
Relieve Congestion and Improve Local Access along I-80 Corridor	\$60.00	\$58.27
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	\$20.00	\$19.42
Improve Walking and Biking on Streets and Trails	\$35.18	\$52.03
Affordable Transportation for Seniors, Veterans, and People with Disabilities	\$37.00	\$41.62
Safe Transportation for Youth and Students	\$40.00	\$27.75
Seamless Connected Transportation Options and Reduce Emissions	\$38.60	\$24.28
Complete and Improve Traffic Flow on Local Streets	\$48.65	\$10.41
Focused Growth, Support Economic Development, Create Jobs	\$16.00	\$10.41
Transportation Planning	\$21.38	\$8.91
Regional Transportation Priorities	\$5.00	\$7.13
Administration	\$8.19	\$3.56
Total	\$712.58	\$712.58

Sincerely,



John Nemeth  
WCCTAC Executive Director



Alameda-Contra Costa Transit District

Mike Hursh, General Manager

June 12, 2019

Contra Costa Transportation Authority  
2999 Oak Road, Suite 110  
Walnut Creek, CA 94597

**RE: Item 1.1, Initial Draft Transportation Expenditure Plan (TEP) – Project/Program Categories and Funding Amounts**

**Item 1.2, Initial Draft Transportation Expenditure Plan (TEP) – Discussion of Possible Changes and Additions to Policy Statements**

Dear Honorable Chairperson Taylor, Vice Chair Pierce, and CCTA Authority Members,

On behalf of the Alameda-Contra Costa Transit District (AC Transit), I would like to provide comments on Item 1.1, Project/Program Categories and Funding Amounts, and Item 1.2, Discussion of Possible Changes and Additions to Policy Statements, for the Transportation Expenditure Plan (TEP) being considered at your June 12<sup>th</sup> Authority meeting.

As stated previously, AC Transit appreciates the Contra Costa Transportation Authority (CCTA) recognizing the need for additional funding for transportation projects in the County. The amount of thought and deliberation at this body is a testament to how dedicated CCTA board members are in making a real impact on the congestion problems the county is currently facing. We have also heard a recognition that Contra Costa County varies dramatically throughout its geography and the different subregions often have different needs for their residents.

We, at AC Transit, agree with this supposition and have been working diligently with our regional transportation planning committee (RTPC), WCCTAC, to identify our sub-regions' unique needs. Since CCTA announced its interest in developing a new transportation expenditure plan (TEP) in February, WCCTAC has held four separate meetings on the subject, half of which were exclusively dedicated to the TEP. We hope that CCTA will allow West County to identify its own transportation priorities, as we believe that we have made great strides in articulating these through WCCTAC's draft TEP proposal.

As such, I strongly urge you to support the WCCTAC funding allocations as recommended by the WCCTAC Board at its June 7 meeting. Specifically, I urge you to support the WCCTAC recommendation to allocate 25% of West County's funds to the "Increase Bus Services and Reliability in West Contra Costa."

Beyond funding allocations, we believe that it is important that CCTA provide guidance on those mutual goals that we, as a county, have in common, as described in CCTA's draft Transit Policy. These policies will go a long way in ensuring that the TEP dollars are spent effectively and help to build a more integrated transit network in the county. The draft policy is a great foundation for the goals of the Authority, but we have included, as attachment A, some comments that we recommend be incorporated in the policy that may make it more relevant for transit providers.

Sincerely,

Michael Hursh  
General Manager

Attachment A: CCTA TEP Transit Policy for 2020 Measure—AC Transit Comments



## **CCTA TEP Transit Policy for 2020 Measure—AC Transit Comments**

- AC Transit supports the development of a Contra Costa County Integrated Transportation Plan, as set forth in CCTA's draft Transit Policy. We support the broad scope of the Plan—including operations, capital investments, and transit/traffic systems. This Plan can be developed under the leadership of CCTA's Bus Transit Coordinating Council (BTCC), with the Regional Transportation Planning Committees and BART. The Plan will provide AC Transit, other transit operators, and other relevant parties an opportunity to renew, deepen, and expand their ongoing collaboration and connectivity work. We see the Plan as an opportunity to better understand potential transit markets at a local, cross-Contra Costa and regional (to other counties) levels, and to develop services appropriate to those markets. The Plan should address land use trends in Contra Costa County—and how they can be made more transit-supportive. The Plan's findings and recommendations can enrich municipal and transit agency planning documents. We support ongoing and reviewing and updating of the Plan, to respond to changing conditions, such as the five-year review proposed in Policy 3.
- We recognize and appreciate CCTA's focus on creating an integrated regional transit network, although we believe that the single greatest impediment to transit ridership in Contra Costa County is the lack of transit service here. For example, many transit agencies around the state and the nation are seeking to provide frequent service—service every 15 minutes or more often. It is well documented that more frequent service generates more transit ridership. However, in Contra Costa County there is only a single bus corridor in the entire county (San Pablo Avenue) which provides frequent service. Therefore, it is important that the greatest possible share of measure funds be devoted to transit operations, to raise the quality of transit services. Higher quality transit service will make it easier for riders to connect across systems, which is difficult with low frequency service.
- The Plan's efforts towards streamlining fare payment should, themselves, be integrated with regional fare integration and streamlining efforts. To the extent that the Plan recommends changes in fare levels or fare media, it should incorporate a mechanism to hold transit agencies harmless against potential losses in fare revenue. The Plan should also evaluate the financial incentives and disincentives for transit passengers. For example, for car-owning passengers, it is in many cases cheaper to park at BART station than to take a bus to the station.
- With regard to Policy 6: The passenger transportation market generally is in great flux. Some innovations of service and technology are coming to the fore, others, highly touted only a few years ago, are fading. Some innovations will no doubt fail to meet their current promise. In addition, the travel conditions and needs in various parts of Contra Costa County vary greatly. With this uncertainty and complexity, the Plan's approach emerging transportation services and technologies should be facilitative, not directive. The Plan should empower agencies that wish to experiment with new services, while at the same time respecting various agencies' policy decisions concerning these services.

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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June 14, 2019

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 13, 2019.

**CONSIDER the Contra Costa Transportation Authority's ("CCTA") development of a potential New Countywide Transportation Expenditure Plan ("TEP").** The Committee received a report from TRANSPLAN staff and Hisham Noemi, Programming Director - CCTA. The Committee discussed the TEP effort and provided the following input:

**State Routes 4/242 Interchange:** Please ensure that the costs of these improvements are appropriately allocated to each subregion, taking in to account the necessary contribution of significant development in the area.

**BART Funding:** Mr. Noemi explained that BART eligibility for TEP funding is contingent on the agency meeting certain performance requirements. We understand these requirements will ensure that Contra Costa taxpayers will not subsidize BART system operations but rather contribute exclusively to improvements serving Contra Costa residents. We appreciate your attention in this matter and trust that CCTA is developing the appropriate maintenance of effort requirements and other performance measures.

**Local Improvements Funding:** The Committee requested that additional TEP scenarios be provided to the Technical Advisory Committee for review and comment.

Should you have any questions, please do not hesitate to contact Jamar Stamps at (925) 674-7832, [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us) or me (925) 674-7833, [john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us).

Sincerely,



John Cunningham  
Principal Planner

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



June 19, 2019

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

Re: New Transportation Expenditure Plan

Dear Board and Staff:

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

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

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

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

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

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

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

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

- **Focus roadway funding on moving more people with fewer cars**, as well as maintenance, repair, and safety improvements. The approach to congestion relief must be on strategies the result in less driving and fewer cars on the road.<sup>2</sup>
2. **Commit to performance-oriented and outcomes-focused project selection with strong public oversight.**<sup>3</sup>
- We strongly recommend that the plan include a clear prioritization process to develop projects and programs that meet forward-thinking principles and performance measures. We are encouraged by the initial concept of performance-based review proposed by staff and look forward to sharing our thoughts to strengthen this fundamentally important component of crafting a measure that most benefits Contra Costa County residents and commuters.<sup>4</sup>
  - It’s critical that the measure be able to adapt over time to respond to changing needs, as well as innovations in transportation as we know it, avoiding locking in projects that could become obsolete over the life of the plan.
  - We want to see a transparent and open process at both the CCTA and at the RTPCs after the passage of the measure. We ask that each agency develop public engagement plans to gather input on programming and project designs as future TEP monies are allocated. Such public engagement must involve meaningful community involvement, particularly of disadvantaged communities and low-income and communities of color.
3. **Prioritize social equity and improve transportation options for all.** Given growing inequality, rising poverty, homelessness, barriers to accessing employment and other necessities, and the fact that sales tax measures place a greater burden on the poor, the TEP must have a strong emphasis on advancing social equity. Disadvantaged populations must benefit the most from the measure’s spending. Key strategies include:
- **Providing better mobility options for everyone, especially those with the greatest transportation barriers, including youth, seniors, people of lower incomes, and people with disabilities.** We are encouraged by the concept of a Transit Policy recommended by CCTA staff to require “Contra Costa transit operators to collaborate in the development of an Integrated Transit Plan (TIP),

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

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

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

<sup>4</sup> CCTA Staff Report 1.2, pg. 29, June 19, 2019

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

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

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<sup>5</sup> CCTA Staff Report 1.2, pg. 5, June 19, 2019

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

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

<sup>8</sup> CCTA Staff Report 1.2, pg. 30, June 19, 2019

<sup>9</sup> 79% of survey respondents rated protecting open space as important.

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

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

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

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

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

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

Cynthia Mahoney  
Chapter Lead, Contra Costa Citizens'  
Climate Lobby  
cam8ross@comcast.net

Dave Campbell  
Advocacy Director, Bike East Bay  
dave.campbell62@gmail.com

Hayley Currier  
East Bay Regional Representative,  
Greenbelt Alliance  
hcurrier@greenbelt.org

Juan Pablo Galván  
Land Use Manager, Save Mount Diablo  
jpgalvan@savemountdiablo.org

Kathryn Durham-Hammer  
Lead, Indivisible ReSisters Walnut Creek  
kdhammer444@yahoo.com

Laura Neish  
Executive Director  
350 Bay Area  
laura@350BayArea.org

Marcia McLean  
President, Sustainable Rossmoor  
marciacan@comcast.net

Marti Roach  
Contra Costa County Climate Action  
Network  
martiroach@gmail.com

Ogie Strogatz  
Coordinator, Contra Costa MoveOn  
Co-Lead, Orinda Progressive Action  
Alliance  
ogstrogatz@gmail.com

Shirley McGrath  
Elders Climate Action  
Northern California Chapter  
shirleym@eldersclimateaction.org

Shoshana Wechsler  
Coordinator, Sunflower Alliance  
swechs@sonic.net

**EXECUTIVE DIRECTOR'S REPORT**  
**June 19, 2019**

**Tongji University:** May 10, 2019

I was invited to speak at the Tongji University in Shanghai, China about our *Innovate 680* program. This is the third time I have spoken at Tongji University to their graduate students. Professor Wang presented me with an honorary professor diploma signed by the minister of education.

**First Transit:** May 15, 2019

Tim Haile, Peter Engel and I met with staff from First Transit to discuss their participation in the Mobility-on-Demand (MOD) grant we received from the United States Department of Transportation/Federal Highway Administration (US DOT/FHWA).

**Innovative Transit Documentary:** May 15, 2019

Linsey Willis and I met with Jim Yager and Peter Stein at Bishop Ranch. They are filming a documentary on Transit Innovations in San Francisco and chose CCTA and our Shared Autonomous Vehicle project at Bishop Ranch in San Ramon as part of their documentary. The finished documentary will be aired on PBS.

**Women's Transportation Seminar (WTS) International:** May 16, 2019

I was awarded the Ray LaHood Award at the WTS International conference in Boston, MA. It was an honor to receive the award.

**Pioneer Institute:** May 17, 2019

I met with the Director of the Better Government Competition Shawni Littlehale from the Pioneer Institute. Each year, the Institute holds a Better Government Competition. The competition, founded in 1991, is an annual citizens' idea contest that seeks out and rewards the most innovative public policy proposals. The competition grand prizewinner receives \$10,000; four runners-up receive \$1,000 each, and other proposals receive special recognition. They reached out to me asking for a submittal detailing our first- and last-mile (Shared Autonomous Vehicle) project. I met with Shawni and talked about a number of our initiatives and she asked for another application on our public engagement program.

**Hyun-A Park:** May 17, 2019

I met with Hyun-A Park to discuss my part in the upcoming American Association of State Highway Transportation Officials (AASHTO) Transportation Asset Management Webinar 38: Advanced Technologies. They would like a discussion on advanced and future technologies and impacts on Asset Management.

**US DOT's Volpe National Transportation Systems Center:** May 17, 2019

I met with Director Anne Aylward and Director of Strategic Initiatives for Research and Innovation Ellen Bell to discuss my part in the upcoming "Our New Mobility Future Series" webinar. I enjoyed meeting with them and finding out what is happening in the world of transportation research.

**Canadian Automated Vehicles Centre of Excellence (CAVCOE):** May 20, 2019

Jack Hall and I had a teleconference with Paul Godsmark from CAVCOE. He was gathering information about best practices for setting up a test bed for their client, the City of Toronto.

**WSP:** May 20, 2019

I met with WSP President Bernie McNeilly, Eric Lilly and Bart Littell. Bart and Eric wanted to introduce Bernie to CCTA. They are very proud of the partnership that WSP and CCTA have developed. WSP has embraced our paperless program and their construction office doesn't use or store any paper.

**Econolite:** May 21, 2019

I met with Abbas Mohaddes, the President of Econolite. He wanted an update about GoMentum Station and also our thoughts on the future of adaptive signals.

**Wells Capital Management:** May 21, 2019

I met with Kim Nakahara, Senior Credit Analyst at Wells Capital Management. She was interested in GoMentum Station. She was interested in our thoughts on how the autonomous vehicle will affect future municipal bond issuances.

**Transit Cooperative Research Program (TCRP):** May 23, 2019

Jack Hall and Shahin Sotoudeh (Advanced Mobility Group) were interviewed by Mobilitye3 and the Eno Center for TCRP of the Transportation Research Board (TCRP Project J-11/Task 27, "Low Speed Automated Vehicles in Public Transportation"). They valued CCTA's perspectives and insights about the deployment considerations and use cases for these low speed autonomous vehicles as part of improving public transportation in the United States. After this interviewing process, TCRP will produce a set of checklists and resources for transit agencies and other stakeholders that can be helpful as they consider this rapidly evolving transportation technology.

*Staff Out-of-State Travel: Randell Iwasaki attended the Congressional Committee meeting in Washington, DC from May 1-3, 2019 for a total amount of \$1,297.61.*

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

June 19, 2019

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

Re: Status Letter for TRANSPAC Meeting – June 13, 2019

Dear Mr. Iwasaki:

At its regular meeting on June 13, 2019, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Provided information about the 2020 State Transportation Improvements Program Call for Projects.
2. Approved the Rossmoor On Demand MicroTransit Pilot 20a grant amendment request to utilize cost savings to provide a pilot program after hours on demand service, to be provided with the existing grant funds.
3. Received update on Innovate 680 Corridor Project from Tim Haile, CCTA Deputy Executive Director for Projects.
4. Received update on TRANSPAC Budget and Workplan for 2019/2020.
5. Received report on the development of a 2020 Transportation Expenditure Plan (TEP), and set a special meeting for Wednesday, July 3, 2019 to further discuss the TEP.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Matthew Todd



TRANSPAC Managing Director

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