

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA
THURSDAY, SEPTEMBER 24, 2020
9:00 A.M. to 11:00 A.M.

**COVID-19 SPECIAL NOTICE – PUBLIC MEETING GUIDELINES FOR
PARTICIPATING VIA PHONE/VIDEO CONFERENCE**

Consistent with Executive Orders N-25-20 and N-29-20 issued by the Executive Department of the State of California and Contra Costa County's Health Order No. HO-COVID19-16 dated June 2, 2020, meetings of the TRANSPAC Board and TAC will utilize phone and video conferencing as a precaution to protect staff, officials and the general public. The public is invited to participate by Zoom telephone or video conference via the methods below:

Video Conference Access: Please click the link at the noticed meeting time:

<https://us02web.zoom.us/j/89310322534?pwd=Ry9kM1lnREJwMEF6NVl5ZDFCSEJrUT09>

Password: 675253.

Phone Access: To observe the meeting by phone, please call at the noticed meeting time 1 (669) 900 6883, then enter the Meeting ID: 893 1032 2534 and Password: 675253.

Public Comments: Public Comment may still be provided by submitting written comments to tiffany@graybowenscott.com by 3 p.m. on the day before the meeting, which will be read during Public Comment or on the related item when Public Comment is called and entered into the record.

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact TRANSPAC via email or phone at tiffany@graybowenscott.com or (925) 937-0980 during regular business hours at least 48 hours prior to the time of the meeting.

1. Virtual Meeting Access Guidelines

2. Minutes of the August 27, 2020 Meeting

ACTION RECOMMENDATION: Approve Minutes 🌀 Page 4

Attachment: TAC minutes from the August 27, 2020 meeting

3. **REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES.** As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to begin reviewing the TRANSPAC agencies local street and road pavement improvement projects as well as other capital improvement programs (CIPs) for coordination opportunities. 🌀 **Page 9**

ACTION RECOMMENDATION: Recommend a strategy to implement project delivery efficiencies through CIP project delivery coordination.

Attachment: Staff Report

4. **E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP.** The Contra Costa Transportation Authority (CCTA), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and CCTA Board level decisions. The CCTA is seeking to expand its implementation of the e-Builder Project Management Information System, a web based project management tool, to implement a standardized Project Management environment for certain projects that include Measure J funding support. CCTA is requesting input and participant volunteers. CCTA staff presented initial information on this item in May and will provide additional information. (INFORMATION) 🌀 **Page 12**

Attachment: Staff Report

5. **COVID-19 IMPACTS ON MEASURE J REVENUES – PROJECT EVALUATION AND ALLOCATION PLAN.** The COVID-19 pandemic and ensuing “Shelter-in-Place” Order No. HO-COVID19-03 has had a significant impact on Measure J sale tax revenues, beyond the anticipated slowdown assumed in the 2019 Measure J Strategic Plan. The Contra Costa Transportation Authority (CCTA) staff has proposed a series of interim actions to ensure the CCTA has the financial resources to meet its commitments over the life of Measure J, while maintaining positive cash flow. The CCTA Board received information on this item at their September 16, 2020 meeting. CCTA staff will provide additional information at the meeting. (INFORMATION). 🌀 **Page 15**

Attachment: Staff Report

6. **PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE.** Local agencies are required to follow the Contra Costa Transportation Authority (CCTA) Growth Management Plan guidelines in order to receive funding from the CCTA. The GMP and the required subregional Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 Implementation Guide and most recent Action Plans have taken a multi-modal approach. In 2018, CCTA embarked on a process to update Measure J’s implementation documents to address

evaluating roadway as well as non-roadway Multi-Modal Transportation Service Objectives (MTSOs). CCTA staff will review the proposed revisions to the GMP Implementation Guide.(INFORMATION) 🌀 **Page 29**

Attachment: Staff Report

7. **GRANT FUNDING OPPORTUNITIES.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities. Additional information will be available at the meeting. (INFORMATION) 🌀 **Page 79**

8. **COMMITTEE UPDATES:**

- a. Technical Coordinating Committee (TCC): The September 17, 2020 meeting was canceled.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The September 28, 2020 meeting was canceled.
- c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for September 21, 2020.

9. **FUTURE AGENDA ITEMS:**

The CCTA Calendar for September to December 2020, may be downloaded at: <https://ccta.primegov.com/Portal/viewer?id=5287&type=2>.

10. **MEMBER COMMENTS**

11. **NEXT MEETING: OCTOBER 29, 2020**

TRANSPAC TAC MEETING SUMMARY MINUTES

MEETING DATE: August 27, 2020

MEMBERS PRESENT: Abhishek Parikh, Concord; Eric Hu, Pleasant Hill; Robert Sarmiento, Contra Costa County; Andy Smith, Walnut Creek; Ruby Horta (County Connection), Lynne Filson, Clayton/Martinez; Scott Alman, Clayton/Martinez, Ricki Wells, BART

STAFF PRESENT: Matt Todd, TRANSPAC Managing Director; and Tiffany Gephart, TRANSPAC Clerk

GUESTS/PRESENTERS:

MINUTES PREPARED BY: Tiffany Gephart

Managing Director Matt Todd called the meeting to order at 9:07 A.M. Introductions followed.

2. Minutes of the June 25, 2020 Meeting.

The minutes of the June 25, 2020 meeting were approved by consensus.

3. E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP.

This item will be deferred to the September 24, 2020 meeting.

4. TRANSPAC STRATEGIC PLAN.

The TRANSPAC Board devoted a portion of their July meeting to focus on the strategic planning direction for TRANSPAC for the upcoming fiscal year. This is consistent with the Board's continued prioritization of actively discussing the work plan and direction of TRANSPAC over the last 18 months. Matt Todd presented the TRANSPAC Draft 2020-2021 Workplan that was updated to reflect the Board discussion from the last meeting.

Matt noted a potential need to coordinate with SWAT/City of Lafayette which approved the Deer Hill Terraces housing project. Matt has been contacted by Lafayette and expects to receive information within next month or two regarding transportation impacts to the action plan. Matt asked the TAC to comment on areas of coordination and input into the Workplan.

Eric Hu noted that CCTA has discussed regional VMT mitigation options and requested that the TAC have a regional discussion in the future. He further commented that VMT mitigation usually crosses jurisdictional lines to be effective.

Andy Smith asked if the CEQA analysis identifies where trips are going and coming from so that jurisdictions can assess impacts. Then cities could look at their respective jurisdictions. Lynne Filson commented that the county model used for LOS is also used for VMT and will provide that data.

Andy Smith further commented that Walnut Creek is addressing VMT in the strategic plan which will identify mitigation options. Andy Smith asked, outside of routes of regional significance, is there a need for regional mitigation measures.

Eric Hu commented that on Coggins Drive/Oak Road all the surrounding roads are county owned or maintained by Walnut Creek. If a project in Pleasant Hill exceeds the VMT threshold, one option to mitigate VMT are bicycle improvements toward BART stations which could then go into projects improving Walnut Creek or County roads adjacent to the BART station. Eric Hu noted at his former residence, the closest BART station was the Pleasant Hill BART, a project in that area would have to go through the Walnut Creek maintained portion of Treat Boulevard.

Andy Smith asked if mitigations are done on an ad hoc basis. He further commented that the general plans address some of this and you would need to reach 200 peak-hour trips to trigger intra-jurisdictional cooperation unless you are doing a general plan amendment. A master plan could address this, but this would be a large undertaking.

Eric Hu noted that he didn't know if there are any VMT improvements identified near the Pleasant Hill BART station but if there are, it would be good to know if there are planned project for improvements to assist with VMT reduction. Eric further asked the TAC if they want to pursue a VMT bank option or rely on agency cooperation.

Andy Smith commented that the discussion is a valuable work item and supported further discussion.

Eric Hu further noted that projects in certain parts of Clayton, Concord and Martinez are likely to exceed the threshold. Eric asked the TAC to explore options to pursue non-vehicular based travel modes in the outer areas.

Matt asked if the preference is to add this topic to the workplan in relation to the action plan or as a standalone item. Eric suggested that it start as a standalone item. Matt commented that he would add VMT Mitigation and CEQA analysis to the material to be brought to the board for approval into the work plan.

5. COORDINATION OF PAVEMENT REHABILITATION WORK

The TRANSPAC Board has discussed the possibility of coordinating local street and road pavement improvement projects among agencies in Contra Costa to achieve delivery and cost efficiencies. Staff will provide an update on the discussion that has occurred and next steps.

Matt Todd introduced the item and reviewed the recent history including that the items discussed at the July CCEAC meeting where CCTA made a presentation. CCTA indicated they are not interested in leading a coordination effort and the County indicated they may be interested. He noted he has been in contact with County staff regarding coming to the next TRANSPAC TAC meeting. He also noted the next agenda item is related.

Scott Alman commented that the Pilot project between Clayton, Martinez Pittsburg, and Mt. View Sanitary District is about to go out to bid. Scott noted that he was contacted by Chris Lau at the County inquiring about the project.

Matt Todd asked if Scott could provide an update on the progress of the project going forward. Scott Alman commented that they are currently drafting the cooperative agreement. Scott Alman commented that Martinez is the lead city and they determined this based on the volume of work needed. He noted that Martinez is a standalone bid and other cities are an alternative add and will have the opportunity to say “yes or no” after the bids are received and evaluated.

Eric Hu asked if they are using the same treatment types for the projects. Scott Alman indicated yes and that there is only one set of specs. Eric further asked how cities split responsibilities for inspections during construction. Scott commented that only contracting payments are done cooperatively. Eric Hu asked if a correction has to be given to the contractor for work in Pittsburg would they need to speak to someone in Martinez in order to address it. Scott commented that he did not recall but would provide a draft copy of the cooperative agreement for reference.

6. REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES.

As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to begin reviewing the TRANSPAC agencies capital improvement programs (CIPs) for coordination opportunities.

Matt summarized characteristics of projects that could be good candidates for coordination including projects with similar scopes, fund exchange opportunities, types of money appropriate for certain types of projects, and if they are regional and local priority projects that could potentially qualify for stimulus funding. He noted that in reviewing the CIP plans, he

observed a lot of rehab projects. But perhaps there are other projects that would lend to one set of specs such as, sidewalk repair or gap closure, ADA ramp programs, storm drain repairs, pavement repairs, traffic projects (video cameras, loops, controllers).

Lynne commented that for the jurisdictions not using county maintenance, there could be coordination between Contra Costa County signal maintenance and those jurisdictions. She further noted that coordinated pavement treatment plans or traffic signals could attract economies of scale.

Matt asked if Martinez and Clayton were among the agencies utilizing the County maintenance. Eric Hu commented that Pleasant Hill partners with the county, but Walnut Creek and Concord are not. Eric noted that stock items are maintained by the county and are shared amongst the participating cities except for city specific equipment.

Lynne commented that a pavement project in Dixon recently came back at 2/3 the price estimated by the engineer. There is uncertainty as to whether savings are due to economies of scale or the pandemic.

Eric Hu commented that some cities provide certain maintenance services for their residents and that Pleasant Hill has a program that residents pay into and the city does the leg work for the work.

Eric Hu recommended that the city engineers be involved in this discussion and that we form a working group and gain consensus on the best areas of coordination as well as receive some education from the engineers on what projects may or may not work best.

The group discussed whether coordination opportunities should be added to the next TRANSPAC TAC or as a separate working group. Projects for discussion could include pavement rehab, sidewalks/ADA ramps, traffic items and storm drain maintenance.

Andy Smith commented that a subcommittee would be best. Eric Hu commented that the topic list is a good start. Robert Sarmiento agreed with the initial topic list. Lynne Filson commented that curb ramp projects could be a good candidate. Eric Hu agreed that the list is a good start.

Matt Todd asked for Scott Alman to provide an update on the Pine Hollow project. Scott Alman noted that the cities coordinated on the various projects that needed to be done. Scott further noted that because of the cooperative application, the project was successful in receiving complete streets funding, based on a recommendation from the City of Concord, and Cal Recycle funding. Matt asked if anyone else is applying for Cal recycle funding. Eric Hu commented that Pleasant Hill is. The group requested a separate working group format for this topic.

Matt Todd suggested that for the working group meeting that TAC members invite other members of their agencies that should be involved in this discussion. Matt Todd commented that staff will send out a request for availability for a request to meet with a subgroup for the discussion.

Scott Alman commented that it has been a challenge to get encroachment permits closed out and asked if other agencies are experiencing the same challenges. He further commented that a restoration fee could be charged as part of the encroachment permit and that a single contractor for street restorations and encroachment cuts be retained and managed by the city so that there is a consistent product and timeliness. Eric Hu commented that it is also a challenge for Pleasant Hill.

7. GRANT FUNDING OPPORTUNITIES.

Matt Todd asked if anyone is applying for the ATP program. Robert commented that there are 5 or 6 projects that they are applying for. Robert commented that there are no central county projects on the ATP list.

8. COMMITTEE UPDATES.

Andy Smith commented that CCTA is ranking the projects that would receive Measure J funding. There is a draft scoring based on four criteria/areas of interest from the CCTA Board. There is an attachment in the packet with the ranking and the various projects. Matt asked if CCTA posted the handout. Andy commented that he would provide it to staff to send out to the TAC members. Robert commented that they July CBPAC meeting was cancelled.

9. FUTURE AGENDA ITEMS.

There were no comments from the TAC.

10. MEMBER COMMENTS.

There were no comments from the TAC.

11. ADJOURN / NEXT MEETING: The meeting adjourned at 10:54. The next regular meeting is scheduled for September 24, 2020.

TRANSPAC TAC STAFF REPORT

Meeting Date: September 24, 2020

Subject:	REVIEW OF CIP PROGRAMS FOR COORDINATION OPPORTUNITIES
Summary of Issues	As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. The Board requested the TRANSPAC TAC to begin reviewing the TRANSPAC agencies capital improvement programs (CIPs) for coordination opportunities with their discussion focus on street rehabilitation projects. Through the TRANSPAC TAC discussion that followed, other CIP project categories were discussed. The TRANSPAC TAC convened a working group that included other staff from the TRANSPAC agencies, including local agency staff involved in delivering CIP projects, to review local agency CIPs and provide input on opportunities for project delivery efficiencies.
Recommendations	Recommend a strategy to implement project delivery efficiencies through CIP project delivery coordination.
Financial Implications	No TRANSPAC financial implications.
Attachment(s)	None

Background

As a part of the TRANSPAC Board strategic planning discussion in July, the Board discussed the need to review partnering and efficiency opportunities. This strategy resulted from the discussion that lower revenues are anticipated to be received in the future due to impacts from COVID-19 and the shelter in place orders. There is more unemployment, less overall spending, and less travel happening at the moment. This results in less revenue for our transportation programs, whether it is at the city, county, state or federal levels.

The TRANSPAC Board has discussed the possibility of coordinating local street and road pavement improvement projects, as well as other CIP projects, among agencies in Contra Costa to achieve delivery and cost efficiencies. TRANSPAC TAC discussed this item at their June meeting and CCTA made a presentation to the City-County Engineering Advisory Committee (CCEAC) at their July meeting. CCTA staff indicated that they may not be the best organization to administer a coordinated pavement rehabilitation project. Through the CCEAC meeting discussion, Contra Costa County staff indicated interest in participating with a coordinated

rehabilitation program. We also have identified samples of coordination including: rehabilitation project with the Cities of Clayton, Martinez, Pittsburg and the Mt. View Sanitation District underway this summer; multiple cities and the County for certain types of signal equipment; Concord and Clayton coordinated delivery on the Pine Hollow project; and the City of Pleasant Hill, Walnut Creek and County coordinated delivery of the Measure J funded Geary Street improvements.

A working group of TRANSPAC TAC and other local agency staff directly involved in CIP delivery met on September 17th to review local agency CIPs and provide input on opportunities for project delivery efficiencies. Review of the CIP's for coordination opportunities could be for various program/project aspects that may impact future project and program funding decisions. Factors considered included:

- Local agency project partnering opportunities
 - Similar scope
 - Similar physical location
 - Similar schedule
- Project funding sources
- Readiness / Delivery schedule
- Multi jurisdictional projects
- Fund exchange opportunities

Project types that would have similar contract specifications among the agencies were raised through initial discussion that included:

- Street Rehabilitation
- Sidewalk
- ADA Ramps
- Signal Related Work
 - Video
 - Loops
 - Controllers
- Stormdrain

Through the working group discussion, items discussed by the group included:

- Funding sources – Federal aid funds come with too many administrative requirements for coordination,
- Utility restoration or “pothole” contracts (both with pavement components) may be project types that would fit the coordination model,
- Administration/Approvals – Coordination process will need to address how projects are approved, streamlining that process will be needed to allow projects to proceed on an efficient schedule,

- Affect of mobilization and staging area requirements for projects in larger geographical areas,
- For street rehabilitation, specifications for rural and developed areas will differ,
- Trash collectors (stormdrain) projects was raised as a possible type of project for coordination,
- County may have internal forces that could be used for projects (depending on scheduling of other County work),
- On call contract (that could be accessed by participating agencies) for work related to signal work (installation or repair) was discussed,
- “Piggybacking” on other agency contracts is also existing option that can be exercised,
- Project size – there was discussion that small and medium size contractors often submit bids for city street rehabilitation projects, and is there a certain size contract that could provide best cost and efficiency in delivery (the working group will review the Clayton/Martinez project bid results), and
- Master Agreement – need to consider a master agreement that could “set up” the structure of coordination and address items such as approvals of scope, approvals of contracts/funding, inspection, payment, PLA impacts, contract administration (the working group will review the Clayton/Martinez agreement).

Through the working group discussion, recommendations for initial steps for the TRANSPAC to proceed included:

- Pilot project underway with the Clayton/Martinez/Pittsburg/Mt. View Sanitation,
 - Review the Clayton/Martinez/Pittsburg/Mt. View Sanitation cooperative agreement,
 - Review the Clayton/Martinez/Pittsburg/Mt. View Sanitation project bid results,
- Initiate process to create a Master Agreement to facilitate coordinated project delivery with the agreement anticipated to address approvals of items such as scope, contracts/funding, inspection, payment, and contract administration, and
- Initiate process to identify project(s) scope to pilot under a coordinated contract effort,
 - Recommendation for initial project types to consider include ADA ramp work and utility restoration (striping).

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: August 27, 2020

Subject:	E-BUILDER PILOT IMPLEMENTATION SUPPORT PARTNERSHIP
Summary of Issues	The Contra Costa Transportation Authority (CCTA), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and CCTA Board level decisions. The CCTA is seeking to expand its implementation of the e-Builder Project Management Information System, a web based project management tool, to implement a standardized Project Management environment for certain projects that include Measure J funding support. CCTA is requesting input and participant volunteers. CCTA staff presented initial information on this item in May and will provide additional information.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. CCTA “e-Builder Pilot Implementation Support Partnership “ Memo



CONTRA COSTA
**transportation
authority**

COMMISSIONERS

Robert Taylor, Chair

Julie Pierce,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Teresa Gerringer

Federal Glover

Loella Haskew

David Hudson

Karen Mitchoff

Kevin Romick

Randell H. Iwasaki,
Executive Director

Subject: e-Builder Pilot Implementation Support Partnership

The Contra Costa Transportation Authority (Authority), in collaboration with partner agencies, is tasked with delivering transportation projects to meet its commitments to Contra Costa County. Project delivery comes with various challenges related to collaboration and communications as well as sharing information in an accurate and timely manner to support project partners and Authority Board level decisions.

The Authority seeks to expand its implementation of e-Builder Project Management Information System (PMIS), consistent with the goal to utilize a collaborative and standardized Project Management (PM) environment and promote a wider adoption of the platform among Regional Transportation Planning Committees (RTPCs), California Department of Transportation (Caltrans), and Authority staff. We seek to leverage the benefits of using standardized PM processes built into e-Builder by assisting partner agencies in implementing and using e-Builder for capital projects funded by Measure J or delivered in coordination with the Authority.

The Authority is in the process of developing a plan to solicit and select volunteer RTPCs, cities, and towns to support a one-year pilot implementation of e-Builder for use by selected jurisdictions.

As one of the Authority's key partners, we would like to engage with you in a dialogue regarding your interest in participating in this initiative, and request that you provide us with information regarding your PM and collaboration needs. We will collect and analyze your comments and business requirements to evaluate efficiencies and benefits that we can utilize in using a centralized PMIS tool like e-Builder on projects. Authority staff will provide information in the areas listed below:

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701
www.ccta.net

1. Information Sharing Hub	<ul style="list-style-type: none">• Share documents and other information with project team members, stakeholders and the Authority to foster team collaboration
2. Centralized Document Repository	<ul style="list-style-type: none">• Access current and part version of project documents from a centralized location
3. Financial Planning, Budgets and Funding	<ul style="list-style-type: none">• Collaborate with project team members in planning and monitoring project financials
4. Using Standardized and Best Practice PM Methodology and Business Processes	<ul style="list-style-type: none">• Use of automated workflows built on best practices to standardize on ways of doing business and monitoring task completion
5. Standardized Reporting	<ul style="list-style-type: none">• Establish regimen of reporting including scheduling of report update tasks, standardizing report formats and automating report generation

TRANSPAC TAC Meeting *STAFF REPORT*

Meeting Date: September 24, 2020

Subject:	COVID-19 IMPACTS ON MEASURE J REVENUES – PROJECT EVALUATION AND ALLOCATION PLAN
Summary of Issues	The COVID-19 pandemic and ensuing “Shelter-in-Place” Order No. HO-COVID19-03 has had a significant impact on Measure J sale tax revenues, beyond the anticipated slowdown assumed in the 2019 Measure J Strategic Plan. The Contra Costa Transportation Authority (CCTA) staff has proposed a series of interim actions to ensure the CCTA has the financial resources to meet its commitments over the life of Measure J, while maintaining positive cash flow. The CCTA Board received information on this item at their September 16, 2020 meeting. CCTA staff will provide additional information at the meeting.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. CCTA Staff Report for COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List (from September 3, 2020 CCTA Administration and Projects Committee)

Background

To address the significant adverse impact of the COVID-19 pandemic on Measure J revenues, in June 2020 the CCTA Board approved the framework and principles for preparing an Allocation Plan. The Allocation Plan will prioritize future Measure J appropriations to remaining projects programmed in the 2019 Measure J Strategic Plan and/or the Transportation for Livable Communities/Pedestrian, Bicycle and Trails Facilities (Programs 12 and 13, respectively). A total of 32 locally sponsored projects were evaluated based on principles approved by the CCTA Board. Similarly, staff reviewed the CCTA managed projects to determine their priorities for advancement. Ranked lists of locally sponsored projects and CCTA managed projects are shown in the attached materials.

The long-range revenue forecast, expected to be completed later this year, will determine how many of the locally sponsored and Authority managed projects will receive Measure J appropriations.

On August 20, 2020, the Technical Coordinating Committee reviewed the ranked list of locally-sponsored projects and recommended approval. Following the meeting, the City of Walnut Creek staff requested a funding correction to one of their projects, resulting in an extra point (reflected in the attached material). The CCTA Board reviewed this material as an information item at their meeting on September 16, 2020.

Administration and Projects Committee **STAFF REPORT**

Meeting Date: September 03, 2020

Subject	COVID-19 Impacts on Measure J Revenues – Project Evaluation and Ranked List
Summary of Issues	<p>To address the significant adverse impact of the COVID-19 pandemic on Measure J revenues, in June 2020 the Authority Board approved the framework and principles for preparing the Allocation Plan. The Allocation Plan will prioritize future Measure J appropriations to remaining projects programmed in the <i>2019 Measure J Strategic Plan</i> and/or the Transportation for Livable Communities/Pedestrian, Bicycle and Trails Facilities (Programs 12 and 13, respectively). A total of 32 locally sponsored projects were evaluated based on the principles approved by the Authority Board. Similarly, staff reviewed the Authority managed projects to determine their priorities for advancement. Ranked lists of locally sponsored projects and Authority managed projects are shown in Attachments A and C, respectively.</p> <p>The long-range revenue forecast, expected to be completed later this year, will determine how many of the locally sponsored and Authority managed projects will receive Measure J appropriations.</p> <p>On August 20, 2020, the Technical Coordinating Committee reviewed the ranked list of locally-sponsored projects and recommended approval. Following the meeting, the City of Walnut Creek staff requested a funding correction to one of their projects, resulting in an extra point. Attachment A reflects this change.</p>

Recommendations	Staff seeks approval of the ranked lists of locally sponsored and Authority managed projects as shown in Attachments A and C, respectively.
Financial Implications	Completion of the locally sponsored projects included in Attachment A will require approximately \$43.5 million in Measure J fund appropriations. Another \$43.3 million remains to be expended on Authority managed projects shown in Attachment C, of which \$20 million is related to ongoing construction contracts.
Options	The Administration and Projects Committee and the Authority Board could change the scoring criteria and ranked lists shown in Attachments A and C.
Attachments	<p>A. Summary of Scoring - Locally Sponsored Projects</p> <p>B. Scoring Criteria - Locally Sponsored Projects</p> <p>C. Summary of Scoring - Authority Managed Projects</p> <p>D. Scoring Criteria - Authority Managed Projects</p>
Changes from Committee	

Background

In May 2020, the Authority Board approved interim measures to prepare for a reduction of Measure J sales tax revenue due to the COVID-19 pandemic. The interim measures include the temporary suspension of Measure J appropriations for capital projects. In addition, the Authority Board directed staff to start the development of an "Allocation Plan" to guide future appropriations of Measure J funds.

Locally Sponsored Measure J Projects

In June 2020, a framework, and draft principles for preparing the Allocation Plan were approved by the Authority Board. The following four principles were developed around three

primary objectives: timely use of funds, leveraging, and readiness/deliverability:

- a) Projects where Measure J funds is required to match State/Federal funds;
- b) Projects that will leverage State or Federal funds that may be lost due to timely use of fund requirements;
- c) Projects that are shovel ready and can start construction before July 2021; and
- d) Projects that are a component of larger projects where the larger project would be at risk if Measure J funds are not allocated.

Staff gathered current, up-to-date project status information so the principles for developing the Allocation Plan could be applied to each project with a Measure J unappropriated balance. A set of scoring criteria based on the approved principles was developed to score and rank the projects. The resulting project scores are shown in Attachment A based on the scoring criteria detailed in Attachment B. In order to break the tie between projects that score the same, projects with larger amounts of State/Federal funds on the project were ranked higher. If the project had no State/Federal funds, the ratio of the total project cost to Measure J funds programmed on the project was used. Both measures are meant to prioritize projects that leverage other fund sources.

A total of thirty-two projects were evaluated. Approximately \$43.5 million in Measure J appropriations will be required to fully fund the list. The top fourteen ranking projects require \$10.9 million (out of the \$43.5 million) in Measure J appropriations and will leverage approximately \$53.9 million in State and Federal funds.

Once approved, the attached ranked list of projects would be used to prioritize future appropriations of available Measure J funding. The long-range revenue forecast, expected to be completed later this year (likely in November 2020), will determine how many of the projects on the ranked list will receive their Measure J appropriations, if any. Projects that do not receive Measure J appropriation will be deferred until Measure J funds or other fund sources are available. As funds become available, allocations will be made based on the prioritized list.

Authority Managed Projects

Similar to the process used for evaluating locally sponsored projects, staff has reviewed Authority managed projects and categorized them in three groups:

- Fully funded projects underway;
- Projects Requiring Additional Funding to Complete; and
- Studies.

Projects were evaluated using a set of criteria that emphasizes leveraging non-Measure J funds and considers the overall funding committed to the project, as shown in Attachment D. Fully funded projects underway were not scored. In addition, a score was not applied to the studies underway given the limited pre-delivery nature of the work to determine cost effective strategies. Staff assumed Regional Measure 3 (RM3) is available to Authority projects for the scoring. The amount of non-Measure J funds was used to break the tie between similarly scored projects.

An updated Measure J revenue forecast is anticipated to be presented to the Authority Board later this year. The updated forecast will be used to develop final Allocation Plan recommendations and project delivery strategies for the Authority Board to consider. It will also be used for the development of the next Measure J Strategic Plan update. It is anticipated that the ranked lists will be reviewed periodically to reflect changes in available funding, as several Authority managed projects on the list assumed availability of RM3 funds, and several locally sponsored projects are currently seeking other fund sources.

Scored List of Locally Sponsored Measure J Projects									Allocation Plan Principles					Scoring Criteria					
Index	Project No.	Sponsor	Project Title	Subregion	Total Measure J Programmed Amount (\$ x 000)	Measure J Programmed UnAppropriated Balance (\$ x 000)	Cumulative Measure J Unappropriated Balance (\$ x 000)	Total Project Cost (\$ x 000)	State/Federal Funds			Readiness	MJ Funds Required Component of Larger Project (Y/N)	No. 01	No. 02	No. 03	No. 04	Total Score	Total Cost to Measure J Ratio (Tie breaker for projects with no State/Federal funds)
									Measure J Match for State/Fed \$ (Y/N)	Fed/State Funds Amount (\$ x 000)	Deadline for Obligation/ Allocation (Mo/Yr)	Estimated Award Date (Mo/Yr)							
1	24016	Moraga	Canyon Road Bridge Replacement	Southwest	\$ 438	\$ 362	\$ 362	\$ 11,870	Y	\$ 8,878	02/20	02/20	N	1	5	4	0	10	
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	West	\$ 1,000	\$ 1,000	\$ 1,362	\$ 20,743	Y	\$ 7,510	10/20	02/21	N	1	5	3	0	9	
3	100018	BART	Walnut Creek BART TOD Access Improvements	Central	\$ 3,850	\$ 2,000	\$ 3,362	\$ 16,000	N	\$ 5,300	06/21	06/21	N	0	5	3	0	8	
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	East	\$ 600	\$ 600	\$ 3,962	\$ 4,520	Y	\$ 3,387	02/21	01/21	N	1	4	3	0	8	
5	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvement	Central	\$ 883	\$ 715	\$ 4,677	\$ 7,670	Y	\$ 5,410	02/22	02/22	N	1	5	1	0	7	
6	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	West	\$ 700	\$ 100	\$ 4,777	\$ 4,692	N	\$ 3,137	02/21	05/21	N	0	4	3	0	7	
7	7003	Richmond	I-80/Central Avenue - Phase 2	West	\$ 3,442	\$ 472	\$ 5,249	\$ 14,715	N	\$ 10,593	06/21	10/22	N	0	6	0	0	6	
8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	West	\$ 2,312	\$ 2,312	\$ 7,561	\$ 9,163	Y	\$ 4,840	02/22	05/22	N	1	4	1	0	6	
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	Southwest	\$ 1,433	\$ 910	\$ 8,471	\$ 4,445	Y	\$ 2,513	04/21	03/22	N	1	4	1	0	6	
10	24034	Danville	Camino Ramon Improvements	Southwest	\$ 696	\$ 696	\$ 9,167	\$ 2,100	Y	\$ 1,357	02/22	03/22	N	1	3	1	0	5	
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	Southwest	\$ 400	\$ 400	\$ 9,567	\$ 550	N	\$ 50	08/21	10/20	N	0	1	4	0	5	
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	West	\$ 63	\$ 63	\$ 9,630	\$ 610	Y	\$ 497	02/21	02/22	N	1	2	1	0	4	
13	24032	Clayton	Clayton Major Streets Improvements	Central	\$ 1,278	\$ 400	\$ 10,030	\$ 737	Y	\$ 308	02/22	03/22	N	1	2	1	0	4	
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	Central	\$ 852	\$ 852	\$ 10,882	\$ 1,022	N	\$ 100	NA	03/21	N	0	1	3	0	4	
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	Central	\$ 239	\$ 239	\$ 11,121	\$ 739	N	\$ -	NA	07/20	N	0	0	4	0	4	3.09
16	120052	Danville	Sycamore Valley Park & Ride Expansion	Southwest	\$ 1,500	\$ 1,500	\$ 12,621	\$ 3,050	N	\$ -	NA	09/20	N	0	0	4	0	4	2.03
17	100033/130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	Southwest	\$ 2,830	\$ 1,825	\$ 14,446	\$ 3,980	N	\$ -	NA	11/20	N	0	0	4	0	4	1.41
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	West	\$ 1,058	\$ 1,058	\$ 15,504	\$ 1,196	N	\$ -	NA	07/20	N	0	0	4	0	4	1.13
19	100026	BART	Hercules Transit Center	West	\$ 275	\$ 200	\$ 15,704	\$ 275	N	\$ -	NA	09/20	N	0	0	4	0	4	1.00
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	Central	\$ 98	\$ 98	\$ 15,802	\$ 413	N	\$ -	NA	04/21	N	0	0	3	0	3	4.21
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	Central	\$ 2,331	\$ 1,846	\$ 17,648	\$ 2,817	N	\$ -	NA	2//21	N	0	0	3	0	3	1.21
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	Southwest	\$ 987	\$ 987	\$ 18,635	\$ 1,032	N	\$ -	NA	02/21	N	0	0	3	0	3	1.05
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	West	\$ 120	\$ 120	\$ 18,755	\$ 125	N	\$ -	NA	06/21	N	0	0	3	0	3	1.04
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	Central	\$ 252	\$ 252	\$ 19,007	\$ 252	N	\$ -	NA	06/21	N	0	0	3	0	3	1.00
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	Southwest	\$ 1,336	\$ 1,336	\$ 20,343	\$ 1,336	N	\$ -	NA	02/21	N	0	0	3	0	3	1.00
26	24035/120030	Danville	Diablo Road Trail	Southwest	\$ 1,286	\$ 1,211	\$ 21,554	\$ 4,256	N	\$ -	NA	09/21	N	0	0	2	0	2	3.31
27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	Central	\$ 1,400	\$ 1,400	\$ 22,954	\$ 3,500	N	\$ -	NA	09/21	N	0	0	2	0	2	2.50
28	24025	Pittsburg	James Donlon Extension	East	\$ 6,709	\$ 6,709	\$ 29,663	\$ 95,160	N	\$ -	NA	01/22	N	0	0	1	0	1	14.18
29	24023	CC County	Norris Canyon Rd Safety Improvements	Southwest	\$ 1,489	\$ 763	\$ 30,426	\$ 2,320	N	\$ -	NA	02/22	N	0	0	1	0	1	1.56
30	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	Central	\$ 4,792	\$ 4,792	\$ 35,218	\$ 5,415	N	\$ -	NA	03/22	N	0	0	1	0	1	1.13
31	120059/250002	Richmond	13th Street Complete Streets	West	\$ 3,669	\$ 2,821	\$ 38,039	\$ 3,852	N	\$ -	NA	03/22	N	0	0	1	0	1	1.05
32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	Central	\$ 5,217	\$ 5,217	\$ 43,256	\$ 33,900	N	\$ -	NA	after 07/22	N	0	0	0	0	0	6.50
Totals					\$ 53,535	\$ 43,256		\$ 262,455		\$ 53,880									

Scoring Criteria - Locally Sponsored Projects

Index	Criterion	Scoring	Score
1	Are the Measure J-funded activities, or project phase(s), required to secure state or federal funds for future phases?	Yes = 1 point No = 0 Points	0 to 1
2	Size of funding from State and/or Federal sources on Project?	Amount more than \$10M: 6 Points Amount from \$5M to \$10M: 5 Points Amount from \$2M to \$5M: 4 Points Amount from \$1M to \$2M: 3 Points Amount from \$251K to \$1M: 2 Points Amount from \$1 to \$250K: 1 Point Amount = \$0: 0 Points	0 to 6
3	What is the estimated award date for the construction contract (Month/Year)?	Award Date (Mo/Yr) prior to 01/21: 4 Points Award Date (Mo/Yr) from 01/21 thru 06/21: 3 Points Award Date (Mo/Yr) from 07/21 thru 12/21: 2 Points Award Date (Mo/Yr) from 01/22 thru 06/22: 1 Point Award Date (Mo/Yr) 07/22 & Later: 0 Points	0 to 4
4	Are the current Measure J-funded improvements a prerequisite stage of a larger group of improvements dependent on the Measure J-funded improvements to proceed?	Yes = 1 point No = 0 Points	0 to 1
Total Score			0 to 12

This Page Intentionally Blank

CCTA Managed Projects Scores		Funding Breakdown							Criterion No. 01	Criterion No. 02	Criterion No. 03	Criterion No. 04	Criterion No. 05						
	Project Title	Measure	State/Fed	Regional/Local	Unfunded	Total Cost	Current Phase	Non Measure J Fund Souces on Project	Current Phase Fully Funded	% of Current Phase Funded by Non-Measure J Funds	Total Project Funding Shortfall as % of Total Project Cost	% of Total Project Cost funded by Non-Measure J Funds	Status of Env Clearance	SCORE					
No.	Projects Requiring Additional Funding to Complete																		
1	ADS Project (Project 8009.07)	\$	7,500,000	\$	15,000,000	\$	6,500,000	\$	29,000,000	Scoping	Federal, SB1-LPP (F)	1	5	4	4	0	14		
2	Iron Horse Trail Overcrossing at Bollinger Canyon Rd (Project 120025)	\$	3,131,000	\$	4,840,000	\$	8,785,983	\$	4,989,000	\$	21,745,983	Design	Local (City of San Ramon), Federal	1	2	4	4	1	12
3	I-680/SR 4 IC Ph 1, 2a, 4 (Project 6001b)	\$	-	\$	210,000,000	\$	215,000,000	\$	425,000,000	Design	RM3	1	5	2	2	1	11		
4	Innovate 680 - Express Lane Completion (Project 8009.02)	\$	4,657,000	\$	16,481,000	\$	75,000,000	\$	293,862,000	\$	390,000,000	Env Clearance	STP, SB1-LPP (F)	1	5	1	1	0	8
5	SR 239/Byron Vasco Connector (Project 5007)	\$	-	\$	12,306,008	\$	13,635,000	\$	92,458,992	\$	118,400,000	Env Clearance	Fed Earmark, Local (CC Co), RM3	1	5	1	1	0	8
6	Innovate 680 - Part Time Transit Lane (Project 8009.03)	\$	3,585,000		\$	6,800,000	\$	1,615,000	\$	12,000,000	Env Clearance	RM3	1	0	4	3	0	8	
7	State Route 4 Operational Improvements Phase 2 (Project 6006b)	\$	3,000,000		\$	106,900,000	\$	109,900,000	Env Clearance	STIP	1	5	1	1	0	8			
8	I-80/San Pablo Dam Rd Interchange - Phase 2 (Project 7002)	\$	9,200,000	\$	5,964,000	\$	65,586,000	\$	80,750,000	Design	STIP, STMP (WCCTAC)	0	0	1	1	1	3		
9	State Route 4 Operational Improvement - Phase 1 (Project 6006a)	\$	2,949,000	\$	8,600,000		\$	57,299,000	\$	68,848,000	Env Clearance	STIP, STP	1	0	1	1	0	3	
10	Innovate 680 - Shared Mobility Hubs (Project 8009.04)	\$	1,045,000		\$	3,200,000	\$	53,800,000	\$	58,045,000	Scoping	RM3	1	0	1	1	0	3	
11	Innovate 680 - Advanced Technology (Project 8009.06)	\$	1,200,000		\$	2,000,000	\$	49,500,000	\$	52,700,000	Scoping	STMP (TVTD)	1	0	1	1	0	3	
12	SR 4 Integrated Corridor Mobility (Project 28002)	\$	400,000	\$	200,000		\$	14,750,000	\$	15,350,000	Env Clearance	Federal	0	0	1	1	0	2	
13	SR 242/Clayton Road Ramps (Project 6002/6004)	\$	2,790,000			\$	69,910,000	\$	72,700,000	Design	-	0	0	1	0	1	2		

Fully Funded Projects Underway																			
1	I-680 Southbound HOV/Express Lane (Project 8001)	\$	33,510,000	\$	15,600,000	\$	65,890,000	\$	-	\$	115,000,000	Construction	STIP, RM2, BAIFA, STMP (TVTD)	N/A	N/A	N/A	N/A	N/A	N/A
2	Innovate 680 - Bay Area MOD/Mobility as a Service - (Project 8009.05)	\$	950,000	\$	8,000,000	\$	8,971,000		\$	17,921,000	Scoping	Federal, Other	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	I-680/SR 4 Interchange Improvement Phase 3 (Project 6001a)	\$	52,300,000	\$	83,895,000			\$	136,195,000	Construction	STIP, SB1-LPP(F), SB1-LPP (C), SHOPP	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	Mokelumne Bike Trail/Ped Overcrossing (Project 5002b)	\$	872,000		\$	11,495,000		\$	12,367,000	Right of Way	ECCRFFA, RM3, Local (BART)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	IDEA Grant - Coniditional Transit Signal Priority Pilot in Concord & Walnut Creek	\$	90,000		\$	1,160,000		\$	1,250,000	Design	MTC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

No. Studies																	
1	Innovate 680 - Strategic Development (Project 8009.01)	\$	7,404,000							N/A	SB1 - LPP (F)	N/A	N/A	N/A	N/A	N/A	N/A
2	SR 4 Express Lanes Design Alternative Assessment (Project 18100)	\$	150,000	\$	150,000	\$	300,000			N/A	MTC	N/A	N/A	N/A	N/A	N/A	N/A
3	East County Infrastructure Investment Study (Project 28007)	\$	500,000			\$	500,000			N/A	-	N/A	N/A	N/A	N/A	N/A	N/A

Totals \$ 115,783,000 \$ 171,622,008 \$ 428,560,983 \$ 1,032,169,992 \$ 1,737,971,983

This Page Intentionally Blank

Scoring Criteria - CCTA Managed Projects

Index	Scoring Criteria	Scoring Details	Score
1	Is the current phase of the project fully funded?	Yes = 1 point No = 0 Points	0-1
2	Percentage of current phase funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
3	Size of funding shortfall on project	Project fully funded = 5 Points Project funding shortfall between 1% and 25% of total costs: 4 Points Project funding shortfall between 26% and 50% of total costs: 3 Points Project funding shortfall between 51% and 75% of total costs: 2 Points Project funding shortfall between 76% and 99% of total costs: 1 Point No funding programmed for project: 0 Points	0-5
4	Percentage of total project cost funded by non-Measure J funds	Percentage of Non-Measure J Funding = 100%: 5 Points Percentage of Non-Measure J Funding between 75% and 99%: 4 Points Percentage of Non-Measure J Funding between 51% and 75%: 3 Points Percentage of Non-Measure J Funding between 26% and 50%: 2 Points Percentage of Non-Measure J Funding between 1% and 25%: 1 Point Percentage of Non-Measure J Funding (or If no funds identified for current phase) = 0%: 0 Points	0-5
5	Status of environmental clearance for the project	Environmental Clearance expected by September 2020: Yes = 1 Point, No = 0	0-1

0-17

This Page Intentionally Blank

Scored List of Locally Sponsored Measure J Projects									Allocation Plan Principles					Scoring Criteria					
Index	Project No.	Sponsor	Project Title	Subregion	Total Measure J Programmed Amount (\$ x 000)	Measure J Programmed UnAppropriated Balance (\$ x 000)	Cumulative Measure J Unappropriated Balance (\$ x 000)	Total Project Cost (\$ x 000)	State/Federal Funds			Readiness	MJ Funds Required Component of Larger Project (Y/N)	No. 01	No. 02	No. 03	No. 04	Total Score	Total Cost to Measure J Ratio (Tie breaker for projects with no State/Federal funds)
									Measure J Match for State/Fed \$ (Y/N)	Fed/State Funds Amount (\$ x 000)	Deadline for Obligation/ Allocation (Mo/Yr)	Estimated Award Date (Mo/Yr)							
1	24016	Moraga	Canyon Road Bridge Replacement	Southwest	\$ 438	\$ 362	\$ 362	\$ 11,870	Y	\$ 8,878	02/20	02/20	N	1	5	4	0	10	
2	130027	San Pablo	Rumrill Boulevard Complete Streets (Phase II)	West	\$ 1,000	\$ 1,000	\$ 1,362	\$ 20,743	Y	\$ 7,510	10/20	02/21	N	1	5	3	0	9	
3	100018	BART	Walnut Creek BART TOD Access Improvements	Central	\$ 3,850	\$ 2,000	\$ 3,362	\$ 16,000	N	\$ 5,300	06/21	06/21	N	0	5	3	0	8	
4	130021	Pittsburg	BART Pedestrian Bicycle Connectivity Project	East	\$ 600	\$ 600	\$ 3,962	\$ 4,520	Y	\$ 3,387	02/21	01/21	N	1	4	3	0	8	
5	120050	Concord	Willow Pass Road Repaving/Safe Routes to Transit Improvement	Central	\$ 883	\$ 715	\$ 4,677	\$ 7,670	Y	\$ 5,410	02/22	02/22	N	1	5	1	0	7	
6	120055	CC County	Fred Jackson Way First Mile/Last Mile Connection Project	West	\$ 700	\$ 100	\$ 4,777	\$ 4,692	N	\$ 3,137	02/21	05/21	N	0	4	3	0	7	
7	7003	Richmond	I-80/Central Avenue - Phase 2	West	\$ 3,442	\$ 472	\$ 5,249	\$ 14,715	N	\$ 10,593	06/21	10/22	N	0	6	0	0	6	
8	120061	El Cerrito	El Cerrito del Norte TOD Complete Streets Improvement	West	\$ 2,312	\$ 2,312	\$ 7,561	\$ 9,163	Y	\$ 4,840	02/22	05/22	N	1	4	1	0	6	
9	24024	CC County	Danville Blvd/Orchard Court Complete Streets	Southwest	\$ 1,433	\$ 910	\$ 8,471	\$ 4,445	Y	\$ 2,513	04/21	03/22	N	1	4	1	0	6	
10	24034	Danville	Camino Ramon Improvements	Southwest	\$ 696	\$ 696	\$ 9,167	\$ 2,100	Y	\$ 1,357	02/22	03/22	N	1	3	1	0	5	
11	120060	Orinda	Camino Pablo Bicycle Route Corridor Improvements	Southwest	\$ 400	\$ 400	\$ 9,567	\$ 550	N	\$ 50	08/21	10/20	N	0	1	4	0	5	
12	120062	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	West	\$ 63	\$ 63	\$ 9,630	\$ 610	Y	\$ 497	02/21	02/22	N	1	2	1	0	4	
13	24032	Clayton	Clayton Major Streets Improvements	Central	\$ 1,278	\$ 400	\$ 10,030	\$ 737	Y	\$ 308	02/22	03/22	N	1	2	1	0	4	
14	120034	Walnut Creek & CCCTA	Walnut Creek Bus Stop Access and Safety Improvements	Central	\$ 852	\$ 852	\$ 10,882	\$ 1,022	N	\$ 100	NA	03/21	N	0	1	3	0	4	
15	24037	Walnut Creek	Traffic Operations Center Communications Upgrade	Central	\$ 239	\$ 239	\$ 11,121	\$ 739	N	\$ -	NA	07/20	N	0	0	4	0	4	3.09
16	120052	Danville	Sycamore Valley Park & Ride Expansion	Southwest	\$ 1,500	\$ 1,500	\$ 12,621	\$ 3,050	N	\$ -	NA	09/20	N	0	0	4	0	4	2.03
17	100033/130022	BART/Lafayette	Lafayette Town Center Pathway and BART Bike Station	Southwest	\$ 2,830	\$ 1,825	\$ 14,446	\$ 3,980	N	\$ -	NA	11/20	N	0	0	4	0	4	1.41
18	120036	Hercules	Willow Avenue/Palm Avenue Pedestrian Improvements	West	\$ 1,058	\$ 1,058	\$ 15,504	\$ 1,196	N	\$ -	NA	07/20	N	0	0	4	0	4	1.13
19	100026	BART	Hercules Transit Center	West	\$ 275	\$ 200	\$ 15,704	\$ 275	N	\$ -	NA	09/20	N	0	0	4	0	4	1.00
20	120046	Walnut Creek	Walker Avenue Sidewalk Improvements	Central	\$ 98	\$ 98	\$ 15,802	\$ 413	N	\$ -	NA	04/21	N	0	0	3	0	3	4.21
21	120049	Concord	East Downtown Concord PDA Access & Safe Routes to Transit	Central	\$ 2,331	\$ 1,846	\$ 17,648	\$ 2,817	N	\$ -	NA	2//21	N	0	0	3	0	3	1.21
22	24019	Danville	San Ramon Valley Blvd Lane Additions and Overlay (South)	Southwest	\$ 987	\$ 987	\$ 18,635	\$ 1,032	N	\$ -	NA	02/21	N	0	0	3	0	3	1.05
23	120033	Pinole	High Intensity Activated Crosswalk Beacon (HAWK)	West	\$ 120	\$ 120	\$ 18,755	\$ 125	N	\$ -	NA	06/21	N	0	0	3	0	3	1.04
24	120040	Clayton	Clayton Town Center Pedestrian Safety Improvements	Central	\$ 252	\$ 252	\$ 19,007	\$ 252	N	\$ -	NA	06/21	N	0	0	3	0	3	1.00
25	24033	Danville	San Ramon Valley Blvd (North) and Danville Blvd Improvements	Southwest	\$ 1,336	\$ 1,336	\$ 20,343	\$ 1,336	N	\$ -	NA	02/21	N	0	0	3	0	3	1.00
26	24035/120030	Danville	Diablo Road Trail	Southwest	\$ 1,286	\$ 1,211	\$ 21,554	\$ 4,256	N	\$ -	NA	09/21	N	0	0	2	0	2	3.31
27	24003A	Martinez	Pacheco Blvd Widening - Widening at Arnold Drive	Central	\$ 1,400	\$ 1,400	\$ 22,954	\$ 3,500	N	\$ -	NA	09/21	N	0	0	2	0	2	2.50
28	24025	Pittsburg	James Donlon Extension	East	\$ 6,709	\$ 6,709	\$ 29,663	\$ 95,160	N	\$ -	NA	01/22	N	0	0	1	0	1	14.18
29	24023	CC County	Norris Canyon Rd Safety Improvements	Southwest	\$ 1,489	\$ 763	\$ 30,426	\$ 2,320	N	\$ -	NA	02/22	N	0	0	1	0	1	1.56
30	120054/130026	Pleasant Hill	Contra Costa Boulevard Improvement Project (Viking to Harriett)	Central	\$ 4,792	\$ 4,792	\$ 35,218	\$ 5,415	N	\$ -	NA	03/22	N	0	0	1	0	1	1.13
31	120059/250002	Richmond	13th Street Complete Streets	West	\$ 3,669	\$ 2,821	\$ 38,039	\$ 3,852	N	\$ -	NA	03/22	N	0	0	1	0	1	1.05
32	24003B	CC County	Pacheco Blvd Widening - Remaining Phases	Central	\$ 5,217	\$ 5,217	\$ 43,256	\$ 33,900	N	\$ -	NA	after 07/22	N	0	0	0	0	0	6.50
Totals					\$ 53,535	\$ 43,256		\$ 262,455		\$ 53,880									

TRANSPAC TAC Meeting **STAFF REPORT**

Meeting Date: September 24, 2020

Subject:	PROPOSED REVISIONS TO THE CCTA GMP IMPLEMENTATION GUIDE
Summary of Issues	Local agencies are required to follow the Contra Costa Transportation Authority (CCTA) Growth Management Plan guidelines in order to receive funding from the CCTA. The GMP and the required subregional Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 Implementation Guide and most recent Action Plans have taken a multi-modal approach. In 2018, CCTA embarked on a process to update Measure J's implementation documents to address evaluating roadway as well as non-roadway Multi-Modal Transportation Service Objectives (MTSOs). CCTA staff will review the proposed revisions to the GMP Implementation Guide.
Recommendations	None – For information only.
Financial Implications	No TRANSPAC financial implications
Attachment(s)	A. Overview of Proposed Revisions to the GMP Implementation Guide Memo B. Draft CCTA GMP Implementation Guide (

Background

In 2004, Measure J was approved to update the provisions in Measure C. Measure J included several updates which modernized transportation planning for Contra Costa County. Since 2004, the transportation landscape in Contra Costa County has continued to shift, particularly in regard to issues such as new transportation technologies, the shift to measurement of Vehicle Miles Traveled (VMT) under Senate Bill 743, and emerging concerns about equity, health and sustainability.

Under Measure C, the GMP and the Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 *Implementation Guide* and most recent Action Plans have taken a multi-modal approach. Although the approach varies among the Regional Transportation Planning Committees (RTPCs), all current Action Plans incorporate some examples of non-roadway “Multi-Modal Transportation Service Objectives” (MTSOs). However, the treatment of MTSOs other than

those related to roadways is inconsistent among the Action Plans since there is no clear Contra Costa Transportation Authority (CCTA) guidance on the scope of non-roadway MTSOs and how they should be developed and implemented.

In 2018, CCTA embarked on a process to update Measure J's implementation documents to address these issues. The CCTA hosted a series of meetings with Planning and Transportation Director's to discuss the shifting dynamics of transportation and land use planning and a recommendation for CCTA, through a Growth Management Task Force group to reexamine and broaden the scope of the MTSOs required by the GMP.

The proposed revisions to the Implementation Guide focus on expanding guidance to cover not only roadways but also five additional key topic areas, for a total of six, that would be required to be addressed in the Action Plans, As noted above, the six key topic areas would be:

1. Regional roadways
2. The regional bicycle and pedestrian network
3. Regional transit (likely including BART, other rail, ferries, and major bus service)
4. Safety
5. Equity
6. Climate change

As is the case today, there would be no prohibition on Action Plans addressing topic areas other than those listed above, but addressing all of the above key topic areas would be required.

MEMORANDUM

DATE September 14, 2020
TO CCTA Growth Management Task Force
FROM David Early, Carey Stone, and Torina Wilson
SUBJECT Overview of Proposed Revisions to the *GMP Implementation Guide*

At Growth Management Task Force (GMTF) Meeting #9, to be held on September 17, 2020, the Task Force will be asked to provide initial feedback on the proposed programmatic changes to the *GMP Implementation Guide*. This memorandum provides an overview of how the proposed changes evolved, summarizes the potential revisions, and identifies next steps.

Attached to this memorandum is a working draft of Chapters 1, 2 and 3 of the revised *GMP Implementation Guide*. We are attaching this working draft for your reference before the meeting, but there is no need to do a detailed review before the meeting occurs. We will be accepting comments on both this memo and the draft chapters at the meeting on September 17, and via email through October 2.

Following GMTF Meeting #9 and receipt of written comments, PlaceWorks will revise these chapters to account for GMTF comments, and will also revise the remainder of the *Guide*, including both the Executive Summary and the remaining chapters, to ensure internal consistency and to also incorporate already agreed upon methodologies regarding Vehicle Miles Traveled (VMT) analysis. Additional steps in the upcoming process are outlined at the end of this memorandum.

PROJECT BACKGROUND

In 2004, Measure J was approved to update the provisions in Measure C. Measure J included several updates which modernized transportation planning for Contra Costa County. Since 2004, the transportation landscape in Contra Costa County has continued to shift, particularly in regard to issues such as new transportation technologies, the shift to measurement of Vehicle Miles Traveled (VMT) under Senate Bill 743, and emerging concerns about equity, health and sustainability.

Under Measure C, the GMP and the Action Plans originally focused on regional roadways and delay-based metrics to monitor regional traffic flow. Since the adoption of Measure J, the 2010 *Implementation Guide* and most recent Action Plans have taken a multi-modal approach. Although the approach varies among the Regional Transportation Planning Committees (RTPCs), all current Action Plans incorporate some examples of non-roadway “Multi-Modal Transportation Service Objectives” (MTSOs). However, the treatment of MTSOs other than those related to roadways is inconsistent among the Action Plans since there is no clear CCTA guidance on the scope of non-roadway MTSOs and how they should be developed and implemented.

In 2018, CCTA embarked on a process to update Measure J's implementation documents to address these issues. To kick off this process, a series of five Planning and Transportation Director's Seminars were held from April 2018 to February 2019 to discuss the shifting dynamics of transportation and land use planning. The Seminars educated attendees about these changes and solicited feedback on how local jurisdictions and CCTA should respond to these emerging issues. The seminars resulted in several recommendations, one of which was to reexamine and broaden the scope of the MTSOs required by the GMP.

One of the action items from the Transportation and Planning Directors Seminars was to engage the GMTF to review and comment on several policy updates, including revisiting MTSO requirements. At GMTF Meeting #6, held on April 16, 2020, the Task Force considered nine potential topics that might be included as topics for service objectives, which were:

- Density, Housing, and Infill
- Climate change
- Equity
- Bicycle and Pedestrian Network
- Transit
- Safety
- Infrastructure Quality
- Economic Development
- Return on Investment

While the GMTF elected not to pursue some of these topics, it recommended that CCTA add climate change, equity, the bicycle and pedestrian network, transit, and safety to the existing clearly articulated regulations regarding roadways, for a total of six key topic areas to be covered under the GMP. The proposed changes to the *Implementation Guide* would be the first step in executing this recommendation.

SUMMARY OF PROPOSED REVISIONS TO THE *IMPLEMENTATION GUIDE*

The proposed revisions to the *Implementation Guide* focus on expanding guidance to cover not only roadways but also five additional key topic areas, for a total of six, that would be required to be addressed in the Action Plans. As noted above, the six key topic areas would be:

1. Regional roadways
2. The regional bicycle and pedestrian network
3. Regional transit (likely including BART, other rail, ferries, and major bus service)
4. Safety
5. Equity
6. Climate change

As is the case today, there would be no prohibition on Action Plans addressing topic areas other than those listed above, but addressing all of the above key topic areas would be required.

Three of the six key topic areas (roadways, bicycles and pedestrians and transit) address the transportation network. The updated *Implementation Guide* would require service objectives for all three of these networks in ways that mimic the current process for roadways of regional significance, namely:

- The RTPCs would designate and map routes of regional significance for each of the three networks (roadways, bicycles and pedestrians and transit).
- Routes of regional significance that span more than one subregion would be discussed and mutually agreed by the affected RTPCs.
- Each RTPC would set its own measurement methods, goals and actions for each identified route of regional significance.

Measurement methods, goals, and actions for the three non-modal topics (i.e. equity, safety, and climate change) would also be established by each RTPC. These would not be specific to facilities (such as roadways or bikeways) and would instead be either sub-region wide or place specific. For example, an RTPC could choose to establish one or more safety metrics and goals to reduce the rate of vehicle collisions that applies throughout its sub-region.

While the *Implementation Guide* update would require the Action Plans evaluate all six key topic areas, the establishment of metrics, goals and actions would continue to be at the complete discretion of the RTPCs.

Another update to the *Implementation Guide* would be changing the MTSO nomenclature. The term *Multimodal Transportation Service Objective* applies to modal topics, primarily roadways and regional trails. However, after incorporating the proposed non-modal topics, it became clear that MTSO was not the right fit as these topics are neither mode-based or considered services. Therefore, as shown in Appendix A, Chapters 1, 2, and 3 of the *Implementation Guide* would be updated to replace MTSO with Regional Transportation Objectives (RTOs) in an effort to be inclusive of the new non-modal key topics. The use of RTOs is a placeholder terminology and CCTA invites Task Force feedback on this term.

IMPLICATIONS FOR PROJECT CEQA EVALUATIONS

Up until recently, a proposed project's effects on capacity or level of service has been a key analysis subject in most evaluations of projects in Contra Costa County under the California Environmental Quality Act (CEQA). Adding new key topics to the Action Plans thus raises the question of how these topics might be addressed in future CEQA documents.

With the advent of SB 743, It should be noted that even capacity and level of service on roadways are no longer topics under CEQA purview. Similarly, the five new key topic areas are also not topics that are conventionally evaluated under CEQA. Thus, CCTA does not anticipate that any of the metrics, goals and actions in the Action Plans would necessarily be treated as CEQA thresholds. Instead, local jurisdictions would continue to comply with the GMP and Action Plans in exchange for receiving return to source funds and having access to other CCTA programs.

NEXT STEPS

The anticipated schedule to finalize the *Implementation Guide* revisions is:

- **Friday, October 2, 2020** – GMTF submits comments on proposed changes.
- **Wednesday, November 18, 2020** (10 am to noon) – GMTF meeting #10 to review the updated *Implementation Guide*.
- **December 2020** – RTPCs review proposed changes to the *Implementation Guide*.
- **January 2021** – CCTA Authority Planning Committee and Board review proposed changes to the *Implementation Guide*.
- **Winter 2021** – Initiate update of the *Implementation Guide Technical Procedures* to reflect both VMT technical guidance and the *Implementation Guide Update*.

Implementation Guide

DRAFT

Revised XX, 2020

Deleted: Adopted June 16, 2010 ¶

Contents

1	Introduction	1
1.1	<i>Overview of Measure J</i>	<i>1</i>
1.2	<i>Core Requirements of the Growth Management Program for RTPCs.....</i>	<i>3</i>
1.3	<i>Core Requirements of the Growth Management Program for Local Jurisdictions.....</i>	<i>3</i>
	Adopt a Growth Management Element	4
	Adopt a Development Mitigation Program.....	4
	Participate in Ongoing Cooperative, Multi- Jurisdictional Planning Process.....	4
	Address Housing Options.....	5
	Develop a Five Year Capital Improvement Program	5
	Adopt a Transportation Systems Management Ordinance or Resolution	5
	Adopt An Urban Limit Line	6
1.4	<i>Changes from Measure C</i>	<i>6</i>
1.5	<i>Organization of this Guide</i>	<i>10</i>
	Chapters 2 and 3: RTOs and Action Plans	10
	Chapter 4: Evaluating the Impacts of Proposed New Development.....	10
	Chapter 5: Compliance with the Urban Limit Line	10
	Chapter 6: Decision Making and Conflict Resolution	11
	Chapter 7: Tools and Procedures.....	11
	Chapter 8: Compliance.....	11
	Chapter 9: Compliance Checklist	11
2	Regional Transportation Objectives.....	12
2.1	<i>Roadway Routes of Regional Significance</i>	<i>14</i>
2.2	<i>Non-Motorized Routes of Regional Significance.....</i>	<i>18</i>
2.3	<i>Regional Transit System.....</i>	<i>18</i>
2.4	<i>Transportation Safety.....</i>	<i>19</i>
2.5	<i>Climate Change</i>	<i>19</i>
2.6	<i>Transportation Equity</i>	<i>20</i>
3	Action Plans	21
3.1	<i>Action Plan Components</i>	<i>21</i>
3.2	<i>Action Plan Updates</i>	<i>25</i>
	Preliminary Objectives.....	26
	Action Plan Actions, Measures & Programs.....	29
	Work Program.....	32
	Procedures	32
3.3	<i>Review, Adoption, and Revision of Updated Action Plans</i>	<i>33</i>
	Appendix E:	37

Steps for Designating Additional Routes of Regional Significance	37
--	----

Tables

Table 1. Comparison of Measure C and Measure J GMP Requirements	6
Table 2. Examples of Adopted RTOs and Corresponding Actions.....	22

Figures

Figure 1 Regional Transportation Planning Committee Boundaries and Routes of Regional Significance	16
Figure 2 Action Plan Update Process.....	28
Figure 3 Circulation Review and Adoption of Updated Action Plans.....	36

Contra Costa Growth Management Program Implementation Guide

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration under the Intermodal Surface Transportation Act of 1991. Contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

This page left blank intentionally.

DRAFT

Deleted: Adopted June 16, 2010

Revised XX, 2020

1 Introduction

1.1 OVERVIEW OF MEASURE J

Adopted in 2004, Contra Costa's Measure J Expenditure Plan extends funding for transportation projects and programs 25 years beyond the initial 20-year span provided for under Measure C (1988). The GMP under Measure J will continue in effect through 2034. This Guide sets the course for implementation of the GMP through that time.

Deleted: over the next 25 years

The Measure J Expenditure Plan funds \$2 billion in transportation projects and programs covering regional roadways (particularly freeways and other arterial Routes of Regional Significance), local roadways (addressed through the so-called "Return To Source" program), non-motorized transportation facilities for bicycles and pedestrians, transit, and other mobility programs.

Deleted: .

Measure J changed the requirements for local compliance with the GMP. It dispensed with the previous standards for non-regional routes and with performance standards for public facilities and services, but added a requirement for a voter-approved Urban Limit Line.

The Measure J update also ensures compliance with Senate Bill (SB) 743 to more appropriately balance the needs of congestion management with statewide goals. Both Measure C and Measure J focused on roadway capacity and congestion, particularly on roadway Routes of Regional Significance. Over time, however, transportation planners, decision-makers and the public have become concerned with other aspects of the transportation system. The adoption of SB 743 shifted the focus of transportation planning from performance-based analyses to transportation land use, and planning decisions which encourage infill development, promote public health through active transportation, and reduce greenhouse gas emissions. Therefore, in 2020, the Authority reoriented the GMP to focus not only on regional roadways, but also on the non-motorized transportation network serving bicycles, pedestrians, and transit. Through several open forums, the Authority received feedback from local jurisdictions and the RTPCs that additional transportation priorities exist in Contra Costa county, including safety, climate change, and equity. Measure J ultimately expands on the original importance of roadway routes to include active and public transportation in addition to priorities surrounding safety, climate change, and equity.

Deleted: Adopted June 16, 2010

Contra Costa Transportation Authority Growth Management Program

Measure J funds both capital projects and programs. Capital projects include the construction of major highway and arterial road projects, improvements to the BART system, enhancements to transit facilities, and pedestrian, bicycle, and trail facilities. Programs include a variety of transit and paratransit services, support for commute alternatives, and regional transportation planning and growth management. Of the revenues from the sales tax increase approved by the Measure, 18 percent is allocated to Local Street Maintenance and Improvements. These funds are paid out annually to jurisdictions participating in the GMP established by Measure J, provided that the Authority has found the jurisdiction to be in compliance with the GMP. Compliance with the GMP is also required for a local jurisdiction to be eligible for 5 percent Transportation for Livable Communities (TLC) funding.

The Authority assesses local compliance through a checklist that is distributed to the jurisdictions every two years. Local jurisdictions are required to complete the Checklist and submit it to the Authority for review. After review by the Citizens Advisory Committee, the Planning Committee, and approval by the full Authority, 18 percent funds are paid out to the local jurisdiction.

Overall, the Measure J GMP focuses on four key objectives:

- 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 local jurisdictions.
- 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 implementation documents developed by the Authority together describe the roles, responsibilities, and procedures to be undertaken by local jurisdictions, the

Regional Transportation Planning Committees (RTPCs), and the Authority **Deleted: RTPCs,**

Measure J. All jurisdictions are required to participate in multi-jurisdictional

planning, develop Action Plans that include Regional Transportation Objectives **Deleted: Plans for Routes of**

(RTOs), and adopt local and regional mitigation programs. This Guide focuses **Deleted: Significance**

Deleted: Adopted — June 16, 2010

how these provisions of the GMP are to be implemented.

The broadly stated policies outlined in the Measure J GMP emphasize establishment of a structure for sound land use and transportation planning. Successful implementation of these policies requires further, more detailed guidance, and significant elaboration on how each jurisdiction can participate. The guidance described here provides a basis for greater consistency of approach in local planning and establishes the step-by-step multijurisdictional planning process for the evaluation of the impacts of land use decisions on the transportation system.

This Guide should be used in conjunction with the other implementation documents for the GMP: the *Model Growth Management Element* and the *Technical Procedures*.

1.2 CORE REQUIREMENTS OF THE GROWTH MANAGEMENT PROGRAM FOR RTPCs

The Regional Transportation Planning Committees (RTPCs) are organized geographically to cover four distinct sub-areas within Contra Costa county, including both incorporated member jurisdictions and unincorporated Contra Costa county. RTPCs are composed of elected representatives, planning commissioners, and technical staff from the member jurisdictions within the boundary of each sub-area. The RTPCs are responsible for the development of transportation plans, projects, and programs tailored to meet the needs of their region.

The RTPCs member jurisdictions work collectively to identify transportation and planning concerns in their sub-areas, with a focus on transportation priorities that cover six key topic areas including: regional roadways, the regional non-motorized transportation network, transit, safety, climate change, and equity. Once these concerns are identified, the RTPCs develop quantifiable Regional Transportation Objectives (RTOs) that address the identified concerns while supporting the Authority's overall vision and goals. The role of the RTPC is to incorporate the agreed upon RTOs into an Action Plan which is forwarded to the Authority for inclusion in the CTP. The RTOs and Action Plans established by each RTPC, once incorporated into the CTP, provide a clear picture of the transportation and planning needs in each sub-area, which allows the Authority to identify RTOs to implement transportation and planning improvements for the region.

1.3 CORE REQUIREMENTS OF THE GROWTH

Revised XX, 2020

Formatted: Font: 13 pt

Deleted: _____ Page Break _____
¶

Deleted: 2

Deleted: Adopted June 16, 2010

MANAGEMENT PROGRAM ~~FOR LOCAL JURISDICTIONS~~

Measure J's GMP requires that ~~local~~ jurisdictions ~~(cities, towns and the County)~~ must ~~also~~ take a number of actions. ~~Non-compliance with components of the GMP~~ Deleted: to be
~~result in local jurisdictions becoming in-~~eligible to receive both 18 percent Local
Street Maintenance and Improvement Funds, and ~~the~~ 5 percent Transportation for
Livable Communities ~~(TLC)~~ funds. The seven main ~~requirements for local~~ Deleted: components of the GMP
~~jurisdictions~~ are briefly summarized below.

ADOPT A GROWTH MANAGEMENT ELEMENT

AS PART OF ITS GENERAL PLAN, EACH JURISDICTION MUST ADOPT A GROWTH
MANAGEMENT ELEMENT THAT OUTLINES GOALS AND POLICIES FOR MANAGING
GROWTH AND REQUIREMENTS FOR ACHIEVING THOSE GOALS. THE ELEMENT
MUST DEMONSTRATE HOW THE JURISDICTION WILL COMPLY WITH THE OTHER
REQUIREMENTS OF THE GMP. ~~ADOPT A DEVELOPMENT MITIGATION PROGRAM~~ Deleted: ¶

The philosophy of Measure J's requirements for development mitigation programs is
that each jurisdiction must adopt, or maintain in place, a program to ensure that new
growth is paying its share of the costs associated with that growth. The idea is
already reflected in local practice, including traffic mitigation fees adopted by most
jurisdictions. Other requirements for mitigation are commonly implemented through
development agreements, regional fees, community facilities districts, local
assessment districts, and conditions of project approval.

The development mitigation programs to be adopted by localities include both a
local and a regional component. The project-level traffic impact analysis described in
this Guide provides an opportunity to identify potential impacts and fund proposed
mitigation measures through a fee program or other mitigation alternatives. The
multijurisdictional planning process, development and implementation of Action
Plans, ~~and the related review of GPAs~~, which are also described in this Guide Deleted: for Routes of Regional Significance
provide opportunities to establish mechanisms to fund regional or subregional Deleted: General Plan Amendments
transportation improvements needed to mitigate the impacts of planned or forecast
development. Deleted: Formatted: Font: 12 pt, Bold, Small caps

~~PARTICIPATE IN ONGOING COOPERATIVE, MULTI- JURISDICTIONAL~~ ~~PLANNING PROCESS~~

Each jurisdiction is required to participate in an ongoing cooperative, multi- Deleted: Region- al Transportation Planning
jurisdictional planning process with other jurisdictions and agencies, the ~~RTPCS~~, and Deleted: Committees...
Deleted: Adopted — June 16, 2010

the Authority, to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.

This requirement includes working with the RTPCs on the Action Plans that identify transportation priorities in six key topic areas and establish Regional Transportation Objectives (RTOs) as well as actions for achieving the RTOs to address each topic area. It also requires disclosure of the traffic impacts of proposed projects and General Plan Amendment (GPAs) through use of the Authority's Countywide Model and application of a uniform set of traffic analysis and mitigation procedures that address both Vehicle Miles Traveled (VMT) and traffic capacity. Finally, participation involves local input into the Authority's ongoing countywide planning process, and helping the Authority maintain its land use and projects database for use in the Countywide Model.

- Deleted: to
- Deleted: Routes of Regional Significance
- Deleted: to
- Deleted: MTSOs for those routes and
- Deleted: those MTSOs.
- Deleted: transportation
- Deleted: Amendments
- Deleted: .
- Deleted: to

ADDRESS HOUSING OPTIONS

In its General Plan Housing Element progress report, each jurisdiction must demonstrate progress in providing housing opportunities for all income levels, taking into account projected future needs and current project approvals and construction. The progress report should clearly show how the jurisdiction plans to meet projected needs and illustrate how the General Plan or zoning plans facilitate these ends. In addition, each jurisdiction must address how housing development will affect the transportation system and incorporate policies and standards into its development approval process that support transit, bicycle, and pedestrian access in new developments.

DEVELOP A FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

Each jurisdiction's Capital Improvement Program (CIP) must outline the projects needed to implement General Plan goals and policies over at least a five-year period. The program will indicate approved projects, project costs, and a financial plan for securing the necessary funding. The jurisdiction shall also forward the transportation component of its CIP to the Authority for incorporation into the Authority's database of transportation projects.

Deleted: (CIP)

Deleted: capital improvement program

ADOPT A TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE OR RESOLUTION

Each jurisdiction must adopt a local ordinance or resolution based on the Authority's

Deleted: (TSM)

Deleted: Adopted June 16, 2010

Contra Costa Transportation Authority Growth Management Program

model Transportation Systems Management ordinance to promote carpools, vanpools, and park and ride lots.

Deleted: TSM

ADOPT AN URBAN LIMIT LINE

Deleted: (ULL)

Each jurisdiction must comply with a countywide or local, voter-approved Urban Limit Line (ULL) to be considered in compliance with Measure J's GMP.

1.4 CHANGES FROM MEASURE C

Deleted: 3

Through the approval of Measure J, the voters of Contra Costa made a number of important changes to the requirements and procedures of the GMP previously established by Measure C. Table 1 below compares the requirements of the two measures; a more detailed comparison can be found in Appendix B of this Guide.

Deleted: —Page Break—

Table 1. Comparison of Measure C and Measure J GMP Requirements

<i>Measure C Growth Management Program¹</i>	<i>Measure J Growth Management Program</i>	<i>Actions for Compliance with Measure J</i>
Adopt a Growth Management Element	Adopt a Growth Management Element	Update Growth Management Element (GME) to reflect new requirements
Adopt Traffic LOS Standards for non-regional routes	Not included in Measure J	None: LOS standards for non-regional routes may be eliminated from GME, Regional Routes may continue to use LOS as an <u>RTO</u>
Adopt Performance Standards	Not included in Measure J	None (Performance Standards may be eliminated from GME)
Adopt a Development Mitigation Program	Adopt a Development Mitigation Program	Update Development Mitigation Programs consistent with Model GME on both a local and regional level

Deleted: Level Of Service (

Deleted:)

Deleted: MTSO.

¹ A detailed comparison of the Measure C and Measure J Growth Management Programs is included in Appendix A of this guide.

Deleted: Adopted — June 16, 2010

Implementation Guide

Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development

Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process, including development of Action Plans

Continue existing participation efforts, ~~and update~~ Action Plans

Deleted: . Update

Deleted: for Routes of Regional Significance

Address Housing Options and Job Opportunities

Address Housing Options

Demonstrate reasonable progress in implementation of the adopted Housing Element, consider the impacts of land use and development policies on the transportation system, and incorporate policies that support transit, bicycle and pedestrian access in new development

Table 1. Comparison of Measure C and Measure J GMP Requirements

<i>Measure C Growth Management Program¹</i>	<i>Measure J Growth Management Program</i>	<i>Actions for Compliance with Measure J</i>
Develop a Five Year Capital Improvement Program	Develop a Five-Year Capital Improvement Program	Continue to prepare a five-year Capital Improvement Program
Adopt a TSM Ordinance or Resolution or alternative mitigation	Adopt a TSM Ordinance or Resolution	Update TSM Ordinance to be consistent with new policies
Not included in Measure C	Adopt an Urban Limit Line	Adopt a local, voter-approved Urban Limit Line, or maintain the countywide Urban Limit Line

Formatted: Font: Corbel, 13 pt, Expanded by 1.3 pt

Formatted: Line spacing: single

Deleted: ————— Page Break —————

Deleted: Transportation Systems Management (

Deleted:)

Deleted: Transportation Systems Management (

Deleted:)

- **Growth Management Element.** Local jurisdictions are required to update their ~~GME~~ based upon the new *Model Growth Management Element* created by the Authority. The GME is the jurisdiction's main platform for outlining goals and policies for managing growth and requirements for achieving those goals. Jurisdictions are encouraged to supplement their GMEs with any elements outside of the Model GME that may be helpful in achieving the objectives of the GMP as well as local General Plan goals and policies.

Deleted: Growth Management Elements (GME)

- **LOS Requirements.** Local jurisdictions are no longer required to adopt

Deleted: Level-of-Service (

Deleted:)

Deleted: Adopted June 16, 2010

Revised XX, 2020

7

LOS. A jurisdiction may decide to maintain existing LOS standards for regional routes in its GME or eliminate them, relying instead on other ways of correlating the circulation element with the land use element of the General Plan. Regional Routes are addressed through the Action Plan development process under Multi-Jurisdictional planning.

Deleted: standards for non-regional routes

- **Performance Standards.** Local jurisdictions are no longer required to adopt performance standards for public services (fire, police, parks, sanitary, flood, and water) in their growth management elements. A jurisdiction may decide to maintain existing performance standards or eliminate them, as appropriate.
- **Development Mitigation Program.** Local jurisdictions must continue and update their existing Development Mitigation Programs, which consist of two parts: a local program to mitigate development impacts on local streets, and a regional program establishing fees, exactions, assessments, or other measures to fund regional and subregional transportation projects.
- **Multi-Jurisdictional Planning.** Each jurisdiction must continue to participate in an ongoing, multi-jurisdictional planning process through the RTPCs, including updating and implementing Action Plans,
- **Housing Options.** Each jurisdiction must demonstrate reasonable progress in achieving the objectives in its Housing Element. The jurisdiction must complete a report that illustrates this progress in various ways, as described in Appendix B. Additionally, jurisdictions must incorporate policies and standards to support transit, bicycle, and pedestrian access in new development.
- **Five-Year Capital Improvement Program.** Jurisdictions must continue to prepare five-year capital improvement programs, including approved projects and an analysis of the costs of proposed projects. The program must outline a financial plan for providing proposed improvements.
- **Urban Limit Line.** Jurisdictions must have a voter-approved ULL to be in compliance with the Measure J GMP. The ULL may conform to the countywide line, or a jurisdiction may adopt its own ULL to fulfill this requirement.

Deleted: Regional Transportation Planning Committees...

Deleted: for Routes of Regional Significance

Deleted: Urban Limit Line (

Deleted:)

Deleted: Urban Limit Line

Deleted: Urban Limit Line

Deleted: Adopted — June 16, 2010

Revised — xx, 2020

DRAFT

1.5 ORGANIZATION OF THIS GUIDE

This Guide has seven main chapters. The chapters following this introduction follows:

CHAPTERS 2 AND 3: RTOs AND ACTION PLANS

These Chapters address six key transportation priorities to be addressed in the Action Plans, namely roadway, non-motorized and transit Routes of Regional Significance, together with safety, climate change, and equity. Chapter 2 presents overview of these transportation priorities. Chapter 3 presents the components of the Action Plans, the planning process, and the process for review, adoption, and revision of Action Plans. Chapter 3 also addresses the ongoing Action Plan update process to be undertaken by local jurisdictions.

CHAPTER 4: EVALUATING THE IMPACTS OF PROPOSED NEW DEVELOPMENT

This section addresses the procedures a jurisdiction should undergo when evaluating the impacts of new development. The Chapter includes discussion of procedures for significant short-term development decisions, as well as longer-term development policy, such as a GPA. Requirements for consultation with neighboring jurisdictions and affected RTPCs are also detailed in this Chapter.

CHAPTER 5: COMPLIANCE WITH THE URBAN LIMIT LINE

This Chapter outlines the Authority's process for assessing compliance with the GMP requirement that each local jurisdiction adopt and continuously comply with voter-approved ULL.

Deleted: 4

Deleted: THE

Deleted: six

Deleted: sections

Deleted: sections

Deleted: SECTIONS

Deleted: REGIONAL ROUTES

Deleted: sections

Deleted: SignificanceThe first

Deleted: , describing the meaning

Deleted: a Regional Route designation, and establishing the process for adding to the list of Regional Routes included in Measure J.¶ Section

Deleted: MTSOs and actions for Regional Routesare to be included in Action Plans prepared by the Regional Committees. The section

Deleted: being

Deleted: SECTION

Deleted: section

Deleted: such as individual projects generating more than 100 net new peak hour vehicle trips,

Deleted: General Plan amendment that generates more than 500 net new peak hour vehicle trips.

Deleted: section

Deleted: SECTION

Deleted: section

Deleted: Adopted — June 16, 2010

Revised — xx, 2020

CHAPTER 6: DECISION MAKING AND CONFLICT RESOLUTION

Chapter 6 summarizes the conflict resolution process established by the Authority, and the rules for decision-making by the RTPCs. This conflict resolution process also fulfills the statewide requirement for Congestion Management Agencies (CMAs) to establish a process for resolving conflicts.

Deleted: SECTION

Deleted: Section

Deleted: Regional Committees.

CHAPTER 7: TOOLS AND PROCEDURES

This Chapter of the Guide outlines the tools and procedures that will be used for transportation planning and Measure J updates. Efforts will involve review and modification of General Plan Growth Management Elements by local jurisdictions, and updates to Action Plans by the RTPCs. The most important tools for this work will be the updated travel demand forecasting models developed by the Authority, as described in this Chapter, and the *Technical Procedures Update*.

Deleted: SECTION

Deleted: section

Deleted: for Routes of Regional Significance by the Regional Transportation Planning Committees.

Deleted: section

Continuing planning will include:

- Compliance Monitoring and Reporting;
- Preparation and circulation of traffic impact studies;
- Preparation and review of General Plan Updates and amendments;
- Action plan monitoring and updates; and
- Updates and amendments to the CTP.

CHAPTER 8: COMPLIANCE

A locality must comply with all parts of the GMP to receive Local Street Maintenance and Improvement Funds and to qualify for grants under the Contra Costa TLC. This Chapter summarizes basic compliance requirements.

Deleted: SECTION

Deleted: Cos- ta Transportation for Livable Communities Program (CC-TLC). This section

CHAPTER 9: COMPLIANCE CHECKLIST

This Chapter frames the basic questions that will be included in the Measure J GMP Compliance Checklist, which is to be filled out by local jurisdictions and submitted to the Authority for review every two years. The detailed checklist questions will be developed separately and adopted by the Authority. The Authority will update the checklist every two years to reflect changing conditions.

Deleted: SECTION

Deleted: section

Deleted: Adopted June 16, 2010

2 Regional Transportation Objectives

The population in Contra Costa is expected to continually increase over time.

Analysis and projections prepared by the Authority as part of its CTP indicate such population growth will result in a continued increase in traffic and congestion on the regional transportation system. Future peak period demand is projected to exceed the capacity on many of the freeways and arterials in Contra Costa. In addition to resulting in a several-fold increase in vehicle delay, increasing traffic congestion is anticipated to exacerbate regional concerns such as safety, climate change and inequity in the transportation system. Thus there has been a renewed effort to engage local jurisdictions in a bottom-up process which seeks to remedy conditions on the regional transportation network.

This bottom-up process is conducted in cooperation with regional and statewide efforts that embrace similar objectives, which include improving the networks of regional roadways, non-motorized facilities, and public transit, while simultaneously addressing jurisdictional concerns regarding safety, and regional concerns regarding climate change, and equity. While the Bay Area population and work force have grown by more than 30 percent over the past 25 years, total transit ridership, in terms of millions of riders annually, has remained flat. Moreover, current forecasts indicate that the use of alternative modes to the single occupant vehicle, such as walking, bicycling, carpooling, taking buses or using BART is expected to remain roughly the same percentage of overall trips in the future as it is today.

The Authority has responded to such concerns through Measure J, which implements a multi-jurisdictional bottom-up approach to achieve objectives that support regional cohesion. Measure J requires local jurisdictions to work with RTPCs to identify concerns and needs specific to their sub-areas covering six topic areas. Three of these topic areas address "Regional Facilities" (roadways, non-motorized facilities, and public transit) which need, or could benefit from, improvements. The other three topic areas address programmatic transportation priorities with regard to safety, climate change, and equity. The RTPCs aid jurisdictions in establishing Regional Transportation Objectives (RTOs) to address each of their identified concerns or needs, and to develop actions for achievement of the RTOs.

While jurisdictions are best able to identify and mitigate local traffic impacts,

Measure J emphasizes participation of local jurisdictions in determining appropriate

Deleted: Routes of

Deleted: Significance Overview Contra Costa's network of freeways and major arterials continue to be the focus of the growth management effort under the new provisions of Measure J. Although many tangible benefits have accrued since the implementation of Measure C, congestion on many regional facilities has continued to increase. Obstacles to congestion mitigation continue to include the infeasibility of adding capacity, the "built-out" nature of the transportation landscape, local resistance to regional improvements that could adversely impact quality of life, the influence of through-traffic to and from other parts of the Bay Area, and limited state and federal funding for projects on the regional network.

Deleted: Countywide Transportation Plan (

Deleted:)

Deleted: growth

Deleted: ,

Deleted: . Significant efforts are underway at the regional level to increase the number of acres of land that are dedicated to Transit-Oriented Development (TOD). These are major efforts that hold promise if successful; however, because of the "built-out" nature of the landscape, only a very small percentage of total developed land can benefit from the positive effects that TOD can have on transportation

Deleted: effort

Deleted: .

Deleted: With that as a backdrop, the Measure J GMP engages local jurisdictions in a bottom-up process, to influence conditions on the regional transportation network. Measure J requires local jurisdictions to work with the RTPCs to identify Routes of Regional Significance (or "Regional Facilities") and establish Multimodal Transportation Service Objectives (RTSOs) for those routes . The RTPCs also work to identify actions for achievement of the RTSOs.

Deleted: Adopted — June 16, 2010

programs to mitigate greater regional traffic impacts. The nature of the six transportation priorities themselves, as well as the travel patterns of workers and residents, makes it appropriate to locate primary planning responsibility for the RTOs with the RTPCs.

Programs for RTOs require a 4-step process:

1. Identification of transportation priorities in each of the six topic areas: regional roadways, regional non-motorized facilities, transit, safety, climate change, and equity;
2. Development and/or update of Action Plans to address each identified transportation priority and establish RTOs by:
 - a. Identifying the overall goal or objective that is trying to be achieved; and
 - b. Identifying a condition (or metric) that can be measured to indicate progress toward the goal or objective.
3. Circulation and review of proposed updated Action Plans; and
4. Ongoing Action Plan implementation.

Measure J, as implemented through this Guide, requires that jurisdictions, RTPCs, and the Authority identify any transportation priorities in each of the six key topic areas, establish RTOs for them, and propose actions for achieving those objectives. For each of the six key topic areas:

1. The relevant RTPCs, in cooperation with local jurisdictions and the Authority, will develop quantifiable RTOs that are consistent with the Authority's overall vision and goals.
2. RTPCs, in cooperation with local jurisdictions and the Authority, will study how to attain objectives for each transportation priority, and update the Action Plans, including new RTOs and plans for attaining them. Action Plans will take effect following review and approval by the Authority.
3. Progress in attaining RTOs will be monitored and reported by the Authority, based on a schedule to be included in the Action Plan.

Revised XX, 2020

Deleted: for mitigation of

Deleted: acilities

Deleted: Regional Routes

Deleted: regional routes

Deleted: <#>Designation of Regional Routes;¶

Formatted: Indent: Left: 0.35"

Deleted: updates

Deleted: for Regional Routes (including establishment of MTSOs);

Deleted: This section of the *guide* addresses the overall meaning of the Regional Route designation, and the process for designation. Action Plan updates and procedures are described in Section 3. ¶ A Regional Route designation carries with it certain obligations

Deleted: will be assigned to local

Deleted: and the Regional Committees, and certain programs that apply only to those routes. Measure J explains that jurisdictions and the

Deleted: will

Deleted: Routes of Regional Significance

Deleted: MTSOs

Deleted: those routes

Deleted: For designated Regional Routes:

Deleted: Regional Committees

Deleted: RTSOs

Deleted: Regional Committees

Deleted: Regional Facility or issue

Deleted: RTSOs

Deleted: objectives

Deleted: Adopted June 16, 2010

4. Regional traffic mitigation programs (fees or other mitigations) are to be used to help fund improvements and mitigation measures.
5. The updated Action Plans will be incorporated into the CTP.

This Chapter of the Guide addresses the content to be covered in each of the s
topic areas. Action Plan updates and procedures are discussed in Chapter 3.

The RTPCs may also identify new Regional Facilities or key topic areas for po
designation using the process outlined in Appendix E.

2.1 ROADWAY ROUTES OF REGIONAL SIGNIFICANCE

Contra Costa's network of freeways and major arterials are a major focus of the
growth management effort under the provisions of Measure J. Although many
tangible benefits have accrued since the implementation of Measure C, conge
many of these regional facilities has continued to increase. Obstacles to conge
mitigation continue to include the infeasibility of adding capacity, the "built-o
nature of the transportation landscape, local resistance to regional improve
could adversely impact quality of life, the influence of through-traffic to and f
other parts of the Bay Area, and limited state and federal funding for projects
regional network.

In order to address these issues, important regional roadway facilities, includi
freeways and many of the major arterials, are designated as Roadway Routes
Regional Significance, as indicated on the map on the subsequent page. Appe
contains a comprehensive listing of all designated Roadway Routes of Region
Significance. Some of the routes on the map are dotted, indicating that they ar
designated through future action.

A designation as a Roadway Route of Regional Significance carries with it cer
obligations that will be assigned to local jurisdictions and the RTPCs. This inc
establishing RTOs which include certain programs and mitigation strategies t
apply only to those routes.

Moved down [1]: Some of the routes on the map are dotted, indicating that they are to be designated through future action.

Deleted: Currently designated Routes of Regional Significance include all freeways and many of the major arterials, as indicated on the map on the subsequent page. Appendix D contains a comprehensive listing of all designated routes.

Deleted: The Regional Committees may also identify new Regional Routes for potential designation using the process below.

Deleted: section

Deleted: overall meaning

Deleted: Regional Route designation, and the process for designation. Action Plan updates and procedures are discussed in Section 3. RTSO process.

Deleted: Section

Deleted: MEANING AND DESIGNATION OF A ROUTE

Deleted: continue to be the

Deleted: new

Deleted: AI- though

Deleted: Currently designated Routes of Regional Significance include

Formatted: Body Text

Deleted: routes. Some of the routes on the map are dotted, indicating that they are to be designated through future action. The Regional Committees may also identify new Regional Routes for potential designation using the process below.¶

¶ Analysis and projections prepared by the Authority as part of its Countywide Transportation Plan (CTP) indicate continued growth in traffic and congestion on the regional transportation system. Future peak period demand is projected to exceed the capacity on many (...)

Moved (insertion) [1]

Deleted: (or "regional routes") and establish (...)

Deleted: Measure J emphasizes participation of local (...)

Deleted: designation, and the process for designation (...)

Deleted: Route designation

Deleted: Regional Committees, and

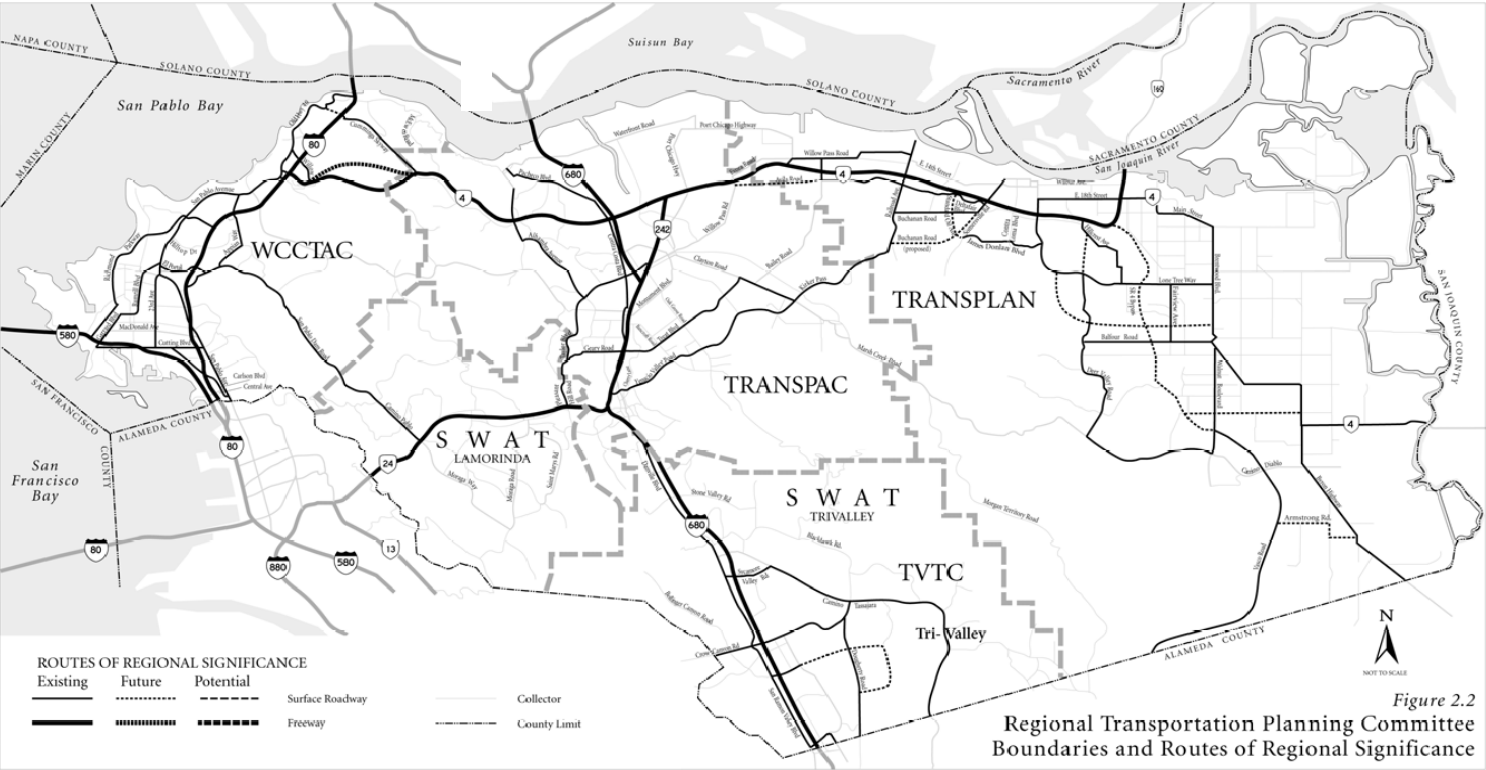
Deleted: Measure J explains that jurisdictions and th (...)

Deleted: ————— Page Break ————— (...)

Deleted: Adopted — June 16, 2010

DRAFT

Deleted: Adopted June 16, 2010



DYETT & BHATIA
Urban and Regional Planners

Deleted: Adopted — June 16, 2010

Deleted: Adopted — June 16, 2010

Revised — July xx, 2020

This page left blank intentionally.

2.2 NON-MOTORIZED ROUTES OF REGIONAL SIGNIFICANCE

Routes of Regional Significance related to non-motorized transportation include bicycle facilities (bicycle lanes, bicycle routes, and bicycle paths) and pedestrian facilities such as sidewalks and paths. The provision of sufficient bicycle and pedestrian infrastructure connects and enhances the regional transportation network.

Deleted:

The Authority is actively working to improve the county's Non-Motorized Routes of Regional Significance. Expanding active transportation modes is an important component of reaching the region's transportation priorities related to congestion, greenhouse gas emissions, and public health. By giving commuters multiple transportation options, the number of single-occupant vehicle trips and roadway congestion can be lessened. Biking and walking is also critical in fulfilling first/last mile connections to/from public transit.

Deleted: ¶

Section Break (Next Page)

Designation as a Non-Motorized Route of Regional Significance entails certain obligations that will be assigned to local jurisdictions and the RTPCs. Such obligations can include improving efficiency, safety, connectivity, and comfort of travel, as identified in the 2017 CTP and the 2018 Countywide Bike and Pedestrian Plan.

2.3 REGIONAL TRANSIT SYSTEM

Public transit in Contra Costa County includes BART, bus and some shuttle service. The current pattern of commute trips in Contra Costa leans heavily to solo drivers, with about 70 percent of commuters having driven alone to work in 2013, a figure that has not changed significantly since. Transit represents only about 8 percent of Contra Costa commute trips. Improving public transit is a documented concern of county residents. The 2017 CTP identified the two goals of expanding safe, convenient and affordable alternatives to the single-occupant vehicle and maintaining the transit system.

Designation as a Transit Route of Regional Significance entails certain obligations that will be assigned to the Authority, transit service providers, and the RTPCs. Such obligations can include improving efficiency, safety, connectivity, and comfort of travel, as identified in the 2017 CTP.

Deleted: July

2.4 TRANSPORTATION SAFETY

Safety is an important transportation priority in Contra Costa, both locally and regionally. A key part of travel safety is vehicle technology, such as connected/autonomous vehicles, but safety also is provided through roadway design, active transportation infrastructure, traffic controls, connectivity, education, and training. Increased mobility depends on a transportation system that is safe for all users.

The 2017 CTP identified the two goals of supporting the efficient, safe, and reliable movement of people and goods using all available travel modes and expanding safe, convenient and affordable alternatives to the single-occupant vehicle.

In terms of traffic safety, local jurisdictions will have the primary responsibility of identifying traffic safety concerns. The RTPCs and the Authority will aid the local jurisdictions in identifying key regional safety issues related to the locally identified safety issues. The local jurisdictions, the RTPCs, and the Authority will then work collaboratively to establish RTOs to monitor the issues, and propose actions for achieving those objectives related to safety of the Contra Costa transportation system.

2.5 CLIMATE CHANGE

Transportation is responsible for about 40 percent of the greenhouse gas (GHG) emissions in California. The transportation system also is vulnerable to the effects of climate change, most notably rising tides, and more needs to be done to make the system resilient to these changes. Increasing opportunities for active transportation, transit use, advanced vehicle technology (electric cars and zero emissions vehicles), and better vehicle connectivity can all help to reduce GHG emissions.

The Authority has an explicit performance target of meeting the Governor's Executive Order B-16-12, which requires reduction in GHG emissions from transportation sources to 80 percent below 1990 levels by 2050. Furthermore, the 2017 CTP identifies the goal of managing growth to sustain Contra Costa's economy, preserve its environment, and support its communities.

Achieving climate change goals entails certain obligations that will be assigned to

local jurisdictions, transit agencies, and the RTPCs. The RTPCs and the Authority will identify key climate change issues, establish RTOs to monitor the issues, and propose actions for achieving those objectives.

2.6 TRANSPORTATION EQUITY

Over the past several years, it has become clear that we need to increase equity in our transportation systems. This means working to ensure that access to transportation resources is distributed fairly across socio-economic groups and geographically amongst the various populations in a service area. The Authority is committed to the principle of fairness, meaning benefits and burdens that occur from transportation investments should be equally distributed to all residents.

The 2017 CTP supports *Plan Bay Area's* equity targets for the RTP by seeking equitable transportation opportunities for all residents, including those living in Communities of Concern and for minority and low-income residents. In addition, the 2017 CTP identified the goal of managing growth to sustain Contra Costa's economy, preserve its environment and support its communities.

Increasing transportation equity entails certain obligations that will be assigned to local jurisdictions, transit agencies, and the RTPCs. the RTPCs and the Authority will identify key equity issues, establish RTOs to monitor the issues, and propose actions for achieving those objectives.

3 Action Plans

Measure J provides the basis for multijurisdictional planning, focusing on development of appropriate measures and programs to address regional traffic impacts and other key issues. The measure requires jurisdictions to participate in an ongoing cooperative multijurisdictional planning process to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. Measure J also requires that each jurisdiction consider the impacts of its land use and development policies on the transportation system. These requirements are to be implemented, in part, through the development and implementation of Action Plans.

This Chapter discusses Action Plans in three parts:

1. A summary of the content of currently adopted Action Plans;
2. The planning process for updating Action Plans; and
3. The process for review, adoption and revision of the Plans.

Requirements for local compliance in relation to Action Plan implementation are listed in Chapter 8, Compliance and Compliance Reporting.

3.1 ACTION PLAN COMPONENTS

Action Plans are required to include the components listed here. The RTPCs may choose to include additional components.

1. **Long-range assumptions regarding future land use based on local general plans, consistent with regional forecasts.** The Authority maintains and updates a Land Use Information System (LUIS) that is consistent with the regional forecasts prepared by the ABAG and reflects local plans for future development. The RTPCs are to use the LUIS in the short- and long-range forecasts used in developing and updating the Action Plans.

Deleted: for Regional Routes

Deleted: for mitigation of

Deleted: for designated Regional Routes

Deleted: Section

Deleted: Section

Deleted: will be

Deleted: Region- al Committees

Deleted: Association of Bay Area Governments

Deleted: Adopted — June 16, 2010

2. **Overarching goals that articulate the Authority’s vision for the future.**

These goals can be either qualitative or quantitative. They can also be corridor specific, or apply to the entire subregion. For example, a goal could be to improve trunk-line transit service along a specific corridor or to improve overall transit ridership within the entire subregion.

3. **Regional Transportation Objectives (RTOs) that use a quantifiable measure of effectiveness and include a target date for attaining the objective.** RTOs might include travel time, level-of-service, auto occupancy or transit ridership. (Table 2 on the following page gives specific examples). RTPCs are encouraged to identify RTOs that agencies can use as “thresholds of significance” in the CEQA process for a proposed development project or GPA. Objectives are to be consistent with the Authority’s adopted goals.

Deleted: Adopted MTSOs

Deleted: MTSOs

Deleted: MTSOs

4. **A set of actions to be implemented by each participating jurisdiction.**

Actions may include commitments to: 1) fund a specific project or program; 2) support one or more strategies; or 3) implement any number of measures, all of which work towards the achievement of the RTOs. These actions may be the same for each locality, or may vary. They may relate to capital improvements, fees, land use policy, TSM/TDM, transit service, or other programs and projects. Some actions may apply to more than one RTO because of the breadth of their impact. This is particularly likely in relation to land use measures.

Deleted: MTSOs

Deleted: Regional Route

Table 2. Examples of Adopted RTOs and Corresponding Actions

Deleted: MTSOs

<i>Sample <u>RTO</u></i>	<i>Actions</i>
Maintain a delay index of 4.0 on Interstate 680	Continue to support investment in and implementation of HOV lanes on I-680 Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4 Continue to work with Solano County to manage traffic in the I- 680 corridor Complete the I-680 HOV Express bus access study funded through Regional Measure 2

Deleted: MTSO

Deleted: July

Table 2. Examples of Adopted RTOs and Corresponding Actions

<i>Sample <u>RTO</u></i>	<i>Actions</i>
Maintain LOS E on Bailey Road, and LOS D on all other signalized suburban arterials	<p>Pursue development and completion of arterial projects, such as the widening of the Bailey Road/West Leland Road intersection</p> <p>Review and implement appropriate operational strategies originally recommended in the East County Commute Corridor Traffic Management Plan</p> <p>Coordinate with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement</p>
Maintain a delay index of 3.0 or less on I-80 during weekday morning and evening peak hour	<p>Work with Solano County, Vallejo Transit, Caltrans, and MTC to obtain funding in Solano County for HOV lanes between I-80/I-680 and I-80/I-505, Park & Ride lots, ITS projects, and increased express bus service to the Bay Area</p> <p>Work with California Highway Patrol to encourage an increase in enforcement of HOV lane requirements for three-<u>peRTOn</u> carpools</p> <p>Identify full funding for the I-80 interchanges with San Pablo Dam Road, Central Avenue, and SR-4, including funding for long-term operations and maintenance</p>
Maintain a minimum average speed of 30 miles per hour on I-580	<p>Complete I-580 Eastbound/Westbound HOV Lane</p> <p>Pursue fifth eastbound through lane on I-580 from Santa Rita Rd to Vasco Rd</p> <p>Complete westbound I-580 auxiliary lane</p>
<u>Improve interjurisdictional travel on the Lafayette-Moraga Regional Trail</u>	<p><u>Monitor volumes of automobiles, bicycles, and pedestrians at crossings</u></p> <p><u>Monitor average trail user delay at major road crossings</u></p> <p><u>Monitor pedestrian or bicycle delay at major road crossings</u></p> <p><u>Monitor pavement condition over the entire trail</u></p>
<u>Increase participation in the Contra Costa TDM program</u>	<p><u>Develop TDM programs at k-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling</u></p> <p><u>Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework</u></p> <p><u>Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services</u></p>

Deleted: MTSOs

Deleted: MTSO

Deleted: person

23

Deleted: Adopted — June 16, 2010

Table 2. Examples of Adopted RTOs and Corresponding Actions

<u>Sample <u>RTO</u></u>	<u>Actions</u>
<u>Frequency of pedestrian or bicyclist injuries along Class I and IV bike facilities</u>	<u>Complete the sidewalk to fill the gaps</u> <u>Coordinate cross-jurisdiction procedures/practices for traffic management during lane or road closure</u> <u>Examine adaptive signal timing</u> <u>Extend and connect existing pedestrian and bicycle facilities</u> <u>Install speed warning signs</u> <u>Increase pedestrian safety devices</u>
<u>Transportation for seniors and people with disabilities</u>	<u>Complete the sidewalk to fill the gaps</u> <u>Increase pedestrian safety devices</u> <u>Improve and expand existing services</u>
<u>Support the use, enhancement, and expansion of low emissions technologies</u>	<u>Support innovative approaches for the deployment of low emission technologies</u> <u>Support the construction of infrastructure needed for the expansion of low emission technologies such as vehicle charging stations</u> <u>Identify pedestrian infrastructure directly adjacent to high injury locations for improvement</u> <u>Pursue State funding for Communities of Concern to fund transit infrastructure projects</u>

Deleted: MTSOs

Deleted: MTSO

5. **Requirements for consultation on environmental documents among participating localities.** Projects and GPAs that exceed a specified threshold are subject to consultation requirements. The threshold size that triggers consultation requirements is specified in Chapter 4. Each RTPC may establish an alternative threshold provided its own requirements are as stringent as those contained in the CEQA guidelines and those established by the Authority. Furthermore, consultation on environmental documents should not be limited to neighboring jurisdictions; it should include affected RTPCs, and all localities upon which the project could have a significant impact. Chapter 4 provides further information regarding requirement.

Deleted: Section

Deleted: Regional Committee

Deleted: Section

6. **Procedure for review of impacts resulting from proposed local GPAs have the potential to influence the effectiveness of adopted Action Plans.**

Deleted: General Plan amendments

Deleted: July

Because the Action Plans will be based on land use assumptions reflecting local General Plans, GPAs may affect implementation of Action Plans. The Authority has adopted a process for notification and review of the impact of proposed GPAs. (See Chapter 4 for a more detailed description of the process.) Within the framework of adopted Authority policy, the Action Plans may outline in further detail how that process will be implemented for GPA's within the Action Plan area.

Deleted: General Plan amendments

Deleted: General Plan amendments.

Deleted: Section

7. Schedule for the RTPCs and the Authority to review progress in attaining RTOs, and revision of Action Plans as needed. The updated Action Plans will represent each RTPC's best efforts to develop projects and programs that will result in progress towards meeting objectives. Because of the difficulty of anticipating program effectiveness, the Action Plans should be reviewed periodically and revised as appropriate.

Deleted: Regional Committee

Deleted: MTSOs

3.2 ACTION PLAN UPDATES

The existing Action Plans focus primarily on capacity and performance on Roadway Routes of Regional Significance. This focus is beneficial in making transportation and land use decisions which improve the quality of roadways, however it ignores transportation priorities regarding non-automobile travel and non-infrastructure related issues. Therefore, the Authority has reoriented the GMP to focus not only on Roadway Routes of Regional Significance, but also to cover the other identified transportation priorities, namely non-motorized transportation, transit, safety, climate change, and equity.

Updated Action Plans will be developed by the RTPCs in cooperation with local jurisdictions. The Action Plan updates will include both corridor- level analysis of roadways, bicycle and pedestrian facilities, and public transit routes, as well as additional transportation priorities related to safety, climate change, and equity. The Action Plan updates are to include the existing conditions regarding each key topic area and the projected changes which would occur with adoption of the updated Action Plan. The update should include an evaluation of whether the previously adopted RTOs are being met. The update will follow the general guidelines and steps outlined below and illustrated in Figure 2.

Deleted: Regional Committees

Deleted: be based on

Deleted: that establishes

Deleted: and

Deleted: in operations.

Deleted: MTSOs

Deleted: Adopted — June 16, 2010

PRELIMINARY OBJECTIVES

Quantifiable RTOs are a required component of Action Plans. Objectives can be stated using various measures of effectiveness, such as travel time, average auto occupancy, number of bicycle and pedestrian facilities and/or collisions, transit patronage, reduction of GHG emissions, and accessibility improvements. Each objective will be quantifiable and will include a target date for attainment. When applicable, RTOs should be crafted to serve as a “threshold of significance” in a CEQA document. For example, an adopted objective might be: “Increase the number of biking and walking trips.” construction of a complete sidewalk and bike lane connecting to nearby bicycle and pedestrian infrastructure, incentives for commercial switching to active transportation modes, or switching to metered parking in commercial or mixed-use areas. When considering a GPA or major development project, the EIR would indicate whether the proposed action would exceed the threshold and the EIR would classify an exceedance as a significant impact on the environment.

Deleted: MTSOs

Deleted:

Deleted: .

Deleted: The MTSOs

Deleted: Maintain a Delay Index of 2.5 on [name of Regional Route segment].” Actions corresponding to this type of objective might include construction of auxiliary lanes, a new park-and-ride lot, creation of high-occupancy vehicle (HOV) lanes, metering the flow of traffic onto the facility, and implementation of a focused TSM/TDM program.

Deleted: MTSO

Ideally, RTOs would address transportation priorities in a manner that envisions improvement for each priority topic. In some cases, however, particularly with physical priorities regarding roadways, bicycle and pedestrian facilities, and transit, objectives may seek to maintain current service levels and/or conditions (a non-degradation standard such as a policy to maintain a bus route frequency minute intervals during peak commute hours). In the worst case, where projects now indicate significant deterioration related to a transportation priority, a Committee might choose to adopt an objective to limit the rate of degradation (slowing the release of GHG emissions which contribute to climate change).

Deleted: MTSOs

Deleted: envision

Deleted: in operations.

Deleted: 20

Deleted: travel time on a specified road segment over the next five years).

Deleted: .

During the development of primary objectives, RTPCs that share designated roadway, non-motorized or transit Routes of Regional Significance should meet to coordinate their planning efforts. The updated Action Plans for different portions of the same Regional Route should have the same objectives.

Deleted: Regional Committees

An RTPC may identify segments of Regional Routes — corridors or geographic areas — that are subject to a specific RTO. A geographically-specific RTO may be used to address the following conditions:

Deleted: MTSO

Deleted: MTSO

1. **Accommodation of TOD:** Areas where Transit Oriented Development exists or is planned may need special consideration with regard to RTPCs that are oriented towards reducing VMT. These TOD areas may be

Deleted: MTSOs

Deleted: achievement of Traffic LOS at adjacent intersections.

Deleted: July

identified in the Action Plan as being subject to alternative RTOs that differ from a corridor-level RTO.

Deleted: action plan

Deleted: MTSOs

Deleted: MTSO

2. **Accommodation of Infill Development:** One of the objectives of the GMP is to support infill and redevelopment in existing urban and brown- field areas. Measure J established the CC-TLC program to strengthen existing communities through infill development. However, infill development may have localized impacts. RTOs may be used to encourage effective use of the CC-TLC program, and support the GMP ULL requirement.

Deleted: traffic impacts because adjacent regional routes may already carry heavy traffic volumes. MTSOs...

3. **Adopted or Proposed Traffic Management Programs:** Traffic Management Programs (TMPs) may involve managing the movement of vehicles in locations where such movement could pose a threat of collision, injury, or death. Alternative RTOs may be identified where TMPs intended to improve over- all system performance are proposed or have been established. Such RTOs could include prioritizing HOV or bus-only lanes.

Deleted: metering that controls downstream traffic levels and encourages temporal, spatial, or modal diversion. Alter- native MTSOs

4. **Conflict(s) with Regional, Statewide, or Federal programs:** Examples of these types of programs include congestion pricing, high-occupancy/toll (HOT) lanes, toll collection, and freeway ramp metering. In the case where an RTO is adversely affected by such programs, the RTPC may specify a different RTO.

Deleted: .

Deleted: Adopted — June 16, 2010

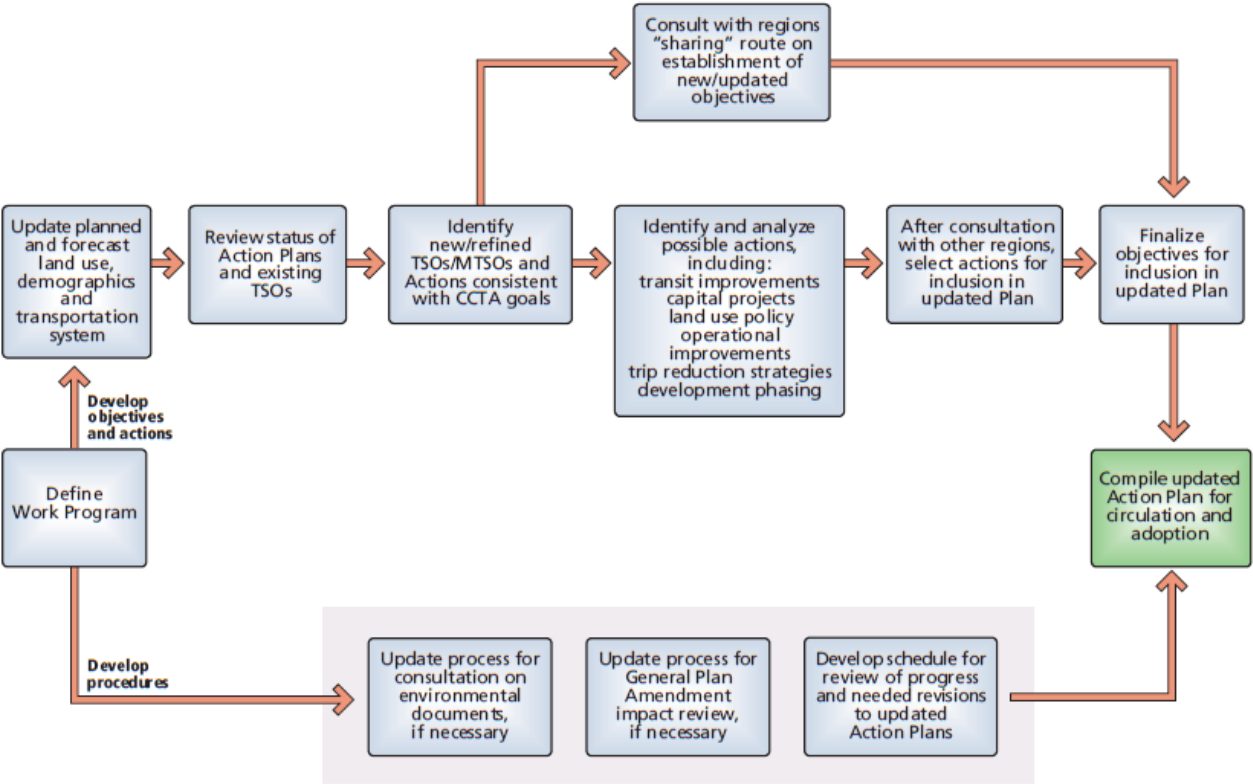


Figure 2
Action Plan Update Process

May 4, 2007

Revised — July xx, 2020

~~Deleted:~~ Adopted — June 16, 2010
~~Deleted:~~ Adopted — June 16, 2010

ACTION PLAN ACTIONS, MEASURES & PROGRAMS

Evaluation of candidate actions, measures, and programs will be based on the evaluation of baseline conditions and projections of future conditions assuming approved development, improvements in adopted capital improvements plans, and planned development consistent with local General Plans, and should take into account environmental and financial considerations. Travel demand forecasts will be prepared using the Authority's Countywide Model.

Since action policies are to be implemented by the local jurisdictions, each locality should review and be in agreement with proposed actions that the RTPCs develop. The actions, programs, and measures will be included in the updated Action Plan, with responsibilities assigned to the acting party. In some cases, one action will be suitable for implementation by several or all jurisdictions, and acceptable to all. In others, actions may be unique to a single jurisdiction. As part of the Action Plan update process, specific actions to improve conditions on the roadway, non-motorized and transit Routes of Regional Significance will be considered for adoption, as will be actions to address safety, climate change, and equity. The assignment of action policies should be limited to the involved parties who have representation on the RTPC.

Examples of actions to be considered and/or analyzed in the Action Plan for feasibility and effectiveness in attaining RTOs include:

Land Use Policy

1. Modifications to allowable densities or set minimum densities for newly developing areas or infill areas where redevelopment is anticipated
2. Changes to location of planned land uses (new or redeveloped) to reduce impacts on Regional Routes
3. Conditions for development approvals on progress in attaining RTOs
4. Establishing standards and incentives for TOD that will improve transit ridership

Deleted: traffic

Deleted: adoptionThe

Deleted: MTSOs

Deleted: MTSOs

Deleted: Transit-Oriented Development (

Deleted:)

Deleted: Adopted — June 16, 2010

Capital Projects

1. Construction of new roads, transit facilities, electric vehicle infrastructure, or pedestrian, bicycle, or trail facilities
2. Arterial or freeway improvements
3. HOV/HOT lane construction or facilities for “open road” tolling or congestion zone pricing
4. Adding turn lanes
5. Traffic calming features (e.g. curb bulbs, raised intersections, traffic circles/mini-roundabouts, median barriers, semi-diverters or diagonal diverters)

Deleted: Street

Deleted: widening

Operational and Safety Improvements

1. Traffic signal coordination
2. Traffic Management Programs
3. Integrated Corridor Management projects that deploy intelligent transportation system technologies such as adaptive ramp metering, signal timing, variable speed control, transit (and active transportation mode) pre-emption, and improved incident detection
4. Revisions to transit routes and schedules
5. Augmentation of bus service
6. Accommodation of HOVs/HOTs and EVs
7. Traffic calming measures
8. Bicycle and pedestrian safety devices

Deleted: (ITS)

Deleted: on Regional Routes

Deleted: measuresBicycle

Deleted: <#>¶

Deleted: Adopted — June 16, 2010

Revised — July xx, 2020

Trip Reduction Programs

1. Expanded TDM/TSM requirements within a corridor
2. Focused ridesharing or car sharing campaigns
3. Parking maximums and charges (including incentivizing EV infrastructure)
4. Casual carpooling

Deleted: limitations

Institutional and Intergovernmental Programs

1. Coordinated efforts to attract state and federal funding for projects in the County
2. Communication and cooperation with jurisdictions in adjacent counties
3. Regional measures implemented through the Bay Area Partnership.

Equity Programs

1. Augmentation of existing programs and policies (including those with a transit and land use focus) to integrate equity components.
2. Examination of funding distribution to ensure equitable division of local and regional transportation planning resources.
3. Pursuit of state and federal funding to finance capital projects, operational improvements, trip reduction programs, and institutional programs for low-income and minority households.
4. Incorporation of equity component into project prioritization and selection criteria.

Following evaluation of new action policies, the RTOs will be finalized. When fully implemented, the actions, measures, and programs should result in achievement of the objectives, i.e., it should be reasonable to expect that if actions are implemented, the objectives will be achieved. A jurisdiction, however, may still be in compliance with the GMP even if the objectives are not met.

Deleted: MTSOs

Deleted: Adopted — June 16, 2010

WORK PROGRAM

The overall approach to updating the Action Plans includes the following specific tasks.

- Data collection
- Assess status of Action Plan, and identify issues and potential changes **Deleted:** action plan
- Identify new or refined RTOs and actions **Deleted:** MTSOs
- Assess proposed changes
- Assess procedures for review and mitigation
- Prepare draft Action Plan Update
- Adopt final Action Plan Update

A model work program for an Action Plan Update is shown in Appendix C.

PROCEDURES

In addition to identifying RTOs and action policies, the updated Action Plans **Deleted:** MTSOs the procedures outlined in this Guide, and specify any refinements to them, including:

- **Requirements for consultation on environmental documents:** The RTPC may set a threshold that is lower than the Authority threshold specified in Chapter 4; **Deleted:** Section
- **Requirements for the review of impacts of local GPAs that meet the specified threshold for vehicle trip generation:** Again, a lower threshold for review may be specified; and **Deleted:** General Plan amendments
- **A schedule for review by the RTPC and the Authority of progress in attaining objectives:** Generally, a two-to-four year review cycle is envisioned. **Deleted:** Regional Committee

See items 5, 6 and 7 in Section 3.1 above for discussion of these procedures.

Deleted: Adopted — June 16, 2010

3.3 REVIEW, ADOPTION, AND REVISION OF UPDATED ACTION PLANS

The Action Plan update process relies on planning by the RTPCs, consistent with Measure J, which notes that jurisdictions will “participate in the Authority’s ongoing countywide comprehensive transportation planning process...” Because Action Plans must work together to serve all transportation needs in the county, the Action Plan update process involves all jurisdictions in the county in the review process through the RTPCs. The overall process for the review, adoption, and revision of Action Plans is described below.

- a. Proposed updated Action Plan is circulated to all other RTPCs.

Some circulation of proposed policies will have occurred during development of the Action Plan updates to establish common objectives for regional roadway, non-motorized and transit networks, safety, climate change, and equity. However, formal circulation of the proposed updated Action Plans will occur after full agreement on the Plans is reached by the originating RTPC.

- b. Each RTPC is asked to comment on proposals, clearly identifying those proposals which it opposes and seeks to have changed by the originating RTPC.

Because their responses will influence the approval process, RTPCs are asked to clearly differentiate between policies that are supported, those that are not supported but not strongly opposed, and those that are strongly opposed.

Deleted: Regional Committees

Deleted: ..., including the Action Plans for Routes of Regional Significance.”

Deleted: Regional Committees.

Deleted: Regional Committees

Deleted: Plans update

Deleted: Regional Routes connecting two or more regions. Circulation

Deleted: in

Deleted: Regional Committee

Deleted: Regional Committee

Deleted: Regional Committee

Deleted: Regional Committees

Deleted: Adopted — June 16, 2010

- c. The originating RTPC modifies its proposed objectives and action policies as appropriate following receipt of comments by other committees, and submits its proposal with comments from other committees to the Authority.

Deleted: Regional Committee

The RTPC may choose not to respond to comments received, but to advise the Authority, through its conflict resolution process, to determine what policies should prevail. Direct communications between RTPCs, through joint meetings or other forums, will be helpful in preparing revisions.

Deleted: Regional Committee

Deleted: Regional Committees

Deleted: it

- d. The Authority acts on proposed objectives, actions, and procedures.

Where consensus has been reached among members of the RTPC and other Committee has expressed objections to any of the policies, the Authority will accept the objectives and action policies as proposed. Where another committee or committees oppose some portion of the updated Action Plan, the Authority will determine which objectives and action policies are to be included as conditions of compliance with the GMP. In addition, the Action Plan procedures for consultation and review of EIRs and GPAs are reviewed for consistency with Authority policies.

Deleted: Regional Committee

- e. Local implementation of actions adopted by the Authority and the RTPCs based on conditions of local compliance with the GMP. (See Chapter 8 for greater detail.) Compliance is tied only to local implementation of action policies, and not to achievement of RTOs.

Deleted: Regional Committees

Deleted: Section 7

Deleted: MTSOs

Local jurisdictions will report on implementation of the set of actions identified in the adopted Action Plan through the biennial GMP checklist. One locality's compliance with the GMP cannot be judged based upon the unwillingness of another locality to participate in the process.

- f. A periodic review will be initiated by the RTPC and submitted to the Authority. The review will be based on the Authority's RTO monitoring on roadway, non-motorized and transit Regional Routes, and on issues regarding safety, climate change, and equity.

Deleted: Regional Committee

Deleted: MTSO

Deleted: Adopted — June 16, 2010

Revised — July xx, 2020

Consistent with the schedule for revision in the updated Action Plan, the RTPC and the Authority will periodically review progress in attaining objectives. If satisfactory progress is observed by the RTPC and the Authority, implementation of the updated Action Plan will continue. If progress has not been satisfactory, a revision of the Action Plan may be necessary. The revision process will require circulation and submittal of the proposed Action Plan as discussed in Section 3.2.

Deleted: Regional Committee

Deleted: Regional Committee

- g. *Revision of updated Action Plans may be required to respond to GPAs that would allow more development than anticipated by regional projections for population and job growth. This is because such unanticipated development could result in cumulative impacts that would adversely affect efforts to achieve and maintain RTOs or conflict with implementation of adopted actions.*

Deleted: General Plan Amendment(s) (

Deleted:)

Deleted: MTSOs

As outlined in Chapter 4, the Authority has an adopted GPA review process that requires consultation between the responsible agency proposing the GPA and the affected RTPC. This consultation process could result in proposed revisions to the adopted Action Plan. RTPCs should avoid watering down RTOs during the revision process. Revisions may increase local commitments to actions needed as a result of GPAs or otherwise modify the approach to be taken to meeting objectives. Action Plan revisions that are made in response to a local jurisdiction's GPA should be based upon a consensus reached between the jurisdiction proposing the GPA, and the affected RTPC.

Deleted: Section

Deleted: MTSOs

Deleted: pro- posing

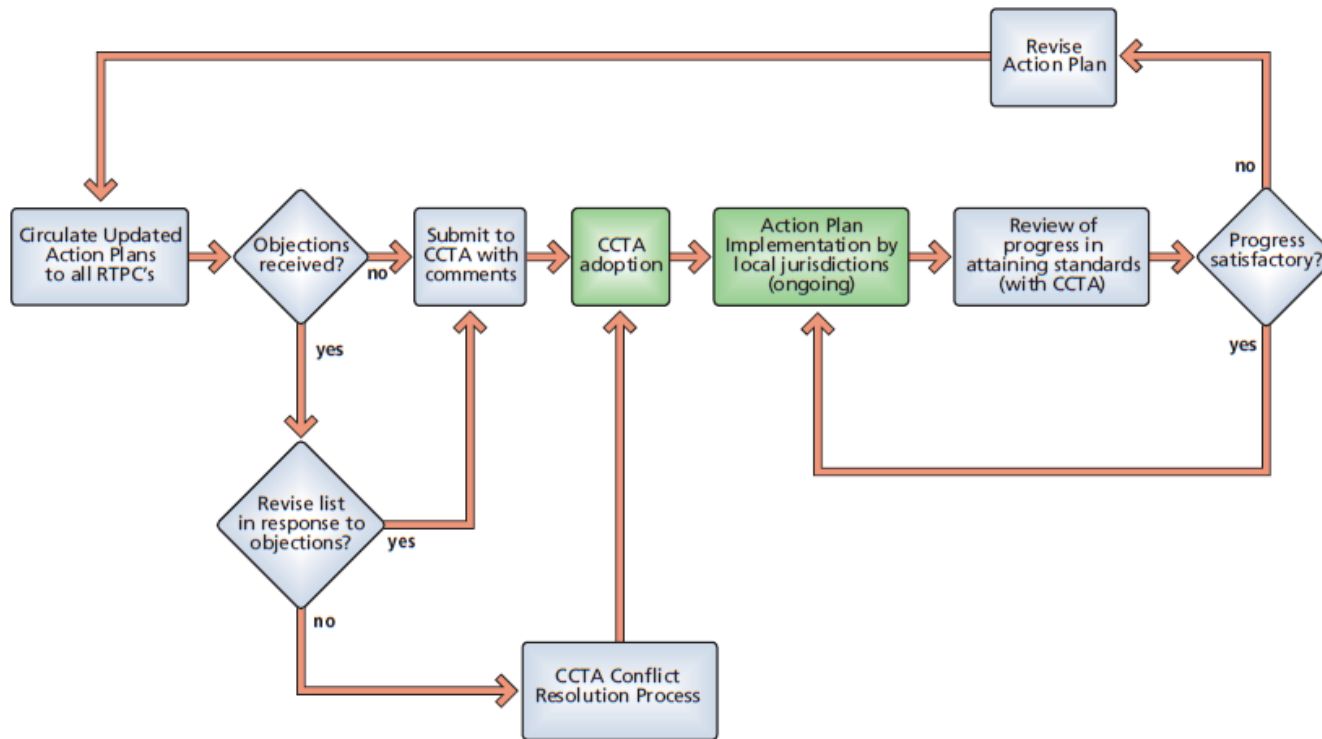


Figure 3

Circulation, Review and Adoption of Updated Action Plans

May 4, 2007

Deleted: Adopted — June 16, 2010

APPENDIX E:

STEPS FOR DESIGNATING ADDITIONAL ROUTES OF REGIONAL SIGNIFICANCE

New Routes of Regional Significance in each sub-area of Contra Costa may be identified as time progresses, and may include roadways, non-motorized transportation infrastructure (bikeways and/or pedestrian facilities), or components of the regional transit system. An RTPC, with concurrence of the Authority, may designate additional facilities as Routes of Regional Significance if they are determined to meet one or more of the following criteria:

- A. Connects two or more “regions” of the County.
- B. Crosses county boundaries.
- C. Carries a significant amount of through-traffic, where the threshold for a “significant amount” might be specified by the RTPC).
- D. Provides access to a regional highway or transit facility (e.g., a BART station or freeway interchange)?

The process for designating additional Routes of Regional Significance is as follows:

1. Proposed additional Routes are circulated to the other RTPCs for their comments, and then returned to the originating RTPC. The RTPCs are asked to respond to each item on the list, clearly identifying any proposals that are opposed by the full RTCP.
2. As appropriate, the originating RTPC may modify its proposal.
3. Each jurisdiction approves the proposal prepared by its RTPC.
4. The RTPC submits its proposal and comments from the other RTPCs to the Authority. The RTPC may submit any supplementary data or explanation that is appropriate.
5. The Authority updates its list of Routes of Regional Significance based on submittals. Facilities on proposed lists that are supported by all of the RTPCs will be included in the updated list.

Deleted: Facilities

Deleted: bicycle

Deleted: infrastructure,

Deleted: new Regional Facilities

Deleted: Adopted — June 16, 2010

This process is summarized in Figure E-1

Unlike the Congestion Management Program, where designation of a CMP route is irrevocable, the Authority allows RTPCs to recommend reversing a prior designation. An RTPC may, subject to Authority approval, propose that the Authority rescind a previous Regional Route designation by following the same process as outlined above. Rescission of a designated route may be justified if new, parallel facilities have been constructed that significantly change the responses to the questions posed in Step 1 above. The final decision on whether to reverse a prior designation rests with the Authority.

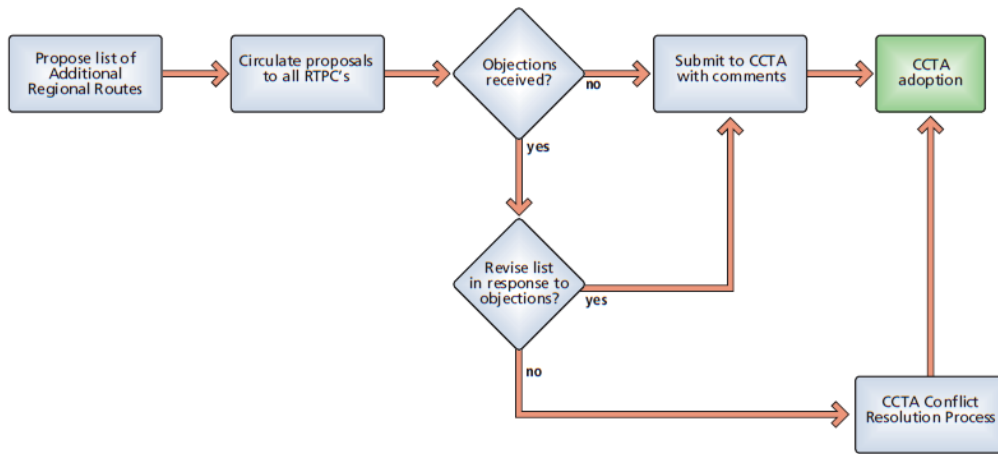


Figure 1
Process for Designation of
Additional Regional Routes

May 4, 2007

CCTA Local Agency Funding Opportunities Summary – 9/10/2020

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Highway Safety Improvement Program (HSIP) Cycle 10	F	Updated: October 19, 2020 by midnight	The total funds available for HSIP Cycle 10 is estimated at approximately \$220 million. There are two application categories in HSIP Cycle 10: 1) Benefit Cost Ratio (BCR); and 2) Funding Set-asides (SA). There are four (4) SA: 1) Guardrail Upgrades; 2) Pedestrian Crossing Enhancements; 3) Installing Edge lines; and 4) SA for Tribes. For Funding SA applications, BCR calculation is not required. For a BCR application, the minimum BCR to be submitted is 3.5. https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now
Short-Line Railroad Improvement Program (SLRIP)	S	December 1, 2020	A one-time appropriation of \$7.2 million will be available to the SLRIP. The CTC intends to program the \$7.2 million, in FYs 2020-21 and 2021-22. The primary objective of the SLRIP is to fund infrastructure improvement projects that will enable Class III/short-line railroads to meet critical freight volume thresholds. The projects to be funded under this program are intended to allow for Class III Rail to become more compatible in supporting modern rail freight traffic and the communities and industries they serve throughout California. All projects nominated for the SLRIP must be consistent with the goals of the 2018 California State Rail Plan with regards to SLRIP. Applications need to be nominated by Caltrans or MTC by October 16, 2020. https://catc.ca.gov/programs/short-line-railroad-improvement-program