

**TRANSPAC TAC MEETING NOTICE AND AGENDA**  
**THURSDAY, JUNE 27, 2019**

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

**In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall**  
**100 GREGORY LANE**  
**PLEASANT HILL**

**1. Minutes of the May 30, 2019 and June 11, 2019 Meetings**

**ACTION RECOMMENDATION: Approve Minutes**

Attachment: TAC minutes from the May 30, 2019 and June 11, 2019 meetings

**2. 2020 Transportation Expenditure Plan (TEP)**

- 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 TAC is requested to continue discussion on the Initial Draft TEP, including further review of the Fix and Modernize Local Roads category and considering additional investment scenarios (i.e. 18 percent and 20 percent), continuing discussion on student pass program including receiving additional information from County Connection staff, identifying example projects to include in TEP material (Improve Traffic on Local Streets category), as well as comments and input regarding other projects/programs and investments in the plan. Additional information to be available at the meeting.

Attachment(s): Proposed Initial Draft TEP Funding Categories and Amounts; 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 TAC 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 to 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 14, 2019) (**sent electronically only**); RTPC Initial Draft TEP Comment Letters

- 3. **2020 State Transportation Improvements Program Review Committee.** TRANSPAC TAC is requested to identify two (2) volunteers to serve on the CCTA 2020 STIP evaluation committee. The evaluation meeting is anticipated to occur in late July.
- 4. **Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.
- 5. **Committee Updates:**
  - a. Technical Coordinating Committee (TCC): The next meeting is scheduled for July 18, 2019.
  - b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The next meeting is scheduled for July 22, 2019.
  - c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for July 15, 2019
- 6. **Future Agenda Items:**
  - 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)
- 7. **Member Comments**
- 8. **Next Meeting:** A July meeting to be determined.

**MEETING DATE:** May 30, 2019

**MEMBERS PRESENT:** Bill Churchill, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Colin Piethe, Contra Costa County; and Andy Smith, Walnut Creek

**STAFF:** Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk

**GUESTS/PRESENTERS:** Ralph Dennis, Golden Rain Foundation; and Hisham Noeimi, Engineering Manager, Contra Costa Transportation Authority (CCTA)

**MINUTES PREPARED BY:** Anita Tucci-Smith

The meeting convened at 9:05 A.M.

**1. Minutes of the April 25, 2019 Meeting**

The minutes of the April 25, 2019 meeting were approved by consensus.

**2. Measure J Line 20a Amendment – Rossmoor On Demand MicroTransit Pilot.** 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 after normal 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. Additional information available at the meeting.

Matt Todd explained that the Golden Rain Foundation (Rossmoor) had requested an amendment to its Measure J Line 20a funds grant for the On Demand MicroTransit Pilot previously approved, which 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 a year of the pilot program, the Golden Rain Foundation had identified a software program that would better serve the needs of the program at a reduced cost, and requested 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 and after normal fixed route service ended at 5:00 P.M. The new program was called Cad Labs under Jungleworks and offered a more customized program. He described it as a TNC [transportation network carrier] similar to the software used in the first year.

Ralph Dennis, Golden Rain Foundation, explained how the new software would work to provide trips for the hours after the normal bus routes operated, which he suggested would allow residents to do more outside the community after hours. He described how the program worked, how a new software program for the regular service hours represented an improvement over the former program with Transloc, Inc., and how it would save money over time. The new software would be procured under a license for one year.

Bill Churchill was not opposed with what Rossmoor had proposed, and was not opposed to the TNC model for after-hours service, particularly in a contained environment, supported the experimentation with different software, but urged caution with the TNC model since TNCs could bleed off of fixed route provided trips. If that were to occur, he explained that a negative problem would be created in that congestion would be added instead of being reduced. He noted there were certain areas/scenarios where it would be challenging for fixed route service to be effective. He recommended setting up caps on rides or dollar value, time of day or other component to help contain the experiment.

Mr. Churchill also noted that County Connection had recently gone out to bid for paratransit and Transdev had won the contract and had proposed a TNC that specialized in providing accessible TNC services, creating partnerships with small transportation companies that had accessible vehicles, and used their software and dispatching to create it and to provide service for those in outlying areas who were not served by regular providers. Through the dollar volume of the contract, he suggested there may be a way to leverage the program in pockets in the subregion in the future.

Colin Piethe echoed the comments of containment and agreed the most appropriate place to use it would be for seniors and the disabled to avoid taking away from regular transit service.

Abhishek Parikh asked if there was a desire to keep subsidizing rides with Line 20a funds, and the discussion centered on the models being used to cap the subsidies.

Mr. Dennis advised that for the Rossmoor program there would be a \$10 cap. He explained that the farthest point in Walnut Creek from Rossmoor would be \$7 for Lyft and the \$10 had been incorporated to cover the ride and the administrative fee. The patron would be charged for the remaining balance if going beyond that point. The \$10,500 was being requested for a three-month pilot. He also described working with Cad Labs to produce an algorithm that would be workable with Rossmoor's needs.

The TAC discussed the issues raised, the fact that continued subsidies could not be guaranteed, whether Line 20a funds were intended as a lifeline or to provide continuing funds, and requested direction from the TRANSPAC Board in that regard.

Mr. Todd suggested that the issue should be flushed out before the next two-year call for projects, and a discussion should determine whether there were certain requirements for TNC based service, time limits, amount of subsidy, type of rides, how much of grant funds should be dedicated to short-term experiments, and other policy issues. He verified that the current item under discussion was the request for the funds already awarded with a recommendation to the TRANSPAC Board for approval.

The TAC recommended the TRANSPAC Board's approval of Rossmoor's amendment to the Measure J Line 20a funds for its on demand micro transit project.

**3. 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 material provided was a TEP development schedule that includes the anticipated release of an initial Draft TEP in early June. Information attached to assist in discussing the proposed 2020 TEP includes CCTA Guiding Principles for Development of a TEP, a TEP workplan, schedule information, and the projects and programs included in the 2016 TEP. The TRANSPAC TAC is requested to provide input regarding projects and programs to include in the proposed 2020 TEP.

Mr. Todd referred to the proposed schedule to develop a Transportation Expenditure Plan for the March 2020 ballot, the short timeframe involved, and the need for a consensus on the TEP. He explained that the CCTA had been scheduling special meetings to address the issue.

As background, Hisham Noeimi stated that in November 2016 Measure X did not garner the required two thirds votes to pass. If adopted, it would have generated \$2.9 billion in 2016 dollars at that time.

Measure X had been supported by the Taxpayers Association, a 30-year plan which would have started on April 1, 2017 and would have augmented the sales tax by half a cent. He stated that Measure J would expire in 2034. Measure X would have run from April 1, 2017 to 2047.

Mr. Noeimi advised that the CCTA Board had instructed staff to work on a TEP for the March 2020 ballot, which would offer little time for preparation. The new TEP would start with the proposals in the prior Measure X, fine-tuned based on polling, which had just been completed by EMC Research and had been presented to the CCTA Board on May 15. The polling was similar to what it had been in 2016, about 67 percent in support, although there was a margin of error. Traffic had been the top concern at that time. In this case, housing and traffic were competing for the area of greatest concern.

In terms of what resonated with the voters, Mr. Noeimi explained that two ballot questions had been tested; outcome based versus project based. Outcome based language seemed to work better. In Central County the highest concerns were reducing congestion on I-680, I-80, SR-24, and SR-4; reducing congestion on highways in general; requiring funds to directly benefit commuters; making BART trains safer; and increasing frequency, among others. He referred to the huge needs for transportation improvements and explained that a local fund source was needed to provide matching funds and that with no local money the projects would not compete well for other funding sources. Measure J funding had virtually been utilized at this point. There were also needs on local streets, and while SB1 helped it wouldn't cover all the local needs. A new measure would generate about \$3 billion thirty years out based on the assumptions of the conservative strategic plan.

Mr. Noeimi spoke to the public outreach for a new TEP, the stakeholders involved, that Bike East Bay wanted 10 percent of the funds for bike related improvements, and there were some issues to address such as the 30-acre exemption for changing the Urban Limit Line (ULL), which had been an issue in the past.

Mr. Noeimi reported that there would be special CCTA Board meetings on June 3 and June 12, with the regular CCTA Board meeting scheduled for June 19, at which time the goal was to finalize the Draft TEP, solicit comments from the RTPCs, and have all input by the end of July to refine, revise, and adopt a Final TEP by August, at which point the process would require approval from the cities and the county to place it on the ballot (a majority of the cities representing the majority of the population). Measure X had been unanimously supported by all the cities and the county. The county would have to submit the item in November for placement on the March 2020 ballot. He identified the ad hoc committee comprised of five members of the CCTA Board to facilitate the TEP process.

Mr. Noeimi referred to the projects from the old measure and noted the potential for an extra \$60 million to identify for projects.

M. Noeimi also referred to the reluctance to dedicate more funds to BART but explained that cleaning up stations and making BART safer had been recommended. As a result, whatever was included for BART would have to be carefully crafted.

Mr. Noeimi referred to the list of projects from the prior TEP and requested updated information to change, remove or clarify the projects on the list. He walked through all the projects on the list and expressed a desire to include example projects to help inform the voting public.

On the discussion of the list and a new TEP, TAC members offered the following comments:

- Consider that the failure of Measure X had to do with the fact that there had been no marquee project;
- Instead of spending so much money on BART, the majority of the funds could be spent on Bus on Shoulders or improvement to transit frequency;
- Maintain the existing system as a top priority;
- Some jurisdictions such as Walnut Creek and Concord suffered significantly from pass through traffic,
- Educate the voting public as to what the measures past and present had done, specifically that they had addressed the different needs of the different regions of the county;
- Work with other RTPCs to develop programs or service, such as bus passes or a school bus program;
- Recommend that the TRANSPAC Board increase funds for local street maintenance;
- Recommend cutting funds to BART and placing more funds for Safe Transportation to Children, increase funds for transit and bikes as the most viable non-auto modes of transportation to get people in, around, and out of Central County;
- Emphasize and facilitate first mile/last mile to BART, increase parking at BART stations, consider free bus shuttles, free feeder services, and subsidize the fare (fast, frequent, and free) to BART stations;
- Request a category for "access improvement to BART stations and the last mile to BART stations;"
- Recommend clarifying the different phases of the I-680/SR4 Improvement Project to ensure that the voting public was aware that more than one project/phase was involved.

The TAC discussed potential special meeting dates and designated a special meeting on Tuesday, June 11, 2019 from 11:00 A.M. to 1:00 P.M., with a potential second special meeting for the same time on June 20, 2019, if needed. The potential for a meeting on July 25, 2019 was also noted.

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

Mr. Noeimi presented a status of the four projects as part of Innovate 680: I-680 NB Express Lane (Strategy 1 and 2); Bus on Shoulder (Strategy 3); and Transit Improvements (Strategy 4). He reported that for the I-680 NB Express Lane, a contract with HDR for the environmental would be submitted to the CCTA Board for approval. For Bus on Shoulder, a contract with Kimley-Horn and Associates had been approved and there would be a kick-off meeting with the CHP towards the end of the month. The Transit Improvements portion would wait for corridor management consultants to get help with the RFP before selecting a consultant, and pushing Caltrans to complete a PSR for I-680.

In terms of a corridor manager, Mr. Noeimi identified the consultants selected to do the various components of the project, to be taken to the June 14, 2019 CCTA Board meeting for approval. He identified the individual funds that had been secured, totaling \$122 million in dedicated funds for the Innovate 680 project, the large shortfall that remained, and the attempt to get the project shovel ready to be able secure additional resources when available. He added that a PowerPoint presentation would be made to the TRANSPAC Board at its next meeting.

- 5. 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.

Mr. Noeimi reported that the deadline for submitting projects for the \$20 to \$30 million in STIP funds would be July 12, 2019. He identified the projects to be submitted including funds for the I-680/SR4 Improvement Project, Phases 1 and 2. He reported that safety projects, traffic congestion projects, and transit/intermodal projects all tended to compete well and he encouraged cities to apply. He added that the application was simple; if the project was on a state highway there had to be a Project Study Report (PSR); if not a PSR equivalent with scope, schedule, and cost would be required. Information and supporting materials were available at <https://ccta.net/about-us/#funding>. Funds would not be available until FY 2024 and FY 2025.

- 6. 2020 State Transportation Improvements Program Review Committee.** TRANSPAC TAC is requested to identify two (2) volunteers to serve on the CCTA 2020 STIP evaluation committee. The evaluation meeting is anticipated to occur in late July.

Given that not all members were available, Mr. Todd stated the matter would be considered at the special TAC meeting on June 11, 2019.

- 7. Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities

Mr. Todd referred to the CCTA Local Agency Funding Opportunities Summary dated April 8, 2019 in the meeting packet.

**8. Committee Updates**

There were no Committee updates.

**9. Future Agenda Items**

There were no future agenda items.

**10. Member Comments**

There were no comments.

**11. Adjournment**

The meeting adjourned at 11:40 A.M. to the next meeting, a special meeting on June 11, 2019 at 11:00 A.M., and then to the regular meeting on June 27, 2019.

**MEETING DATE:** June 11, 2019

**MEMBERS PRESENT:** Scott Alman, Clayton; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Abhishek Parikh, Concord; Robert Sarmiento, Contra Costa County; Michael Tanner, BART; and Andy Smith, Walnut Creek

**STAFF:** Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk

**GUESTS/PRESENTERS:** Ray Akkawi, AMG; and Hisham Noeimi, Engineering Manager, Contra Costa Transportation Authority (CCTA)

**MINUTES PREPARED BY:** Anita Tucci-Smith

The special meeting of the TRANSPAC TAC convened at 11:10 A.M.

- 1. 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 attached material is a TEP development schedule. An initial Draft TEP had been 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 TAC 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 TAC is also requested to review additional special meeting dates, with the CCTA proposing to approve a final version of a TEP in late August. Additional information regarding the CCTA TEP schedule is expected to be available for the June 11, 2019 TRANSPAC TAC meeting and additional information regarding proposed special meeting dates to be considered will be provided at the meeting.

Matt Todd reported the CCTA had held special meetings to continue the discussion for a Transportation Expenditure Plan for possible placement on the March 2020 ballot. The discussions had centered around the overall schedule, an outreach plan, additional special meetings, funding needs, the term and rate of any proposed sales tax, a sunset or no sunset of a measure, structure, categories in example projects, and other options.

Mr. Todd explained that August 21, 2019 would be the critical path for an approved TEP, to then be submitted to the cities for support, requiring 50 percent of the cities representing 50 percent of the population. CCTA had seven meetings planned between now and August 21 and the TRANSPAC TAC might also have to schedule additional meetings. The TRANSPAC Board would meet on June 13, and it was his hope the TAC could submit amendments to the TEP at that time.

Hisham Noeimi distributed an updated list of project examples and types per funding category to inform the discussion and identified each of the funding categories and Central County projects. He reported that at this point, 22 percent of the TEP had been allocated to freeway or infrastructure projects to reduce congestion and there were two proposals for BART; \$100 million for station mobilization and \$100 million for eBART cars and access improvements outside of BART property. He highlighted the differences between the previous Measure X and the current TEP and identified what the polling had produced where people wanted reliable frequent transit, clean and safe BART, and relief from congestion. He spoke to multiple goals, identified some of the major proposals throughout the County, and emphasized the importance to the cities of local streets and road maintenance (return to source).

Mr. Todd distributed several handouts including the StreetSaver 10-Year Analysis of Pavement Conditions, explained that based on the StreetSaver analysis, SB1 funding was not sufficient to address the pavement maintenance backlog in Contra Costa County, and stated that more local streets funding would be required. He noted the more maintenance was delayed the higher the cost to fix.

Mr. Noeimi referred to the handout for Capital Projects with Funding Shortfalls and identified the many goals, some conflicting. He spoke to a reasonable level of return to source to address the needs of the cities and what would appeal to the voters. He added the Metropolitan Transportation Commission (MTC) was still working on the numbers and he characterized the process as a balancing act in that what worked in one subregion might not work in another.

Mr. Noeimi stated that a third of the funding in the proposed financial plan, by formula, would go to cities through major streets for traffic flow, interchange improvements, return to source, and bike/ped. He spoke to interest from the bike/ped and environmental communities who wanted to see performance-based projects to reduce greenhouse gases and VMT [vehicle miles traveled]. He also spoke to the need to attract jobs to reduce commutes, funding for seamless connections between transit systems, and some flexibility in the measure given that it would go out 30 years and technology would change. The current proposal was different from Measure X given a greater focus on transit.

Mr. Noeimi referred to the discussions related to the allocation of funds for return to source, the desire of some subregions for a 23 percent return to source, and the fact that if Central County wanted 23 percent, it would have to eliminate \$69 million from other areas of the TEP.

To clarify the return to source discussion, Mr. Noeimi stated that Measure J's 18 percent return to source would expire in 2034, and a 15 percent return to source in a new measure would add to the 18 percent (in Measure J) until it expired in 2034. He noted that one proposal was to provide about 12 percent of the new measure for return to source through 2034, and to provide about 18 percent of the new measure for return to source for the remainder of the new measure. Some cities had supported a consistent amount and there were several options to consider to get that done.

Abhishek Parikh advised that the City of Concord wanted a return to source greater than 15 percent, and had expressed a preference for 30 percent.

Robert Sarmiento reported that the County would accept 22 percent as included for Measure X.

Eric Hu stated the priority for the City of Pleasant Hill would be a return to source of 23 percent consistent with Measure X along with the regional routes and arterial streets, which to him went hand in hand.

Mr. Parikh referred to projects that benefitted more than one subregion, such as Ygnacio Valley Road, and suggested rather than taking the money from local streets there might need to be a separate category to identify regionally beneficial routes.

Scott Alman emphasized the need to educate the city councils to the situation related to return to source since each city preferred a higher percentage, and whether that could jeopardize the adoption of the measure.

Mr. Noeimi suggested that 23 percent or less would be acceptable according to the polling data from EMC Research produced in May 2019, where 1,300 people had been interviewed, and where it had been found that 67 percent (plus or minus three percent) would support the measure. He explained that those interviewed had been given two ballot languages, one traditional and one more outcome based, and the outcome based language was preferred. He read the two references to the TAC. For Central County, the things that resonated were reducing congestion, making BART stations cleaner and safer, improving the frequency and safety of BART, transit, and ferry. He noted that Measure X had received 63.5 percent of the vote in 2016 where 66 2/3rds was required for passage.

Mr. Tanner stated with respect to BART safety and cleaner BART that BART would sign a Memorandum of Understanding (MOU) with Contra Costa and other counties using some of the \$100 million of other funds to address those issues. In order for Contra Costa residents to see the benefit, all stations would have to be made cleaner and safer. He clarified that the money from this measure would remain in Contra Costa County.

Mr. Noeimi commented that BART had access to Measure RR funds as well. He also commented with respect to the two BART categories that of the \$100 million for Contra Costa County, \$30 million would be allocated to Central County for station modernization. Most of that \$30 million would be spent in Walnut Creek and Concord, with a possibility for some at the North Concord station, and BART would have to request the funds from TRANSPAC to actually be able to spend any funds. He reiterated that the second BART category was not necessarily directly to BART but to others improving access to BART.

On the discussion, several members of the TAC expressed concern for the public's acceptance of the measure given the BART allocations, although given the volume of BART ridership, the need for transit, and the lack of alternatives, it had been acknowledged that BART must be included in the TEP. The TAC also discussed the category for ferry service to Martinez, the fact that Martinez was not represented at this time, and the need to retain the \$8 million that had previously been identified for ferry service in Martinez.

Mr. Todd advised that local congestion, school bus programs, and student bus passes were categories that should be discussed.

With respect to the category Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities, and the fact that there were two separate categories; one for seniors, veterans, and people with disabilities, and one for youth and students, Mr. Parikh suggested the total amount be split between the two, which Mr. Noeimi stated could be done. The TAC agreed.

Mr. Hu noted that there was more money available for safe transportation for youth and students but the look of the service had not been determined. He explained that 2,000 students from outside Pleasant Hill traveled to the city of Pleasant Hill to attend its schools. While the TAC had heard about the TRAFFIX program in San Ramon and the cooperation of the San Ramon Valley Unified School District (SRVUSD) in that case, that had not been the case with the Mt. Diablo Unified School District (MDUSD) in Pleasant Hill, which was a concern.

Andy Smith agreed, referenced a high number of intra-district transfers, and acknowledged an equity issue with respect to intra-district transfers.

Ruby Horta reported that County Connection had the 600 service routes, which were all school routes for certain schools based on demand, the routes were heavily used, and the routes were not funded by Measure J. She supported a school bus pass and explained there was no reduced cost for students other than the annual Summer Youth Pass.

The TAC supported a school bus pass to expand on County Connection's successful 600 service routes, which had been coordinated with bell schedules.

On the question of County Connection service and the percentage of riders who were seniors as opposed to non-seniors, Ms. Horta identified 10 to 12 percent of senior ridership on fixed routes.

As to whether the student and senior funding should be combined or separated, by consensus the TAC decided to raise that as an issue with the TRANSPAC Board. The TAC recommended the addition of a comment to the TRANSPAC Board that the Advance Mitigation Program was not part of Transportation for Livable Communities (TLC).

Mr. Parikh prioritized the Operational Improvements along Highway 4 from 242 to Bailey Road over the I-680/Highway 4 Interchange project, although Mr. Noeimi explained that it was the same category so that decision could be made later.

Robert Sarmiento noted that the County supported the line item Focused Growth, Support Economic Development and Create Jobs in Contra Costa.

Mr. Hu emphasized that all the projects were important and all served a purpose, and while he recognized that more money would have to be dedicated to freeways, there was always potential that freeway routes in Central County would be competitive; however, the routes included were not competitive, and if not getting the roads on the measure for passage with the measure, if approved, they would not be done.

Mr. Todd recommended looking at example projects and requested feedback as to cost with a dollar amount of example projects that would make the information more current.

The TAC considered each of the Central County projects/programs in an effort to identify \$69 million from the project list that could be used adjusted to increase the return to source funds to 23 percent. It was recommended that the TRANSPAC Board move \$11 million from Seamless Connected Transportation Options and Reduce Emissions; \$5 million from Regional Transportation Priorities; \$10 million from Relieve Congestion and Improve Local Access Along Interstate 680 Corridor; \$20 million from Relieve Congestion on Highway 4 and State Route 242 Between Martinez and Pittsburg; \$22 million from Enhance Ferry Service and Commuter Rail in Contra Costa; and \$1 million from Transportation Planning, Facilities & Services, with the assumption that all cities would agree with a 23 percent return to source.

## **2. Member Comments**

There were no comments.

## **3. Adjournment**

The meeting adjourned at 1:49 P.M. to the next meeting, a regular meeting on June 27, 2019 at 9:00 A.M.

Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP	
			Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPLAN				
<b>Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable</b>														
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														
<b>Cleaner, Safer BART</b>	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														
<b>Enhance Ferry Service and Commuter Rail in Contra Costa</b>	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														
<b>Improve Transit Reliability along the Interstate 80 Corridor</b>	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														
<b>Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors</b>	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														
<b>Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities</b>														
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
<b>Local Improvements to Make Your Community Better and Protect the Environment</b>														
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														
<b>Improve Walking and Biking on Streets and Trails</b>	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)														

Funding Category (Improvements listed are examples and types of projects that may be funded)	\$ millions	%	Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP	
			Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPAN				
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														
<b>Seamless Connected Transportation Options and Reduce Emissions</b>	<b>150.00</b>	<b>4.90%</b>	<b>51.00</b>		<b>25.40</b>	<b>TBD</b>		<b>38.60</b>	<b>24.28</b>	<b>35.00</b>			<b>x</b>	<b>65.00</b>
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														
<b>Focused Growth, Support Economic Development and Create Jobs in Contra Costa</b>	<b>80.00</b>	<b>2.61%</b>	<b>20.21</b>		<b>13.16</b>	<b>TBD</b>		<b>16.00</b>	<b>10.41</b>	<b>30.63</b>			<b>x</b>	<b>100.00</b>
Advance Mitigation Program													Conform to Expenditure Plan Advance Mitigation Policy	
...and Others														
<b>Regional Transportation Priorities</b>	<b>18.63</b>	<b>0.61%</b>	<b>5.00</b>		<b>3.63</b>	<b>3.63</b>		<b>5.00</b>	<b>7.13</b>	<b>5.00</b>				<b>18.70</b>
<b>Relieve Traffic on Highways and Interchanges</b>														
<b>Relieve Congestion and Improve Local Access along Interstate 680 Corridor</b>	<b>200.00</b>	<b>6.53%</b>	<b>105.00</b>		<b>95.00</b>	<b>95.00</b>								<b>230.00</b>
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														
<b>Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg</b>	<b>200.00</b>	<b>6.53%</b>	<b>154.20</b>							<b>45.80</b>				<b>108.00</b>
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														
<b>Improve Local Access to Highway 4 and Byron Airport</b>	<b>150.00</b>	<b>4.90%</b>								<b>150.00</b>			No new alignments and access restrictions outside ULL	<b>117.00</b>
Vasco Road - Byron Highway Road Connector														
Improve Vasco Road and Buron Highway														
Interchanges at Balfour, Marsh Creek, Walnut, Camino Diablo														
Byron Airport Enhancements														
<b>Relieve Congestion and Improve Local Access along Interstate 80 Corridor</b>	<b>60.00</b>	<b>1.96%</b>						<b>60.00</b>	<b>58.27</b>					<b>60.00</b>
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														
<b>Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel</b>	<b>35.00</b>	<b>1.14%</b>			<b>35.00</b>	<b>35.00</b>								<b>20.00</b>
SR-24/Camino Pablo														
Modernization and Safety Improvements of Old Bores of Caldecott Tunnel														
<b>Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge</b>	<b>20.00</b>	<b>0.65%</b>						<b>20.00</b>	<b>19.40</b>					
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 Administration	91.82	3.00%	27.23		17.30	TBD		21.38	8.91	25.91				43.05
	30.61	1.00%	9.08		5.77	TBD		7.12	3.56	8.64				14.35
<b>TOTAL</b>	<b>3060.71</b>	<b>100.0%</b>	<b>907.66</b>		<b>576.80</b>			<b>712.58</b>	<b>712.58</b>	<b>863.67</b>				<b>2873.52</b>
Population Based Share	<b>3060.71</b>		<b>907.66</b>		<b>576.80</b>			<b>712.58</b>		<b>863.67</b>			ULL: Urban Limit Line	
Population Share (2035 Estimate) of Total			<b>29.66%</b>		<b>18.85%</b>			<b>23.28%</b>		<b>28.22%</b>			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

<b>Subject</b>	<b>Proposed Policies to be Contained in the Initial Draft Transportation Expenditure Plan (TEP)</b>
<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.
2628. 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.

---

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).



## 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

June 2019						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

July 2019						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

August 2019						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

September 2019						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

October 2019						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November 2019						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December 2019						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

March 2020						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**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	
Week of July 3	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		

# A PLAN FOR CONTRA COSTA'S FUTURE

## 2020 Transportation Expenditure Plan



# » TABLE OF CONTENTS

## 03..... A New Transportation Future for Contra Costa County

Transportation Expenditure Plan Funding Summary  
Transportation Investments: Subregional Overviews

## 11..... Three Decades of Transportation Improvements

Who We Are and What We Do  
Fulfilling Our Promise to Contra Costa County Voters  
Transportation for the Coming Three Decades  
Local Funding for Local Projects

## 15..... A Roadmap for the Future

What This Transportation Expenditure Plan Will Accomplish  
How The Transportation Expenditure Plan Was Created  
Taxpayer Safeguards  
Pertinent Policies

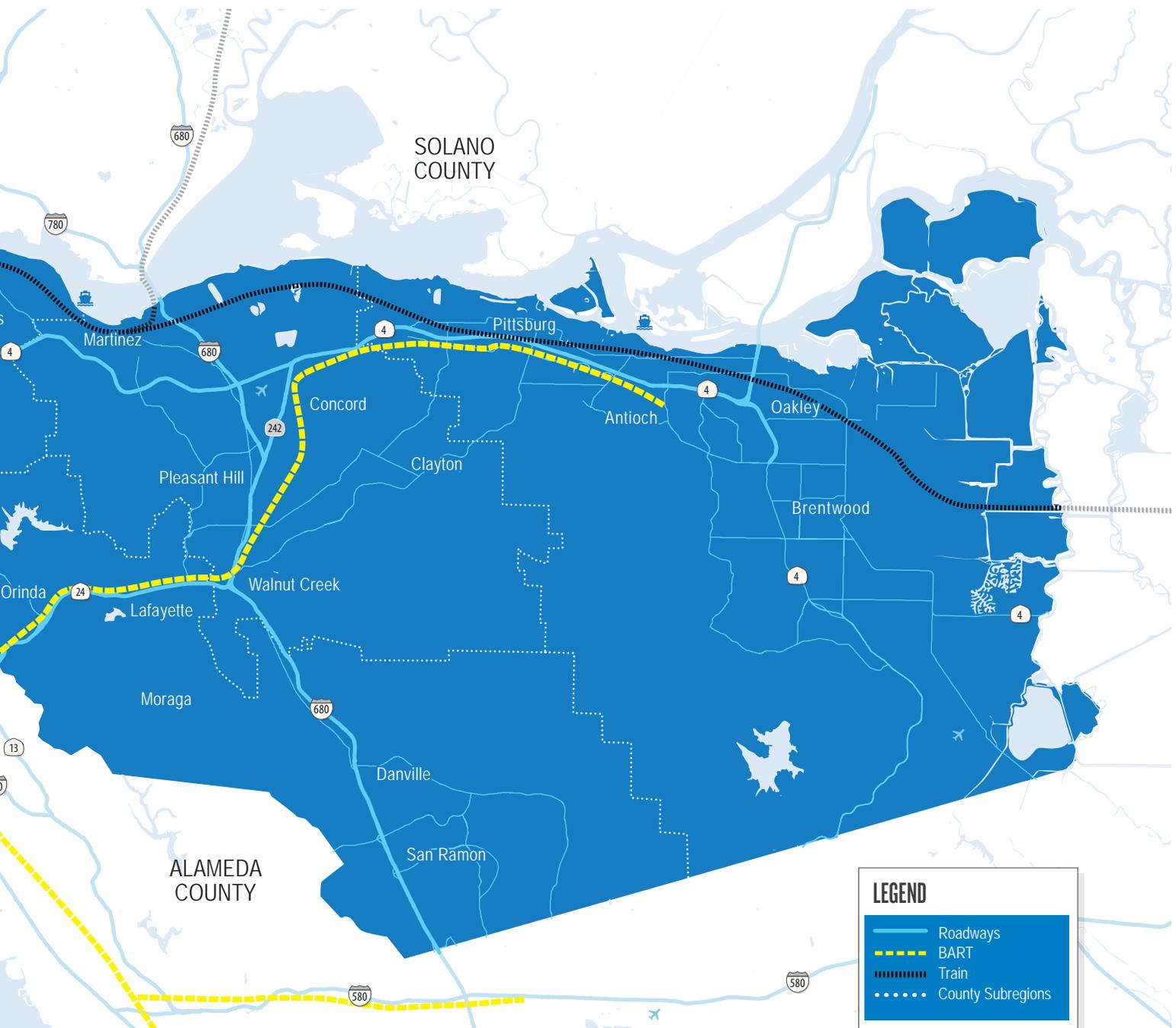
## 19..... Proposed Transportation Investments

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

## 43..... Related Policies

The Growth Management Program  
Urban Limit Line (ULL) Compliance Requirements  
Transit Policy  
Complete Streets Policy  
Advance Mitigation Program  
Taxpayer Safeguards and Accountability  
Vision Zero Policy

## 60..... Appendix



» 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



CONTRA COSTA  
transportation  
authority

# 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 promote a strong economy, protect the environment, and enhance the quality of life for all of Contra Costa County's diverse communities. 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 efficient 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, sidewalks, bike paths, and walking paths. 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.

## EXPENDITURE PLAN SUMMARY

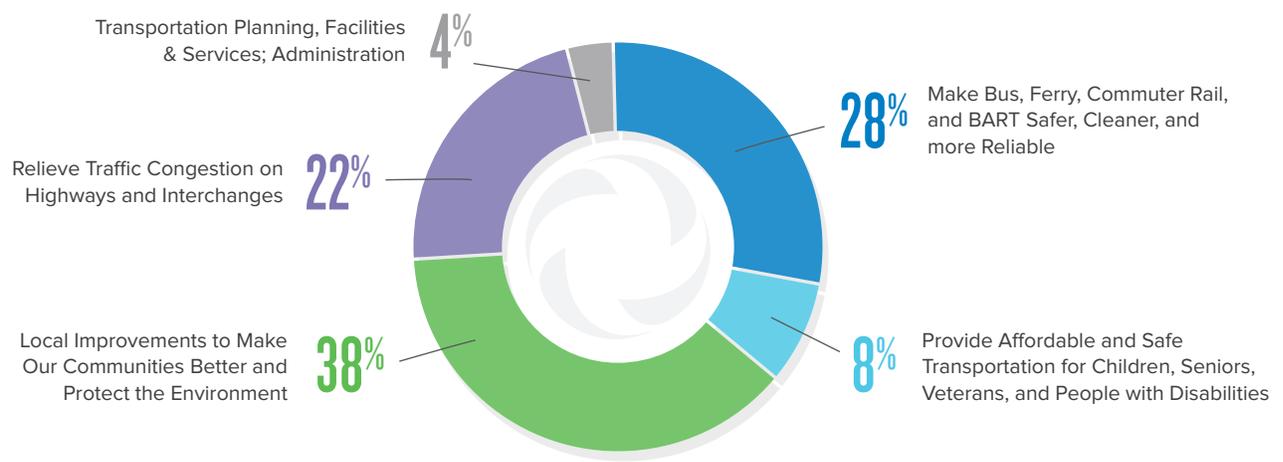
FUNDING CATEGORIES	\$ (MILLIONS*)	%
<b>Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable</b>	<b>865.55</b>	<b>28.28%</b>
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	230.00	7.51%
Increase Bus Services and Reliability in West Contra 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>1115.73</b>	<b>37.83%</b>
Fix and Modernize Local Roads	465.23	15.20%
Improve Traffic Flow on 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

### EXPENDITURES BY FUNDING CATEGORY

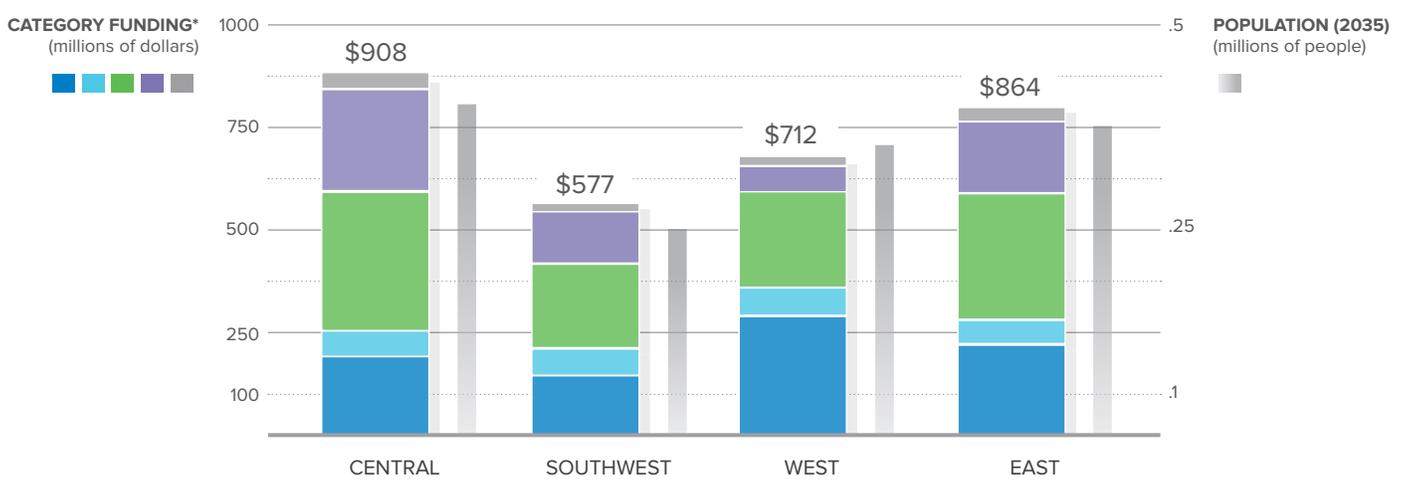


This plan offers a balanced approach to transportation expenditures across transportation modes (for example, vehicles, transit, bicycle, and pedestrian travel) and encompasses the needs of all travelers.

### 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 2035). \*All funding amounts are rounded.

## TRANSPORTATION INVESTMENTS: SUBREGIONAL OVERVIEWS

TRANSPORTATION



### 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 \$130 million to make an array of major improvements to improve traffic flow along I-680, with a focus on 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).

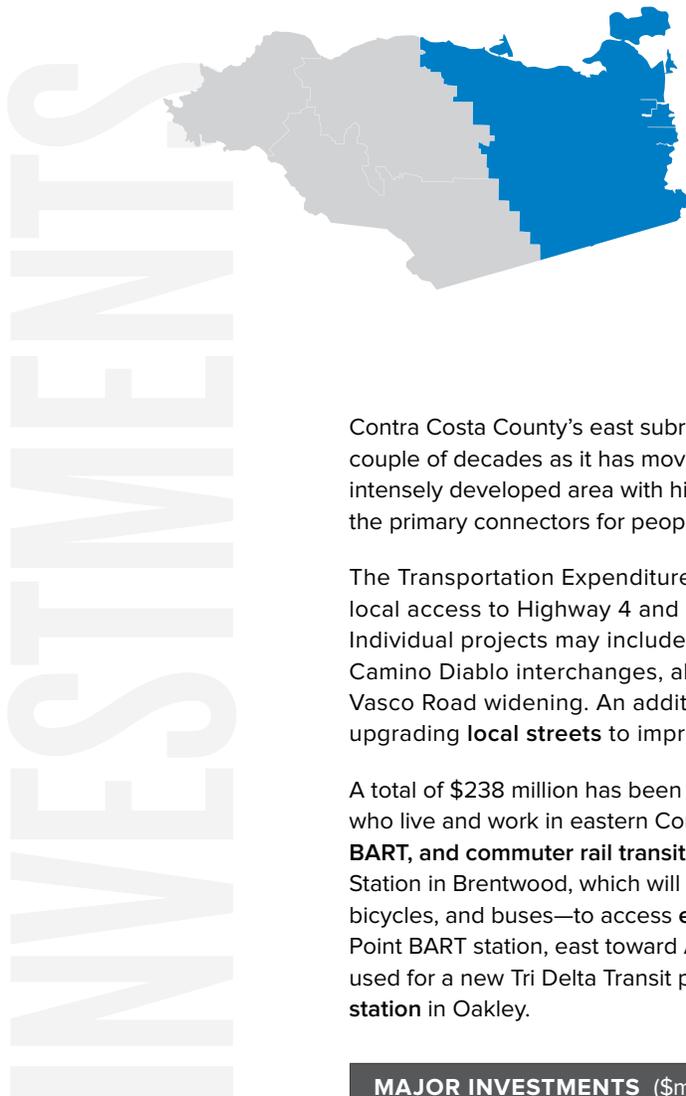
CCTA plans to **enhance transit (bus)** service along I-680 by enabling buses to travel on dedicated shoulder lanes (or “transit only lanes”) in order to bypass heavy traffic. CCTA may fund additional city buses’ school service, and will expand park-and-ride facilities. Transit options have the capacity 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 **SR-242** at Clayton Road, and I-680 at Highway 4—which will improve local freeway access and lessen back-ups onto local streets. **Local streets** will also be upgraded 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, \$60 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



## 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

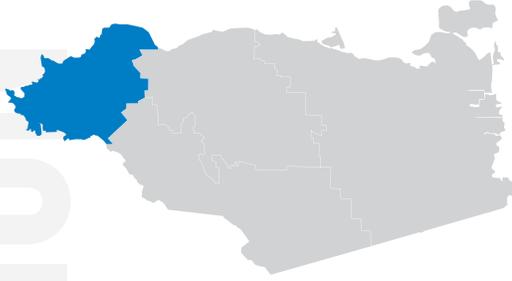
Contra Costa County’s east subregion has seen **major population growth** over the past couple of decades as it has moved from a rural area crisscrossed by farm roads to a more intensely developed area with higher traffic demand. **Highway 4** and **Vasco Road** serve as the primary connectors for people 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 Vasco Road widening. An additional \$75 million will be allocated toward completing and upgrading **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 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	\$141.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$56.40
Local Improvements to Make Our Communities Better and Protect the Environment	\$226.33
Relieve Traffic Congestion on Highways and Interchanges	\$130.00





## 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. In this subregion, 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.

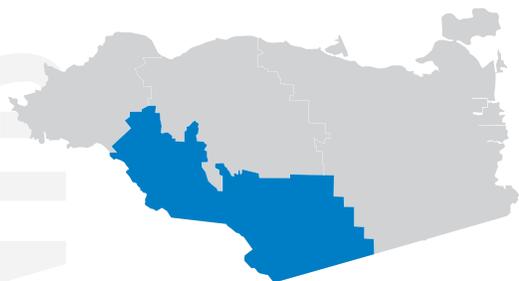
The **Interstate 80** corridor and BART form the backbone of the west subregion’s transportation network. The Transportation Expenditure Plan includes \$95 million to make an array of improvements for transit options along the corridor, which will alleviate traffic along I-80. These improvements may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

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 \$58 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





## 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 **SR-24**, which both currently experience major congestion. A total of \$120 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, using innovation and technology to manage congestion more efficiently.

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

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, CCTA 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	\$238.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$63.00
Local Improvements to Make Our Communities Better and Protect the Environment	\$332.32
Relieve Traffic Congestion on Highways and Interchanges	\$195.80

### 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*

**Top:** BART extensions and improvements; Bus and ferry service improvements; Highway 4 improvements from Hercules to Discovery Bay  
**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 offering 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.

## 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 \$6.5 billion will be invested in vital transportation projects and programs in Contra Costa County through 2034.

CCTA has delivered most of the major infrastructure improvements projects—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, and supporting public transportation. Without a new plan, the county will be unable to fund any new major projects to address pressing mobility needs.

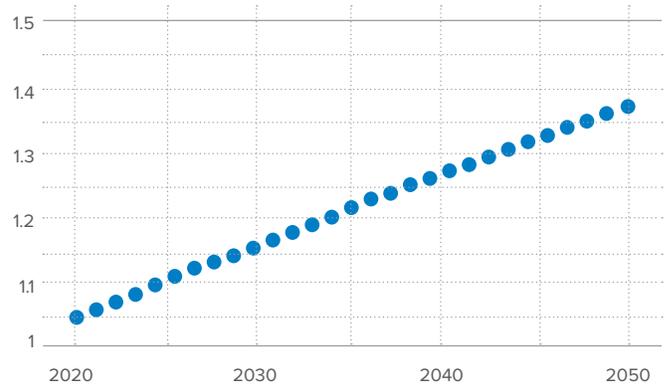
## TRANSPORTATION FOR THE COMING THREE DECADES

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 local road 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 restore service cuts for many providers.
- 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.

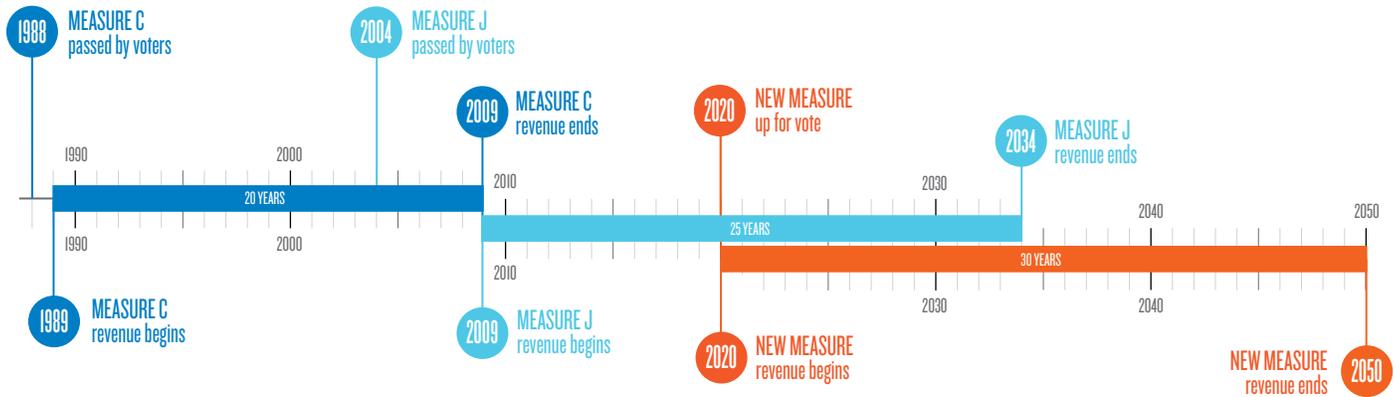
## LOCAL FUNDING FOR LOCAL PROJECTS

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 J, for example, has attracted more than \$1.7 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

## 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.

regional 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:

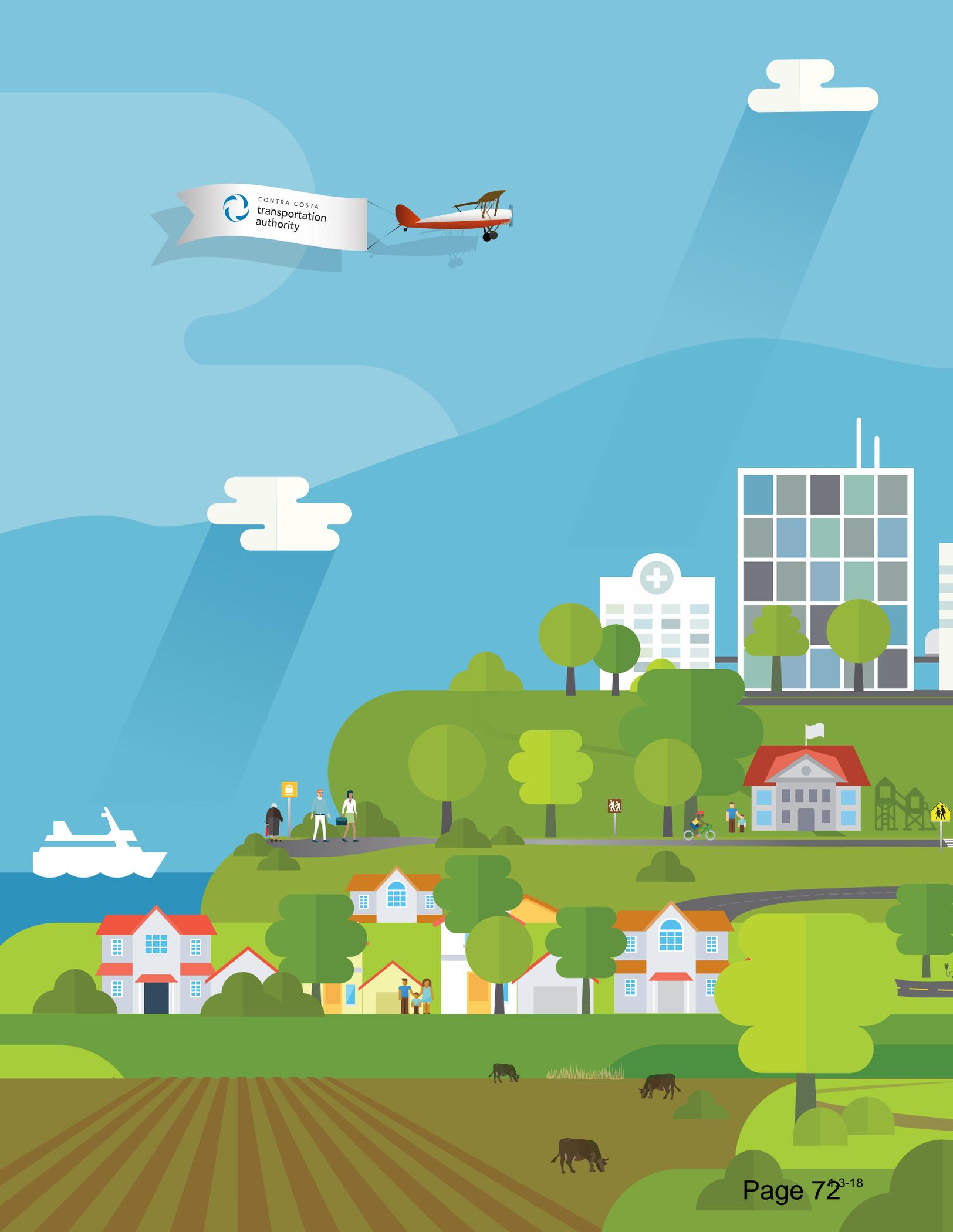
- Interstate 80 Transit Improvements: expand bus service along the Interstate 80 corridor
- Interstate 680 Transit Improvements: enhance transit service along the Interstate 680 corridor, including bus operations, transit centers, and real-time travel information
- BART Fleet of the Future: expand the 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

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 extensive community engagement conducted to understand what outcomes and results are most important to the residents and businesses of Contra Costa County. Through this engagement 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:** lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus

**Periodic (5-10 year) TEP Program Review:** lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus

## 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.



CONTRA COSTA  
transportation  
authority

BIKE ROUTE

# PROPOSED TRANSPORTATION INVESTMENTS

## PLANNING FOR THE FUTURE

This Transportation Expenditure Plan includes transportation related projects—valued at approximately \$3 billion—to be planned, designed, funded, constructed, and/or delivered in Contra Costa County over the next thirty years. 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.

NOTE: funding amounts are rounded



► **\$866 MILLION**

---

IN 2016, 10.4% OF CONTRA  
COSTA COUNTY RESIDENTS  
TOOK TRANSIT TO COMMUTE\*

---

SOURCE: Metropolitan Transportation  
Commission, Vital Signs

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

More than a fourth 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.

Approximately 17% of this transit-oriented funding is allocated directly to transit operators to optimize and improve their services. 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 project 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.

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.



**BENEFITS INFOGRAPHIC**

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$230 MILLION**

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

Funding will be provided to public transit operators in the central, east, and southwest subregions of Contra Costa County to provide cleaner, safer, and more reliable trips on buses. This funding will enable transit operators to increase or maintain ridership, incentivize transit use by offsetting fares, and improve the frequency of existing routes, especially high demand routes.



**BENEFITS INFOGRAPHIC**

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$111 MILLION**

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

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 increase or maintain ridership, incentivize transit use by offsetting fares, and improve the frequency of existing routes, especially high demand routes. Many of these improvements are earmarked for RM-3 funding, with CCTA providing matching funds.



\$100 MILLION

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

Expanding transit service throughout East Contra Costa County will enable more people to travel conveniently to the Antioch eBART station and other destinations served by transit. 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.



\$100 MILLION

### CLEANER, SAFER BART

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), with CCTA providing matching funds. Together, these projects will make travel on BART a more attractive way to travel.

#### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



\$100 MILLION

### ADDITIONAL TRAIN CARS FOR eBART; 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.

Funding is also allocated toward making parking and access improvements at several 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.

#### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



**\$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 increase the frequency and reliability of commuter train service and provide increased access to these services to residents throughout the county.

CCTA proposes to fund new stations and improvements to existing stations and rail facilities. Some example rail-related 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.

For both commuter rail and ferry service, projects that increase ridership and incentivize travel by offsetting fares may also be funded.

### BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



\$95 MILLION

## IMPROVE TRANSIT RELIABILITY ALONG THE I-80 AND I-680 CORRIDORS

One of CCTA's strategies to smoothing traffic along the I-80 and I-680 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
- Improve transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

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



### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**BENEFITS INFOGRAPHIC**

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



**\$50 MILLION**

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

One of CCTA's strategies to smoothing traffic along the I-680 and SR-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
- Improve transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

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



▶ **\$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 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

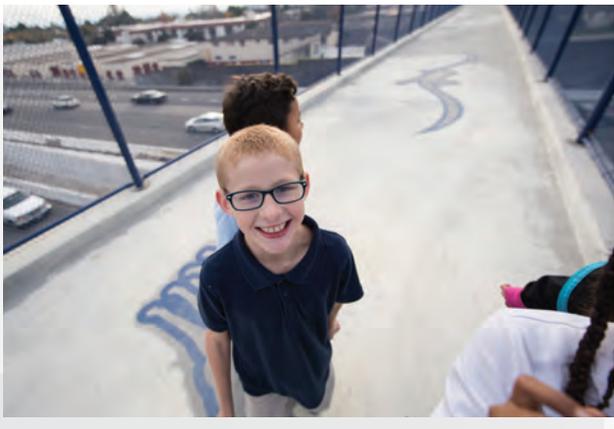
Funding in this category will be used to support mobility options and opportunities for seniors, veterans, and people with disabilities who, due to age or disability, cannot drive or take other transit options.

### ▶ BENEFITS INFOGRAPHIC

Consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



\$100 MILLION

## SAFE TRANSPORTATION FOR YOUTH AND STUDENTS

CCTA is committed to supporting affordable and safe transportation for all 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.

### ▶ BENEFITS INFOGRAPHIC

Consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



► **\$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

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.

### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



\$230 MILLION

## COMPLETE AND IMPROVE TRAFFIC FLOW ON LOCAL STREETS

CCTA is committed to relieving congestion on 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

### BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



\$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. One-third of the funds will be allocated to the East Bay Regional Park District (EBRPD) 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
- 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

### ▶ BENEFITS INFOGRAPHIC

Consectetur adipisicing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24/year**  
Fuel Taxes/Fees



\$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.

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 bike-share); 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.

### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



**BENEFITS INFOGRAPHIC**

Consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$80 MILLION**

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

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 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. One requirement for funding eligibility will be that 20 percent of the project must be funded from other local transportation sales tax revenue.



**BENEFITS INFOGRAPHIC**

Consectetuer adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$19 MILLION**

### REGIONAL TRANSPORTATION PRIORITIES

CCTA has set aside an amount funding 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**

## 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 the dubious distinction of "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.



**► BENEFITS INFOGRAPHIC**

I-680 from Sycamore Valley Road to Buskirk Avenue/Oak Park Boulevard is the 10th most congested highway in the San Francisco Bay Area

SOURCE: Metropolitan Transportation Commission, Vital Signs

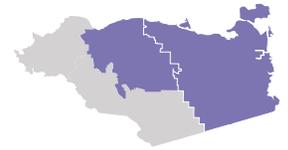


**\$200 MILLION**

## **RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG INTERSTATE 680 CORRIDOR**

CCCTA has adopted a suite of improvements to the I-680 corridor that will work together to 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 (earmarked for RM-3 funding, with CCTA providing matching funds).
- 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.
- Fund additional city bus and school bus service and 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.



\$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. Yet there is more to be done to improve traffic flow.

CCTA plans to continue its work in easing congestion 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 from SR-242 to Bailey Road
- Making improvements to the I-680/Highway 4 and SR-242/Clayton Road interchanges
- Using technology to coordinate traffic and improve traffic flow in the carpool lanes
- Providing incentives for using alternative transportation options.



### ► BENEFITS INFOGRAPHIC

Highway 4 from Morello Avenue to Port Chicago Highway is the 5th most congested highway in the San Francisco Bay area; from Loveridge Road to Willow Pass Road is the 11th

SOURCE: Metropolitan Transportation Commission, Vital Signs



\$150 MILLION

## IMPROVE LOCAL ACCESS TO HIGHWAY 4 AND BYRON AIRPORT

CCTA has developed a multi-pronged approach to reducing traffic congestion and improving safety on the roads through and around Byron. These projects will also facilitate economic development 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 (earmarked for RM-3 funding, with CCTA providing matching funds).
- Vasco Road widening and other safety improvements (also earmarked for RM-3 funding, with CCTA providing matching funds)
- Interchange improvements along Highway 4 at Balfour Road, Marsh Creek Road, Walnut Boulevard, and 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.

4

### ▶ BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



**BENEFITS INFOGRAPHIC**  
 I-80 from Highway 4 to the San Francisco Bay Bridge toll plaza is the 2nd 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.

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.



**BENEFITS INFOGRAPHIC**  
 Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
 Fuel Taxes/Fees



\$35 MILLION

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

CCTA has plans to improve traffic flow and access along Highway 24 in Orinda, Lafayette, and Moraga through a suite of projects that could include improving interchanges, modifying local roads to reduce delays in accessing Highway 24, and other congestion-reducing improvements to SR-24.

The Caldecott Tunnel originally opened as a two-bore tunnel in 1937. Various safety measures have been made over time to the original two bores; however, CCTA now plans to implement additional safety improvements that could include, for example, improved lighting and visibility, improved traffic alerts to crashes or stalled vehicles, and other physical or technological solutions to improve safety.



\$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, morning and weekend backups often extend several miles east of the toll plaza, and spill into local streets and communities. CCTA plans to reduce traffic delay by modernizing facilities, expanding pedestrian and bicycling options, 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 (earmarked for RM-3 funding, with CCTA providing matching funds)
- Building a connector from I-580 to Point Molate; and providing incentives for using alternative transportation options.



### BENEFITS INFOGRAPHIC

Consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet.



**\$69.24**/year  
Fuel Taxes/Fees



► **\$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:

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

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

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

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



- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives 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.

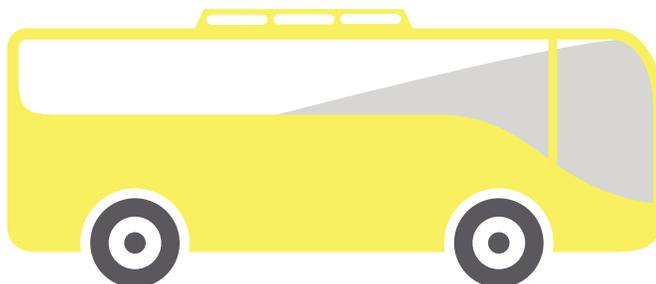
## CONDITIONS OF COMPLIANCE

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

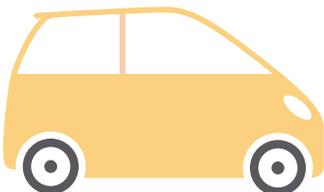
Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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.

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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, 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.

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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, 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.



## 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.

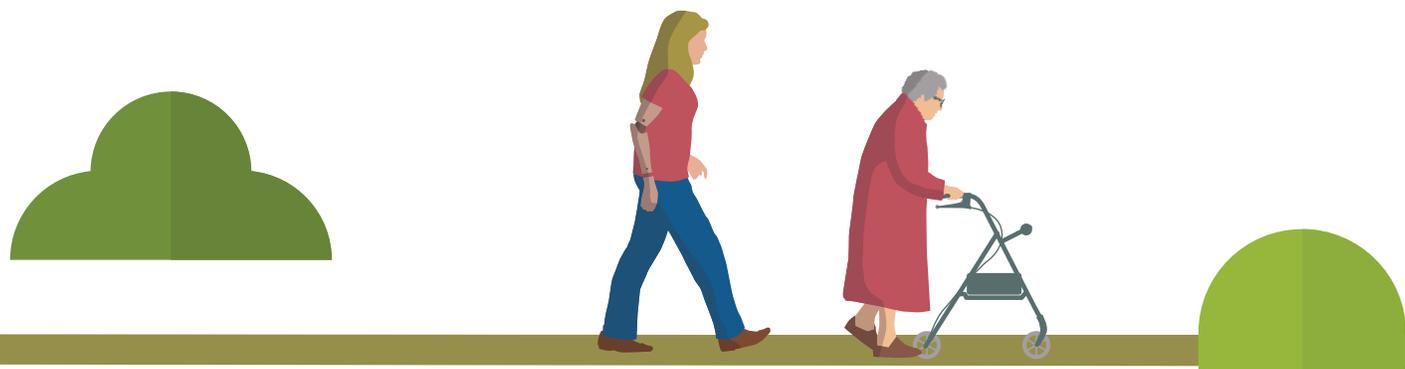
## EXCEPTIONS

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

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

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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.

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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.

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

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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.

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Nam nibh. Nunc varius facilisis eros. Sed erat. In in velit quis arcu ornare laoreet. Curabitur adipiscing luctus massa. Integer ut purus ac augue commodo commodo. Nunc nec mi eu justo tempor consectetur. Etiam vitae nisl. In dignissim lacus ut ante. Cras elit lectus, bibendum a, adipiscing vitae, commodo et, dui. Ut tincidunt tortor. Donec nonummy, enim in lacinia pulvinar, velit tellus scelerisque augue, ac posuere libero urna eget neque. Cras ipsum. Vestibulum pretium, lectus nec venenatis volutpat, purus lectus ultrices risus, a condimentum risus mi et quam. Pellentesque auctor fringilla neque. Duis eu massa ut lorem iaculis vestibulum. Maecenas facilisis elit sed justo. Quisque volutpat malesuada velit. future transportation 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.

# 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,



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:

Funding Category	Preliminary Position
<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>	<p><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).</p>
<ul style="list-style-type: none"> <li>• Complete and Improve Traffic Flow on Local Streets (previously “Major Streets”)</li> </ul>	<p><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.</p>
<ul style="list-style-type: none"> <li>• Improve Walking and Biking on Streets and Trails</li> </ul>	<p><i>Potential Support</i> (category and allocation), contingent upon further discussions on funding allocation of \$38M to EBRPD.</p>
<ul style="list-style-type: none"> <li>• Seamless Connected Transportation Options and Reduce Emissions</li> </ul>	<p><i>Potential Support</i> (concept) but did not take position on funding allocation. To be discussed at upcoming meeting.</p>
<ul style="list-style-type: none"> <li>• Regional Transportation Priorities</li> </ul>	<p><i>Support</i>: category and allocation.</p>
<ul style="list-style-type: none"> <li>• Transportation Planning, Facilities &amp; Services</li> </ul>	<p><i>Need More Information</i> regarding program eligibility and rationale for 50% funding allocation increase from Measure X.</p>
<ul style="list-style-type: none"> <li>• Administration</li> </ul>	<p><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.</p>

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
<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>	<p><i>Support:</i> category and allocation.</p>
<ul style="list-style-type: none"> <li>Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel</li> </ul>	<p><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.</p>
<ul style="list-style-type: none"> <li>Provide Convenient and Reliable Transit Services in Central, East and Southwest County</li> </ul>	<p><i>Potential Support:</i> contingent upon clarification on how funds would be dispersed.</p>
<ul style="list-style-type: none"> <li>Cleaner, Safer BART</li> </ul>	<p><i>To be Determined:</i> at upcoming meeting.</p>
<ul style="list-style-type: none"> <li>Additional trains for e-BART, Parking and Access Improvements to BART</li> </ul>	<p><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.</p>
<ul style="list-style-type: none"> <li>Safe Transportation for Youth and Students</li> </ul>	<p><i>Support:</i> category and allocation.</p>
<ul style="list-style-type: none"> <li>Affordable Transportation for Seniors, Veterans and People with Disabilities</li> </ul>	<p><i>Support:</i> category and allocation.</p>
<ul style="list-style-type: none"> <li>Fix and Modernize Local Roads</li> </ul>	<p><i>Support:</i> category but <b>No Support</b> 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).</p>
<ul style="list-style-type: none"> <li>Complete and Improve Traffic Flow on Local Streets (previously “Major Streets”)</li> </ul>	<p><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.</p>
<ul style="list-style-type: none"> <li>Improve Walking and Biking on Streets and Trails</li> </ul>	<p><i>Potential Support</i> (category and allocation), contingent upon further discussions on funding allocation of \$38M to EBRPD.</p>
<ul style="list-style-type: none"> <li>Seamless Connected Transportation Options and Reduce Emissions</li> </ul>	<p><i>Potential Support</i> (concept) but did not take position on funding allocation. To be discussed at upcoming meeting.</p>
<ul style="list-style-type: none"> <li>Regional Transportation Priorities</li> </ul>	<p><i>Support:</i> category and allocation.</p>
<ul style="list-style-type: none"> <li>Transportation Planning, Facilities &amp; Services</li> </ul>	<p><i>Potential Support (concept)</i> but did not reach consensus on funding allocation <i>regarding</i> program eligibility and rationale</p>

	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, TRANSPAN



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

BART

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.

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
<b>Total</b>	<b>\$712.58</b>	<b>\$712.58</b>

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 WCCTACs 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

---

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

---

Phone: 925.674.7832    Fax: 925.674.7258    [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us)    [www.transplan.us](http://www.transplan.us)