
Contra Costa Transportation Authority *STAFF REPORT***Meeting Date:** May 20, 2015

Subject	Approval of Principles for Development of a Transportation Expenditure Plan (TEP)
Summary of Issues	Development of a TEP should be aligned with the Vision, Goals and Strategies identified in the draft 2014 CTP, as well as reflect the values that have governed cooperative planning over the life of Measures C and J. Accordingly, staff has developed a proposed set of principles for consideration by the Authority to help guide the TEP effort. A first draft of the principles was presented by staff at the April 15, 2015 Authority Board Meeting. Comments provided at that meeting have been incorporated into an updated proposed set of principles.
Recommendations	Staff seeks Authority approval of the Principles for Development of a Transportation Expenditure Plan (Principles).
Financial Implications	There is no cost to approve the Principles. However, development of the TEP requires considerable staff and consultant support, as well as other anticipated costs such as the fees paid to the Registrar of Voters and the County Clerk–Recorder. Staff and our consultant team continue to develop a detailed work program and budget to finalize development of a TEP for discussion at a future Authority meeting.
Options	<ol style="list-style-type: none">1. Modify the proposed Principles.2. Do not proceed with TEP effort.
Attachments	<ol style="list-style-type: none">A. Principles for Development of a Transportation Expenditure Plan.B. Principles for Development of a Transportation Expenditure Plan showing edits to the version discussed at the April 15 Authority meeting.
Changes from Committee	N/A

Background

Since 1989, the Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures. Measure C, passed in 1988, created the Authority, and established a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, the voters of Contra Costa approved Measure J, which continued the half-cent transportation sales tax for an additional 25 years through 2034. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When leveraged with federal, State and regional funds, the two measures will result in over \$6.5 billion invested in transportation projects and programs in Contra Costa.

The projects and programs that are advanced with these funds were defined in a TEP that was developed by the Authority with input from many stakeholders. Each successful ballot measure involved a complex development process that eventually led to approval by the voters of Contra Costa.

The current Measure J half-cent transportation sales tax will expire in 2034. Approximately 58 percent of the overall revenues are used for "pay-as-you-go" programs and 42 percent for capital improvement projects. During the first ten years of the measure, all of the major capital improvement projects (SR-4 East, eBART, I-680 and I-80 corridor investments and others) will be complete or in construction. Consequently by 2018, approximately 82 percent of the Measure J project funds will have been expended, and any remaining project revenues will go towards repayment of bonds.

Adoption of TEP Principles

At its meeting in March, the Authority directed staff to initiate the development of a TEP for a possible November 2016 ballot measure. An initial step in this process is to adopt Principles for Development of a TEP (Principles). Development of a new TEP should be guided by principles that build on the Vision, Goals and Strategies identified in the 2014 CTP and that embrace the values of collaboration between the Authority and its partner agencies. Development of a TEP will require technical, political, public and stakeholder engagement. The Principles will help guide the Authority through the TEP stakeholder engagement and development process and the range of issues that will be part of the discussion leading to a TEP.

The proposed Principles for a new TEP include supporting the Authority's vision and goals; conducting a robust public participation effort; adopting a consensus-based approach; finding

the right balance for a healthy environment and strong economy for future generations; maintaining the system; leveraging funds and continuing our commitment to growth management and cooperative planning.

Draft Principles were presented for consideration at the Authority's April 15, 2015 meeting. Comments were provided and staff was directed to revise the Principles to incorporate comments. Attachment A is the proposed Principles for adoption. Attachment B is the same document with the changes from the version discussed in April shown in "track changes" format.

Staff and the Authority's consultant team are discussing the draft Principles at initial meetings with Regional Transportation Planning Committees (RTPCs) and other stakeholders. Staff will update the Authority on comments received from the RTPCs and other stakeholders.

Contra Costa Transportation Authority Principles for Development of a Transportation Expenditure Plan

May 20, 2015

PREAMBLE

Since 1989, the Contra Costa Transportation Authority has administered sales tax revenues collected through voter-approved transportation improvement funding measures, Measures C and J. Together, the two measures will generate more than \$3.8 billion in local sales tax funds. When these funds are combined with federal, State and regional funds, over \$6.5 billion will be invested in transportation projects and programs approved by voters as part of Measures C and J. The two measures also include a Growth Management Program that requires new growth to pay its own way and encourages cooperative planning to address growth and transportation issues.

Measure C, passed in 1988, created a half-cent transportation sales tax for 20 years expiring in 2009. In 2004, Contra Costa County voters approved Measure J, with a 71 percent vote, to continue the half-cent transportation sales tax for an additional 25 years beyond the original 2009 expiration date. All of the major projects identified in the Measure J Transportation Expenditure Plan are either underway or completed with accelerated delivery strategies so the benefits of the projects will be realized within the first 10 years of the enacted measure.

Through Measures C and J, the Contra Costa Transportation Authority is reducing the impacts of transportation on the environment, encouraging alternative modes of transportation, and providing congestion relief, including:

- BART extensions and improvements
- Bus and ferry service improvements
- Highway 4 improvements from Hercules to Discovery Bay
- New Caldecott Tunnel Fourth Bore
- Richmond Parkway
- Highway 24 and Highway 242 corridor improvements
- Bicycle and pedestrian improvements
- I-80 corridor improvements
- I-680 corridor improvements
- Transit service improvements for students, seniors and people with disabilities
- Local street and road improvements
- Electric Vehicle Charging Stations

Every 5 years, the Contra Costa Transportation Authority updates its Countywide Comprehensive Transportation Plan to provide a blueprint for future investment in Contra Costa's transportation system and identify projects, programs and policies anticipated to be needed over the next 25 years. The update underway includes a comprehensive public

outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

VISION AND GOALS FOR THE COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN

Measure J requires the development and regular update of a Countywide Comprehensive Transportation Plan.

As outlined in its “vision,” the Contra Costa Transportation Authority will:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit all people and areas of Contra Costa, through (1) a balanced, safe, and efficient transportation network, (2) cooperative planning, and (3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

To achieve this vision, the Countywide Comprehensive Transportation Plan identifies the following goals:

1. Support the efficient, safe, and reliable movement of people and goods using all available travel modes;
2. Manage growth to sustain Contra Costa’s economy, preserve its environment, and support its communities;
3. Expand safe, convenient and affordable alternatives to the single occupant vehicle;
4. Maintain the transportation system; and
5. Continue to invest wisely to maximize the benefits of available funding.

The challenge now facing the Contra Costa Transportation Authority is to prioritize \$32 billion in projects and programs, as our transportation needs significantly exceed available revenue. The projected revenue from federal, State and regional sources is not sufficient and a \$10.9 billion shortfall is identified. Over the last two decades, local funds have become the driving force in funding transportation improvements. Development and approval of a new countywide transportation sales tax measure will be critical to help address the funding gap.

PRINCIPLES FOR A NEW TRANSPORTATION EXPENDITURE PLAN

The Contra Costa Transportation Authority will apply the following principles in developing a new Transportation Expenditure Plan that will define the use of funds from a potential new transportation sales tax measure for Contra Costa:

1. **Vision and Goals.** Support the vision and goals of the Contra Costa Transportation Authority.
2. **Public Participation.** The Contra Costa Transportation Authority will conduct a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa about the transportation priorities important for our communities.
3. **Accountability.** The Contra Costa Transportation Authority will continue its commitment to accountability and transparency.
4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that provides widespread benefit for all people and areas of Contra Costa, promotes a healthy environment and strong economy, results in a reduction of greenhouse gas emissions and per capita vehicle miles travelled, supports transportation for livable communities' projects, and addresses future demographic and technological change and innovation.
6. **Public Health and Safety.** The Contra Costa Transportation Authority will ensure that the Transportation Expenditure Plan promotes a policy that results in the reduction of transportation impacts on the environment and provides complementary public health and safety benefits.
7. **Maintenance of the Existing System.** Maintain the existing local roads, bicycle, pedestrian and transit systems in a safe and operable condition.
8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
9. **Commitment to Growth Management and Cooperative Planning.** New development should comprehensively address infrastructure improvement needs. The Transportation

Expenditure Plan will carry forward Contra Costa's Growth Management Program and adherence to the Urban Limit Line Policy, as adopted.

10. **Innovation and Technology.** Embrace innovation and utilize technology to accelerate and enhance transportation services.

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Contra Costa Transportation Authority Principles for Development of a Transportation Expenditure Plan

~~April 15, 2015~~

May 20, 2015

PREAMBLE

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needed over the next 25 years. The ~~most recent update in 2014~~ update in 2014 underway included a comprehensive public outreach program to collect input from stakeholders and the communities throughout Contra Costa. The result is a Countywide Comprehensive Transportation Plan that identifies goals for bringing together all modes of travel, networks and operators to meet the diverse transportation needs of Contra Costa County.

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4. **Consensus-Based Planning.** The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that reflects consensus between the Contra Costa Transportation Authority, the public, stakeholders, regional transportation planning committees, cities, towns, Contra Costa County and transit agencies.
5. **Balanced Approach.** ~~Balance the needs and~~ The Contra Costa Transportation Authority will seek to develop a Transportation Expenditure Plan that provides widespread benefits for all people and areas of Contra Costa, to provide promotes a healthy environment and strong economy, considering impact on results in a reduction of vehicle miles travelled and greenhouse gas emissions and per capita vehicle miles travelled, supporting transportation for livable communities' projects, while accounting for and addresses future demographic and technological change and innovation.
6. **Public Health and Safety.** The Contra Costa Transportation Authority will ensure that the Transportation Expenditure Plan promotes a recognizes that transportation policy can that results in the a reduction of transportation impacts on the environment and provides complementary public health and safety benefits.
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8. **Use of Local Dollars to Attract Other Funds.** The Contra Costa Transportation Authority will continue to identify federal, State and regional funding opportunities that can maximize the amount of overall funds available for transportation projects in Contra Costa.
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Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: May 20, 2015

Subject	Approval of Revised Schedule for the 2014 Countywide Transportation Plan (CTP) to Align with Proposed Transportation Expenditure Plan (TEP) Schedule
Summary of Issues	While the CTP and TEP involve separate approval processes, staff recommends treating the CTP and the TEP as part of the same overall CEQA “project” and analyzing their impacts together in one CEQA document. The proposed process involves performing an analysis of large projects using MTC's performance targets. The results of this analysis will be provided to the Regional Transportation Planning Committees (RTPCs), the Expenditure Plan Advisory Committee (EPAC) being created to assist in the development of a TEP, and other stakeholders. The schedule for the 2014 CTP has been revised accordingly for Authority review and approval.
Recommendations	Review and approve the proposed revised schedule for the 2014 CTP.
Financial Implications	The proposed revised CTP schedule entails additional staff time and consultant costs, to be presented at the June 3 Planning Committee meeting.
Options	1. Revise proposed CTP schedule
Attachments	A. MTC’s Project Performance Targets
Changes from Committee	N/A

Background

The previous 2014 CTP adoption schedule had the Authority finalizing the CTP in March 2015, prior to commencing a TEP process. Based upon comments received, staff now recommends an approach that would treat the CTP and the TEP as part of the same overall CEQA “project” and analyze their impacts together in one CEQA document. Performing activities needed to complete the CTP concurrently with development of a TEP will provide additional analysis of project performance for consideration by the RTPCs and EPAC.

This would involve revising technical studies to account for the impacts of the recently revised CTP project list and forthcoming TEP; evaluating projects and programs using MTC’s performance targets (see Attachment A); identifying a financially constrained list (TEP + potential other projects on a 2040 horizon year); analyzing differences in impacts between the Comprehensive Transportation Project List (CTPL) and the financially constrained TEP list; acknowledging any new potential significant impacts; and recirculating SEIR.

Anticipated Schedule

Following is a proposed schedule that aligns the CTP completion and TEP development processes with the completion of CEQA review. Under this schedule, consideration and potential certification of the SEIR and approval of the CTP and TEP could occur concurrently – with a potential May 2016 certification/approval date.

Date	TEP	CTP
June – Nov 2015	Work with EPAC, RTPCs and other stakeholders to develop a Discussion Draft TEP	Evaluate the performance of large projects and programs using MTC’s Performance Targets
Nov 18, 2015	Authority releases Discussion Draft TEP for public review	Revise CTP and SEIR to incorporate Discussion Draft TEP
Nov – Jan 2016	Ongoing Outreach / TEP Adjustments	

Date	TEP	CTP
Jan 20, 2016	CCTA approves Final Draft TEP for review and approval by cities and the County	CCTA releases Draft SEIR and Draft CTP for public review
Feb – April 2016	Ongoing outreach / cities and County approval of Final Draft TEP	45-day public review period
April 2016		Prepare responses to comments and prepare final
May 18, 2016	CCTA Certifies Final CTP SEIR, Adopts Final CTP, Adopts Final TEP, and forwards final Expenditure Plan and Ordinance to cities/County for review and approval.	
May – June, 2016	Cities and County approve final Expenditure Plan and Ordinance	
July 20, 2016	CCTA forwards Final TEP to BOS for consideration on the Nov 2016 ballot	Publish Final CTP
July - Nov 2016	Educational Outreach	
Nov 8, 2016	Election Day	

**PERFORMANCE TARGETS
PLAN BAY AREA – JULY 2013**

Target No.	Goal	Description
1	Climate Protection	Target #1: Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15 percent.
2	Adequate Housing	Target # 2: House 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.
3	Healthy and Safe Communities Reduce Particulate Matter	Target # 3a: Reduce premature deaths from exposure to fine particulates (PM _{2.5}) by 10 percent.
		Target # 3b: Reduce coarse particulate emissions (PM ₁₀) by 30 percent.
		Target # 3c: Achieve greater reductions in highly impacted areas.
4	Reduce Injuries and Fatalities from Collisions	Target # 4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
5	Active Transport	Target # 5: Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day).
6	Open Space and Agricultural Land	Target # 6: Direct all non-agricultural development within the year 2010 urban footprint (existing urban development and urban growth boundaries).
7	Equitable Access	Target # 7: Decrease by 10 percentage points (to 56 percent from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing.
8	Economic Vitality	Target # 8: Increase gross regional product (GRP) by 110 percent – an average annual growth rate of approximately 2 percent (in current dollars).
9	Transportation System Effectiveness Increase Non-Auto Mode Share	Target # 9a: Increase non-auto mode share by 10 percentage points (to 26 percent of trips).
	Reduce VMT per Capita	Target # 9b: Decrease automobile vehicle miles traveled (VMT) per capita by 10 percent.
10	Transportation System Effectiveness Local Road Maintenance	Target # 10a: Increase local road pavement condition index (PCI) to 75 or better.
	Highway Maintenance	Target # 10b: Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.
	Transit Maintenance	Target # 10c: Reduce the share of transit assets past their useful life to 0 percent.

Contra Costa Transportation Authority STAFF REPORT

Meeting Date: May 20, 2015

Subject	Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committee (RTPC) Funding Targets, and Initiate the TEP Call for Projects
Summary of Issues	<p>Section 180200 et seq. of the California Public Utilities Code states that a transportation sales tax shall 1) provide the tax rate, 2) specify the period during which the tax shall be imposed, and 3) specify the purposes for which the revenue derived from the tax will be used. To start the discussion, staff recommends assuming a half-cent sales tax rate for a period of 25 years that would take effect on April 1, 2017 if passed in November 2016.</p> <p>Using the recommended measure terms, staff is also proposing to now initiate the TEP Call for Projects to the RTPCs to collect information about candidate projects and programs to be included in a draft TEP.</p>
Recommendations	Approve the time period of the proposed new tax, resulting revenue estimate and initiate the TEP Call for Projects to the RTPCs.
Financial Implications	A new half-cent sales tax would generate approximately \$2.3 billion in current dollars over a 25-year period
Options	Establish an alternative process for carrying out the Call for Projects and/or approve different revenue scenario
Attachments	<p>A. Revenue estimates from a new half-cent sales tax</p> <p>B. Draft TEP Call for Projects to the RTPCs</p>
Changes from Committee	N/A

Background

At its meeting of March 18, 2015, the Authority directed staff to undertake tasks to develop a Transportation Expenditure Plan (TEP) for possible consideration on a ballot as early as November 2016. The Authority asked staff to engage and seek input from all affected stakeholders, including the Regional Transportation Planning Committees (RTPCs), Authority standing advisory committees, a proposed Expenditure Plan Advisory Committee (EPAC), and the general public on development of a Draft TEP.

New Measure Time Frame and Financial Constraints

To start the discussion, the Authority is assuming similar terms to Measure J where the new measure would increase the sales tax by ½ percent for 25 years, starting on April 1, 2017 and ending on March 31, 2042 if the new measure is passed in November 2016. Such a measure would be expected to raise approximately \$2.3 billion in constant dollars. **Attachment A** provides the revenue estimates for 17 years (to coincide with expiration of Measure J), as well as 20, 25, and 30-year measures along with their expiration dates. Staff's recommendation for a 25-year period is to provide additional years beyond the expiration of Measure J.

The revenue estimate is based on the same financial assumptions proposed for the development of the 2015 Measure J Strategic Plan, using the forecast updated in April 2015 by Economic and Planning Systems (EPS), Inc. For a 25-year measure, the average annual growth rate in constant dollars is forecasted at 0.9%, while the inflation rate is assumed at 2.75% for this revenue estimate.

Under Measure J, each subregion share of projected revenues was based on its population at the midpoint of the measure. Staff recommends the same methodology be used for the proposed new measure. Based on ABAG's Projection 2013, each subregion population was estimated at 5-year intervals starting in 2015. For a new 25-year measure starting in 2017 and ending in 2042, year 2030 represents the midpoint of the new measure.

Population estimates for each subregion under different horizon years is shown in Table 1, while Table 2 shows each subregion share of revenues from a new 25-year measure.

Table 1: Population Estimates by Subregion*

Population	2015	2020	2025	2030	2035
TRANSPLAN	305,125	318,025	331,425	345,875	361,275
TRANSPAC	314,225	322,525	340,925	359,575	379,675
WCCTAC	249,625	260,725	272,225	284,775	298,075
SWAT	216,725	222,225	228,025	234,175	241,275
TOTAL	1,085,700	1,123,500	1,172,600	1,224,400	1,280,300

* Based on ABAG Projection 2013.

Table 2: Revenue Targets By Subregion

Subregion	2030 Percentages POPULATION	25-year New Sales Tax Measure REVENUE ESTIMATE (x 1,000 in constant \$)
TRANSPLAN	28.25%	\$ 660,756
TRANSPAC	29.36%	\$ 686,929
WCCTAC	23.26%	\$ 544,032
SWAT	19.13%	\$ 447,366
TOTAL*	100.00%	\$ 2,339,083

* may not add up due to rounding

Call for Projects

The Authority is concurrently initiating a process to collect information for projects proposed for inclusion in MTC's 2017 Regional Transportation Plan (RTP). Consistent with the Authority's past practice, the RTPCs are being asked to establish priorities within the financial constraints of the RTP. This effort will allow each subregion to identify its priority projects/programs that are *not* expected to be funded from existing revenue sources during the 23-year RTP period (2018 – 2042) and are good candidates to be funded from a new measure.

Since the Authority's RTP submittal shall include all the projects, programmatic categories, and programs that the Authority might include in a new TEP, staff proposes to release a concurrent TEP Call for Projects where proposals for projects and programs priorities for the creation of the draft TEP will be collected for consideration. A draft Call for Projects is included in **Attachment B**.

The TEP Call for Projects requests each RTPC to provide by July 24, 2015 a list of priority projects and programs along with funding requests for each. The funding requests shall not exceed the RTPC revenue target shown in Table 2. The Authority will use input from the RTPCs, transit operators, EPAC and other advisory committees to establish a framework for a new TEP in Fall 2015.

Information about current allocations to Measure J programs, funding targets by RTPC, known shortfalls on ongoing and upcoming Measure J projects, along with polling results are included in the draft TEP Call for Projects.

Term	Fiscal Year July 1 - June 30	Growth Rate based on YOES	1/2 c Sales Tax Rev. YOES (\$ x 1000)	1/2 c Sales Tax Rev. Constant \$ (\$ x 1000)	REVENUE PROJECTIONS UNDER VARIOUS NEW MEASURE TERMS (\$ 1,000)					
					Coinciding with Measure J 1/2 cent (starting April 1, 2017 through March. 31, 2034)	20 years @ 1/2 cent (starting April 1, 2017 through March 31, 2037)	25 years @ 1/2 cent (starting April 1, 2017 through March 31, 2042)	30 years @ 1/2 cent (starting April 1, 2017 through March 31, 2047)		
					YOES	Constant \$s	YOES	Constant \$s	YOES	Constant \$s
	2014		80,417		22,218	20,571	22,218	20,571	22,218	20,571
	2015		84,649		92,399	83,261	92,399	83,261	92,399	83,261
	2016	5.26%	88,872	80,492	96,066	84,249	96,066	84,249	96,066	84,249
1	2017	4.99%	92,399	82,286	99,879	85,248	99,879	85,248	99,879	85,248
2	2018	3.97%	96,066	83,261	103,717	86,155	103,717	86,155	103,717	86,155
3	2019	3.97%	99,879	84,249	107,575	87,789	107,575	87,789	107,575	87,789
4	2020	3.97%	103,717	85,248	111,576	88,617	111,576	88,617	111,576	88,617
5	2021	3.84%	107,575	86,155	115,726	89,453	115,726	89,453	120,030	89,453
6	2022	3.72%	111,576	87,789	120,030	90,298	120,030	89,453	124,496	90,298
7	2023	3.72%	115,726	88,617	124,496	91,150	124,496	90,298	129,127	91,150
8	2024	3.72%	120,030	89,453	129,127	92,010	129,127	91,150	133,929	92,010
9	2025	3.72%	124,496	90,298	133,929	92,878	133,929	92,878	138,911	92,878
10	2026	3.72%	129,127	91,150	138,911	93,754	138,911	92,878	144,078	93,754
11	2027	3.72%	133,929	92,010	144,078	94,617	144,078	93,754	149,402	94,617
12	2028	3.72%	138,911	92,878	149,402	95,463	149,402	94,617	154,883	95,463
13	2029	3.70%	144,078	93,754	154,883	96,318	154,883	95,463	160,567	96,318
14	2030	3.70%	149,402	94,617	160,567	97,175	160,567	96,318	166,451	97,175
15	2031	3.67%	154,883	95,463	166,451	98,040	166,451	97,175	172,551	98,040
16	2032	3.67%	160,567	96,318	172,551	98,912	172,551	98,040	178,874	98,912
17	2033	3.66%	166,451	97,175	178,874	99,793	178,874	98,912	185,428	99,793
18	2034	3.66%	172,551	98,040	185,428	100,681	185,428	99,793	192,223	100,681
19	2035	3.66%	178,874	98,912	192,223	101,577	192,223	100,681	199,267	101,577
20	2036	3.66%	185,428	99,793	199,267	102,481	199,267	101,577	206,569	102,481
21	2037	3.66%	192,223	100,681	206,569	103,393	206,569	102,481	214,139	103,393
22	2038	3.66%	199,267	101,577	214,139	103,393	214,139	103,393	221,986	104,313
23	2039	3.66%	206,569	102,481	221,986	104,313	221,986	104,313	230,121	105,241
24	2040	3.66%	214,139	103,393	230,121	105,241	230,121	105,241	238,554	106,178
25	2041	3.66%	221,986	104,313	238,554	106,178	238,554	106,178	247,295	107,123
26	2042	3.66%	230,121	105,241	247,295	107,123	247,295	107,123	256,357	108,076
27	2043	3.66%	238,554	106,178	256,357	108,076	256,357	108,076	265,752	109,038
28	2044	3.66%	247,295	107,123	265,752	109,038				
29	2045	3.66%	256,357	108,076						
30	2046	3.66%	265,752	109,038						
SUM	2047				2,061,012	1,529,945	2,661,524	1,827,769	3,686,570	2,339,083
									4,913,707	2,873,559

Subregions Revenue Share From a 25-year Measure

CONSTANT \$	2030 Percentages		25-year Measure REVENUE
	POPULATION		
TRANSPAN	28.25%	\$	660,756
TRANSPAC	29.37%	\$	686,929
WCCTAC	23.26%	\$	544,032
SWAT	19.13%	\$	447,366
TOTAL*	100.00%	\$	2,339,083

* may not add up due to rounding



CONTRA COSTA
**transportation
 authority**

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Date: May 21, 2015

To: Regional Transportation Planning Committees

From: Randell H. Iwasaki, Executive Director

**RE: Request to Submit Candidate Projects and Programs for Consideration
 in the development of a DRAFT Transportation Expenditure Plan (TEP)
 for a New Sales Tax Measure**

At its meeting of March 18, 2015, the Authority directed staff to undertake tasks to develop a Transportation Expenditure Plan (TEP) for consideration on a possible ballot as early as November 2016. The Authority asked staff to engage and seek input from all affected stakeholders, including the Regional Transportation Planning Committees (RTPCs), Authority standing advisory committees, a proposed Expenditure Plan Advisory Committee (EPAC), and the general public in development of a Draft TEP.

New Measure Time Frame and Financial Constraints

To start the discussion, the Authority is assuming the new measure would increase the sales tax by ½ percent for 25 years, starting on April 1, 2017 and ending on March 31, 2042. Such a measure would be expected to raise approximately \$2.3 billion in constant dollars. Exhibit A shows each subregion share based on its population at the midpoint of the new measure.

Concurrent Activities

On May 8, 2015 the Authority released the call for projects for MTC's Regional Transportation Plan (RTP). By aligning the TEP and RTP call for projects, each subregion will be provided the opportunity to identify its priority projects and programs that are not expected to be fully funded from existing revenue sources over the RTP period (2018-2042) and are good candidates to be funded from a new measure. Careful consideration should be given to existing Measure J projects that are not fully funded and do not have plans to fully fund from other existing revenue sources. A list of Measure J projects with funding shortfalls is included in Exhibit B.

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

Specific Submittals

The Authority requests each RTPC to submit a Summary Memo and Information Sheets by July 24, 2015 providing details on capital projects and programs it would like to be considered for the new expenditure plan, while not exceeding the RTPC funding target.

The Summary Memo should contain the following information:

1. **Regional and/or Countywide Projects:** A list of candidate projects or project categories (including potential project concepts) of regional and/or countywide significance, including estimated cost and prospective sales tax funding sought;
2. **Subregional and Local Projects:** A list of candidate projects or project categories (including potential project concepts) of sub-regional (i.e. within central, east, southwest, and west county sub-areas) and local significance, including estimated cost and prospective sales tax funding sought;
3. **Program Levels:** Proposed annualized funding levels for new and ongoing programs such as bus transit, paratransit, bicycle and pedestrian, Transportation for Livable Communities, and local streets and roads maintenance. Proposals should take into consideration infrastructure condition and needs in each subregion. The RTPCs are encouraged to invite transit operators, City County Engineers Advisory Committee of Contra Costa (CCEAC), and other groups to help assess the various needs in the county. For reference, Exhibit C contains percentages of annual sales tax revenue that each Measure J programs receives, and specific allocations in FY 2014-15.

In addition to the Summary Memo, an Information Sheet (Exhibit D) for each candidate project and program is requested. Where specific capital projects would be relatively small, or not well defined, aggregation of such individual projects into project categories is recommended to increase future flexibility, while still providing some specificity for the voters to consider. (For example, Measure J included East County Corridors and Interchange Improvements on Interstate 680 and SR 242.)

Polling results from a survey conducted by the Authority in March 2014 are included in Exhibit E. This information should help to determine which projects and programs resonate well with Contra Costa voters.

Transit Operators and other agencies should work with their respective RTPCs during this effort. The Authority will use input from the RTPCs, transit operators, EPAC and other advisory committees to establish a framework for a new TEP in Fall 2015.

Authority staff is available to meet with RTPCs and RTPC Technical Advisory Committees (TACs) to discuss this process and assist in initiating the call for projects. Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or Ross Chittenden at 925.256.4735.

Thank you in advance for your input.

Attachments:

- Exhibit A: Funding Target By Subregion
- Exhibit B: List of Measure J Project with Funding Shortfalls
- Exhibit C: Measure J Allocations to Programs
- Exhibit D: Information Sheet Form
- Exhibit E: Polling Results from March 2014

Funding Targets by Subregion

CONSTANT \$	2030 Percentages POPULATION	25-year Measure REVENUE (x 1,000)
TRANSPLAN	28.25%	\$ 660,756
TRANSPAC	29.37%	\$ 686,929
WCCTAC	23.26%	\$ 544,032
SWAT	19.13%	\$ 447,366
TOTAL*	100.00%	\$ 2,339,083

* may not add up due to rounding

MEASURE J CAPITAL PROJECTS

(YOE Dollars x 1000)

	CALDECOTT TUNNEL FOURTH BORE	MEASURE J TOTAL	FUNDING SHORTFALL
1001	Caldecott Tunnel Fourth Bore	125,264	0
	Subtotal	125,264	0

	BART - EAST CONTRA COSTA EXTENSION	MEASURE J TOTAL	FUNDING SHORTFALL
2001	East Contra Costa Rail Extension (eBART)	138,340	0
2002	Pittsburg Center Station	2,905	0
	Subtotal	141,245	0

	STATE ROUTE 4 EAST WIDENING	MEASURE J TOTAL	FUNDING SHORTFALL
3001	SR 4 East Widening: Somersville Road to SR160	94,079	0
3003	SR4 East Widening: Loveridge Rd to Somersville Rd	30,643	0
	Subtotal	124,674	0

	CAPITOL CORRIDOR IMPROVEMENTS	MEASURE J TOTAL	FUNDING SHORTFALL	
4001	Hercules Rail Station	8,113	25000	*
4002	Martinez Intermodal Station - Phase 3	7,768	5000	*
	Subtotal	15,979	30000	

	EAST COUNTY CORRIDORS	MEASURE J TOTAL	FUNDING SHORTFALL
5002	SR4: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	4,111	0
5003	SR4: Sand Creek Interchange - Phase 1	13,786	0
5005	SR4: Balfour Road Interchange - Phase 1	37,997	13000
5006	Vasco Road Safety Improvements - Phase 1 (CC County)	647	0
5010	SR4: Segments 1 and 3	25,001	0
	Subtotal	102,184	13000

	INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242	MEASURE J TOTAL	FUNDING SHORTFALL	
6001	I-680/SR4 Interchange Improvements - Phase 3	34,526	34000	
6001	I-680/SR4 Interchange Improvements - Phase 1, 2, 4, 5	-	324000	
6002/6004	SR242/Clayton Road Southbound Off-Ramp	4,940	46000	
6006	State Route 4 Operational Improvements	4,616	255000	*
	Subtotal	44,082	659000	

	I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.	MEASURE J TOTAL	FUNDING SHORTFALL
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 1	12,282	0
7002	I-80/San Pablo Dam Road Interchange Improvements - Phase 2	-	71000
7003	I-80/Central Avenue Interchange Improvements	11,593	9000
7005	I-80 Integrated Corridor Mobility	7,029	0

Subtotal	30,904	80000
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	I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.	MEASURE J TOTAL	FUNDING SHORTFALL
8001	I-680 Carpool Lane Completion/Express Lanes (Central County)	32,007	0
8002	I-680 Southbound Carpool Lane Extension (Restripe)	2,023	0
8003	I-680 Direct Access Ramps	20,600	90000
Subtotal		81,899	90000

	RICHMOND PARKWAY	MEASURE J TOTAL	FUNDING SHORTFALL
9001	Richmond Parkway Upgrade Study	136	0
9002	Richmond Parkway Maintenance/Upgrade	2,035	0
9003	Marina Bay Parkway Grade Separation	11,980	0
Subtotal		14,151	0

	BART PARKING, ACCESS, and OTHER IMPROVEMENTS	MEASURE J TOTAL	FUNDING SHORTFALL
10001	BART Parking, Access and Other Improvements - Central County	14,339	0
10002	BART Parking, Access and Other Improvements - West County	16,809	0
10003	BART Parking, Access and Other Improvements - Southwest County	3,990	0
10004	BART Parking, Access and Other Improvements - East County	2,000	0
Subtotal		37,138	0

	ADDITIONAL BUS TRANSIT ENHANCEMENT	MEASURE J TOTAL	FUNDING SHORTFALL
19002	WestCAT Transit Capital Improvements	1,079	0
Subtotal		1,079	0

	MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.	MEASURE J TOTAL	FUNDING SHORTFALL
24001	Marsh Creek Road Upgrade (Clayton)	1,188	0
24003	Pacheco Blvd Realignment and Widening (Contra Costa County)	5,930	19700
24004	Kirker Pass Road Truck Lanes - Northbound (Contra Costa County)	6,165	4300
24005	Court Street Overcrossing - Phase 1 (Martinez)	259	0
24006	Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	11,758	0
24007	Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	10,032	0
24008	Waterworld Parkway Bridge (Concord)	3,135	0
24009	Danville Major Streets Improvements (Danville)	3,552	0
24010	Olympic Blvd/Reliez Station Rd (Lafayette)	2,102	0
24011	Traffic Operation and Congestion Improvements in Downtown Corridors (Lafayette)	206	0
24012	Farm Bureau Road Safe Route to School Improvements	289	0
24014	St. Mary's Road/Rheem Blvd Roundabout (Moraga)	450	7000
24015	Rheem Blvd Landslide Repair and Repaving (Moraga)	709	700
24016	Canyon Road Bridge Replacement (Moraga)	395	0
24017	Camino Pablo Pavement Rehabilitation (Orinda)	2,060	0
24020	Camino Tassajara Bike Lane Completion (County)	1,006	0
24021	Alcosta Blvd Pavement Rehabilitation (San Ramon)	2,514	0

24022	Crow Canyon Road Pavement Rehabilitation (San Ramon)	1,414	0
24023	Norris Canyon Safety Barrier (County)	1,307	0
24024	Downtown Alamo Pedestrian Safety Improvements (County)	1,247	0
24025	Major Streets in East County	19,400	0
24026	Contra Costa Blvd Improvements (Pleasant Hill)	1,262	0
24027	Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)	2,542	0
24028	Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	2,368	1000
24029	Old Marsh Creek Road Overlay (Clayton)	370	0
24030	Commerce Avenue Extension	940	0
24031	Alhambra Creek Bridge and Ferry Street Improvements (Martinez)	10,041	0
Subtotal		92,641	32700

*

	CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ	MEASURE J TOTAL	FUNDING SHORTFALL
27001	Capitol Corridor Rail Station Improvements at Martinez	2,892	0
Subtotal		2,892	0

Sum

904700

* Estimated actual amount may be different.

ALLOCATIONS TO EXISTING MEASURE J PROGRAMS IN FY 2013-14

Sales Tax Revenue (FY 2013-14)	\$	75,899,000
	% in Measure J	FY 2013-14
Local Streets Maintenance & Improvements	18.0%	\$ 13,661,820
TLC	5.0%	\$ 3,794,950
Ped/Bike	1.5%	\$ 1,138,485
Bus Service	5.0%	\$ 3,794,950
Transportation for Seniors & People with Disabilities	5.0%	\$ 3,794,950
Express Bus	4.3%	\$ 3,263,657
Commute Alternatives	1.0%	\$ 758,990
Congestion Management, Transportation Planning, Facilities	3.0%	\$ 2,276,970
Additional Bus Transit Enhancements	3.425%	\$ 2,599,541
Additional Transportation for Seniors and People with Disabilities	1.150%	\$ 872,839
Safe Transportation for Children	4.545%	\$ 3,449,610
Ferry Service in West County	2.25%	\$ 1,707,728
Additional Streets and Roads Maintenance	2.09%	\$ 1,586,289
Additional TLC	0.4%	\$ 303,596
Additional Ped/Bike	0.04%	\$ 30,360
Subregional Transportation Needs	1.5%	\$ 1,138,485
Administration	1.0%	\$ 758,990
Sum	59.2%	

Bold font highlights programs aimed to improve transportation services rather than capital improvements

PROJECT/PROGRAM INFORMATION FORM

	ENTER NAME OF SUBREGION _____
Subregional Priority	
Project, Project Category or Program Name	
Brief Description	
Eligible Components (address degree of flexibility in Language)	
Cost Estimate (specify year of estimate)	
Funding Requested (2015 \$, % of Subregion Share)	
Other Likely Sources of Funding	
Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)	
Status of Environmental Review and Conceptual Engineering	

SAMPLE

PROJECT/PROGRAM INFORMATION FORM

	ENTER NAME OF SUBREGION: WCCTAC
Subregional Priority	#1
Project, Project Category or Program Name	I-80 Corridor High Capacity Transit Improvements
Brief Description	Rail and/or bus capital and service improvements in the I-80 and/or San Pablo Avenue Corridor
Eligible Components (address degree of flexibility in Language)	Capital and incremental operating costs for expansion of transit services in the I-80 and San Pablo Avenue corridors, including feeder service to regional routes. Components include, but are not limited to: operational improvements to decrease BART headways, extension of BART from Richmond to Hercules, Light rail construction and service on San Pablo Avenue, expansion of Capitol Corridor service, express bus service enhancements on I-80, expansion of local feeder service, park & ride lots and other enhancements to transit service.
Cost Estimate (specify year of estimate)	\$XXX,XXX,XXX in 2015 \$
Funding Requested (2015 \$, % of Subregion Share)	\$XX,XXX,XXX
Other Likely Sources of Funding	Bridge Tolls (capital), STIP, Regional Gas Tax
Status in MTC 2017 RTP Specify if project is shown in committed, financially constrained or vision lists)	Included in the vision list
Status of Environmental Review and Conceptual Engineering	A conceptual study is underway. No environmental review has been completed.



Contra Costa Transportation Authority

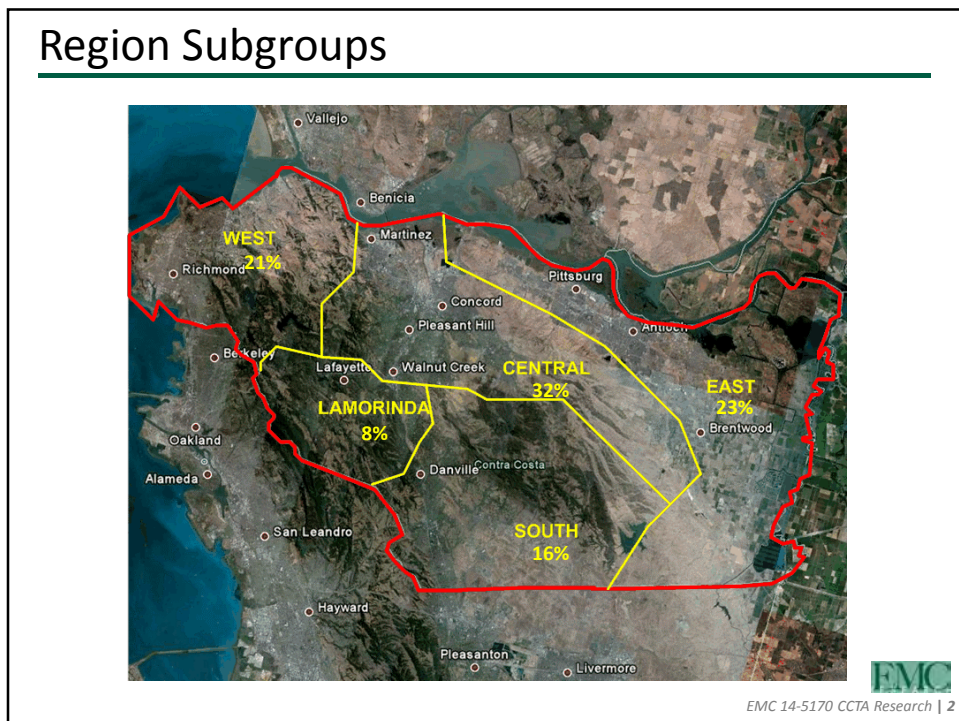


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transportation
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Contra Costa County Voter Research
2014 Survey 2
CCTA Projects by Region



Methodology

- ▶ Telephone survey of registered voters in Contra Costa County
- ▶ Interviewing conducted March 3-10, 2014
- ▶ 606 total interviews countywide; Margin of Error = ± 3.98 points

Region	Number of Interviews (Unweighted n)	Margin of Error (+/-)	Unweighted %	Weighted %
West	114 n	9.2 pts	19%	17%
Central	174	7.4	29	33
San Ramon Valley	97	10.0	16	16
Lamorinda	79	11.0	13	10
East	142	8.2	23	25

- ▶ Weighted to reflect overall countywide likely November 2016 voter population using key demographics
- ▶ Interviewing started trained, professional interviewers
- ▶ Where applicable, results compared with survey conducted January 21st – February 5th, 2014 (n=814; MoE: ± 5.6 % points)

Please note that due to rounding, some percentages may not add up to exactly 100%.



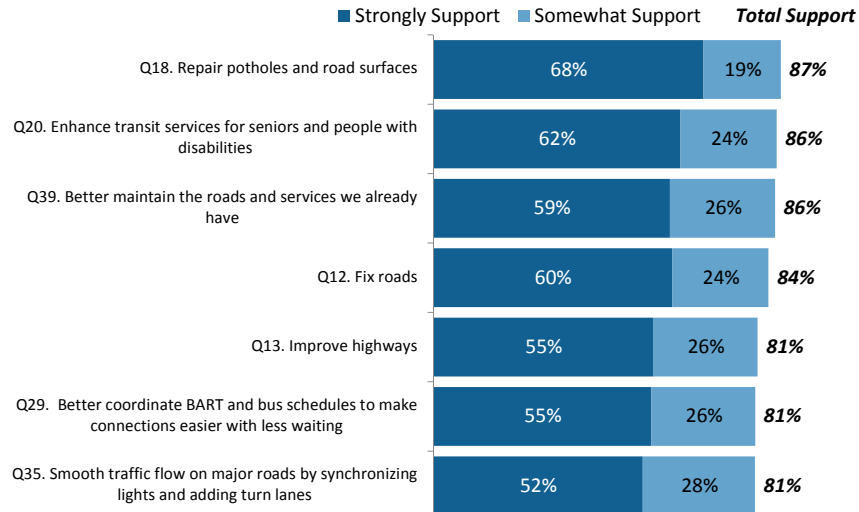
EMC 14-5170 CCTA Research | 3



Projects and Programs -
Overall

Projects/Programs - Top

Repairing of potholes is strongly supported by 2/3rds of voters.

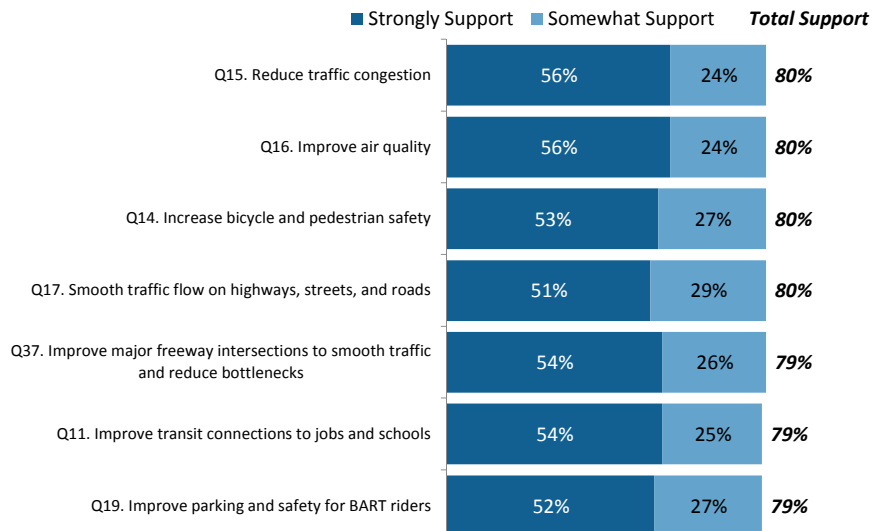


Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 5

Projects/Programs, cont.

Many projects and programs have support well in excess of 2/3rds.

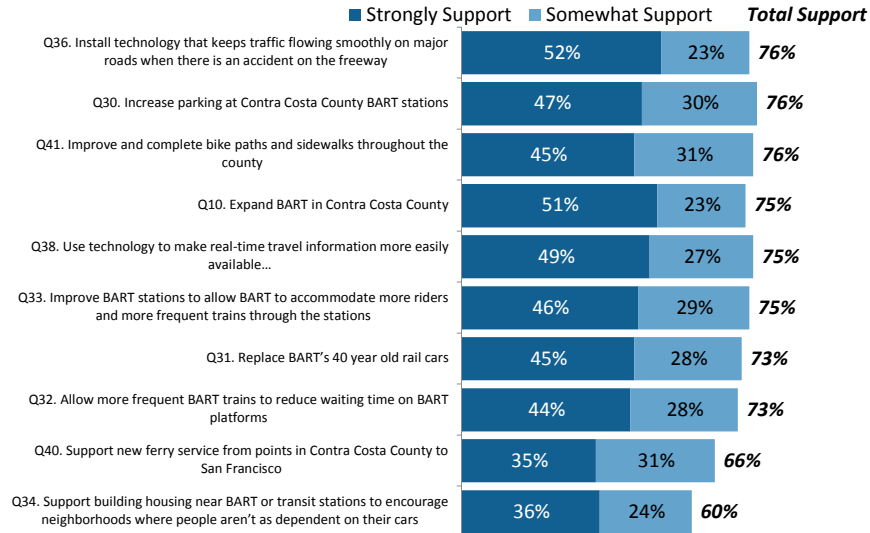


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Projects/Programs, cont.

Many projects and programs have support well in excess of 2/3rds.



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

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Projects and Programs – By Region

Top Projects and Programs By Region

% Support

West:

1. Better maintain the roads and services we already have (91%)
2. Repair potholes and road surfaces (91%)
3. Enhance transit services for seniors and disabled (90%)
4. Improve air quality (89%)

Central:

1. Enhance transit services for seniors and disabled (88%)
2. Repair potholes and road surfaces (86%)
3. Fix roads (85%)
4. Better maintain the roads and services we already have (84%)

San Ramon Valley:

1. Repair potholes and road surfaces (89%)
2. Better maintain the roads and services we already have (85%)
3. Fix roads (82%)
4. Better coordinate BART and bus schedules to make connections easier with less waiting (81%)

Lamorinda:

1. Repair potholes and road surfaces (85%)
2. Better maintain the roads and services we already have (84%)
3. Increase parking at Contra Costa County BART stations (83%)
4. Fix roads (80%)

East:

1. Enhance transit services for seniors and disabled (89%)
2. Repair potholes and road surfaces (86%)
3. Improve major freeway intersections to smooth traffic and reduce bottlenecks (85%)
4. Reduce traffic congestion (85%)

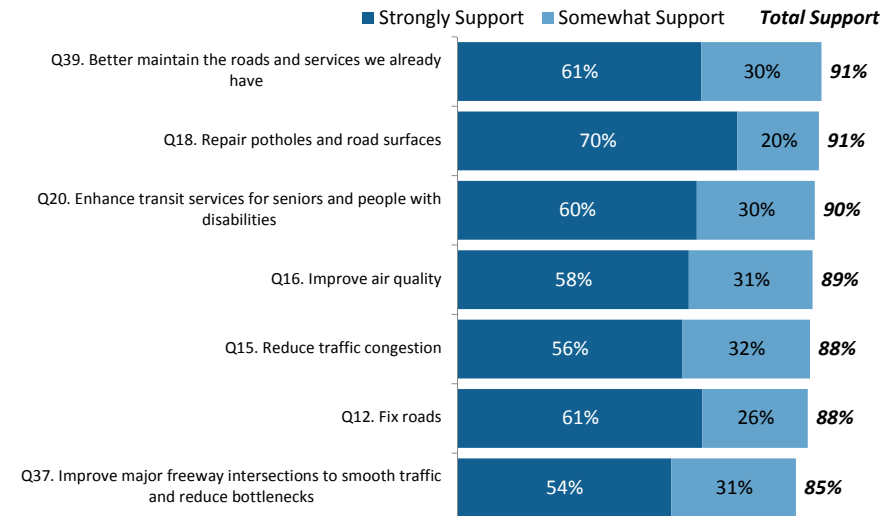


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Projects and Programs - West

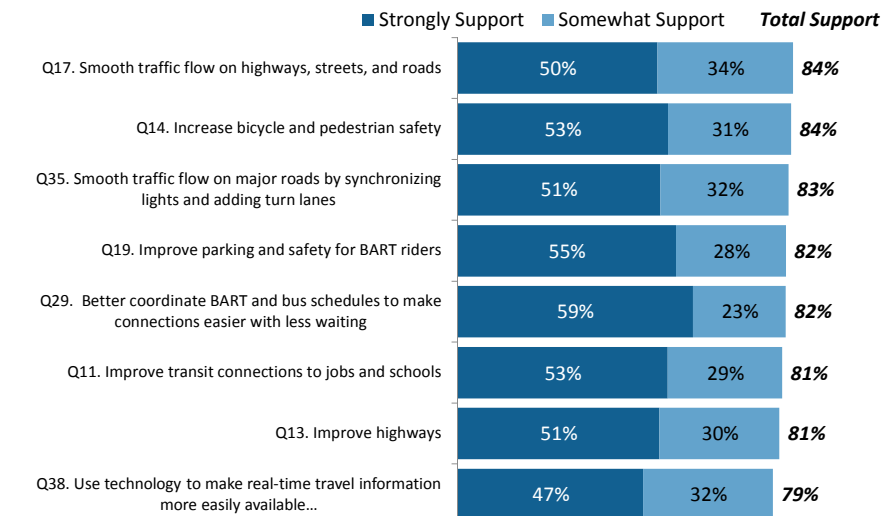
Projects/Programs – Top - West



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

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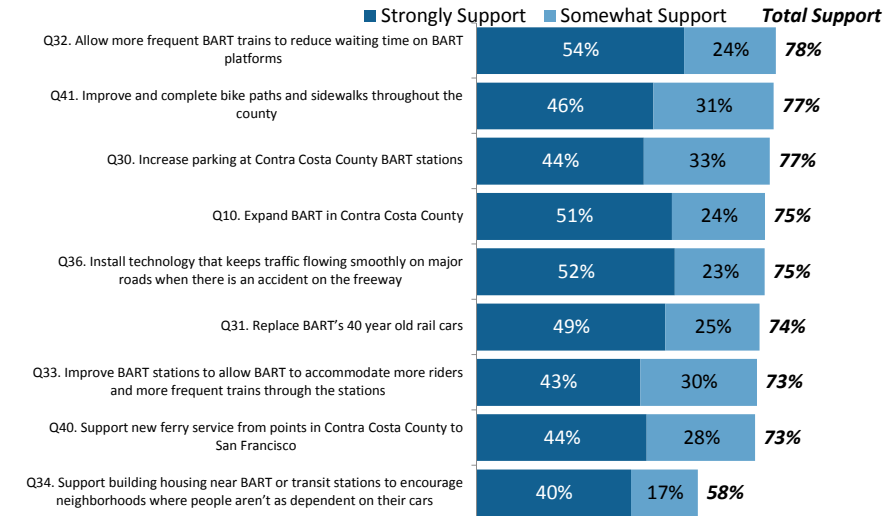
Projects/Programs Continued - West



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

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Projects/Programs Continued - West



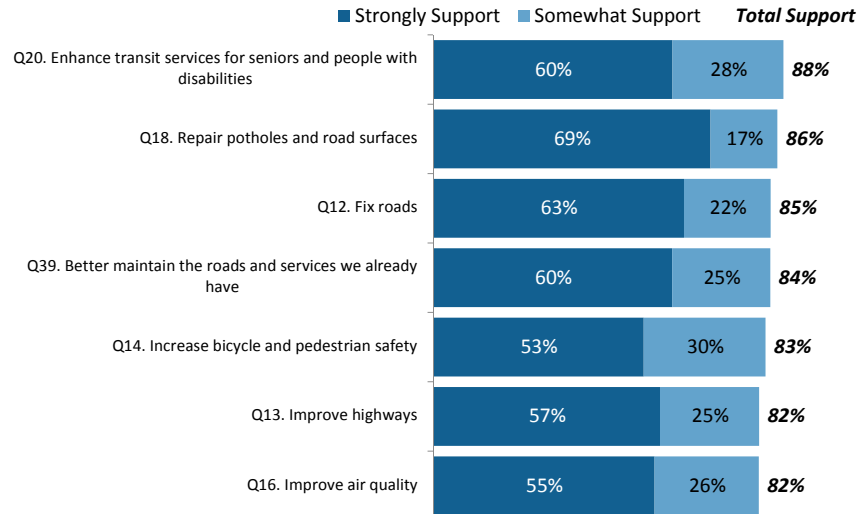
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Projects and Programs - Central

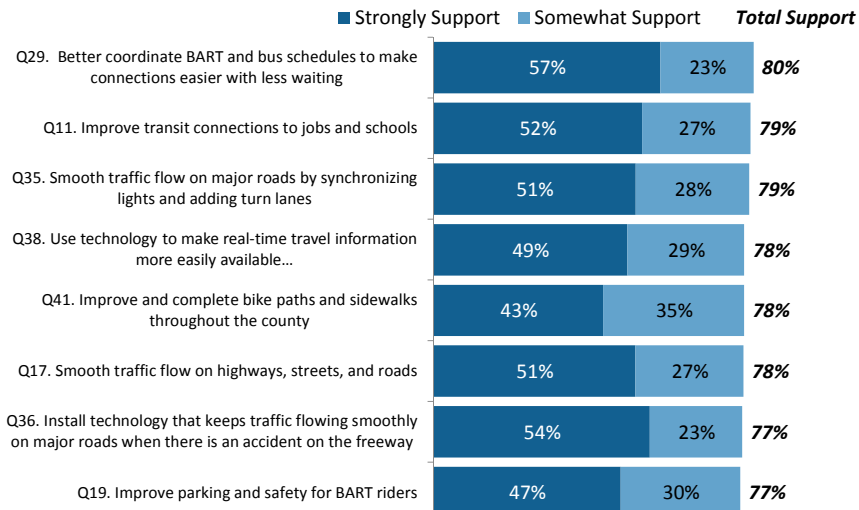
Projects/Programs – Top - Central



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 15

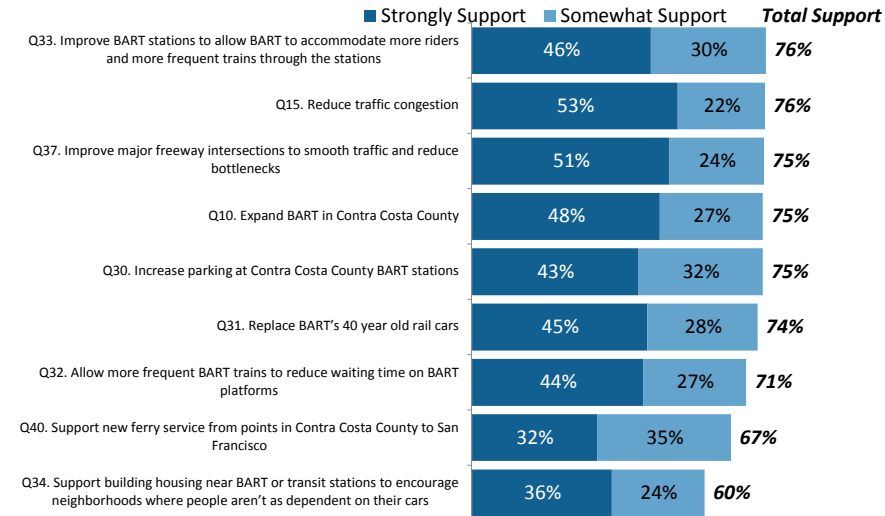
Projects/Programs Continued - Central



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

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Projects/Programs Continued - *Central*



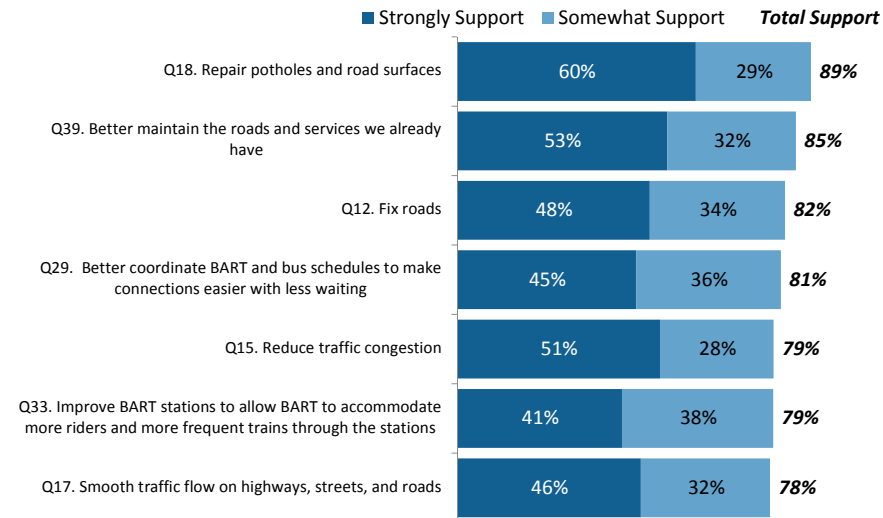
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EMC 14-5170 CCTA Research | 17



Projects and Programs – San Ramon Valley

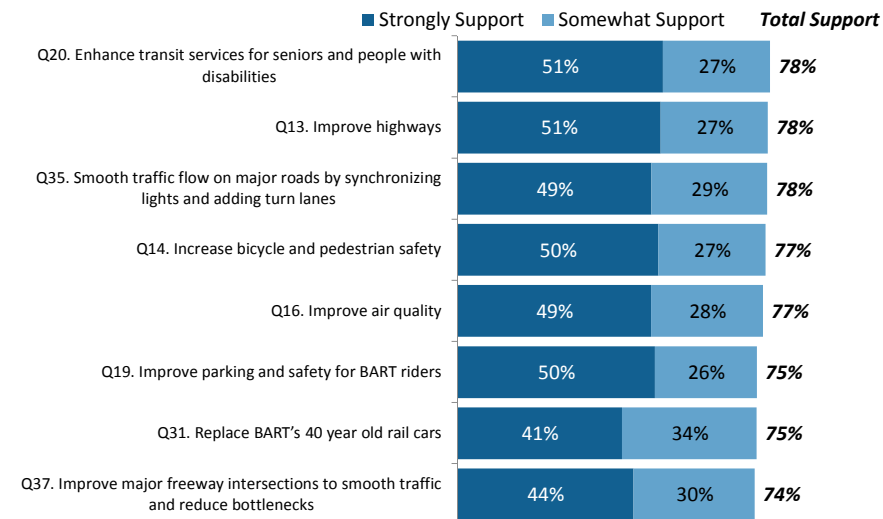
Projects/Programs – Top – *San Ramon Valley*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 19

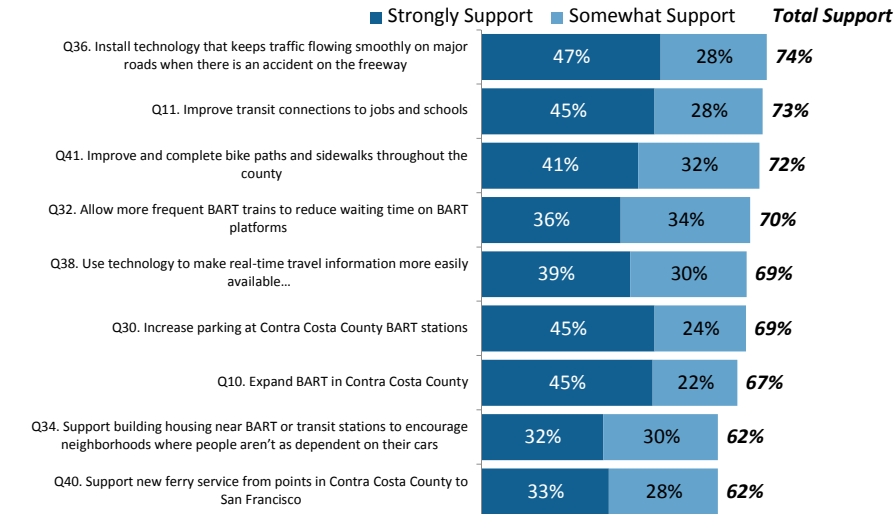
Projects/Programs Continued – *San Ramon Valley*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 20

Projects/Programs Continued – San Ramon Valley



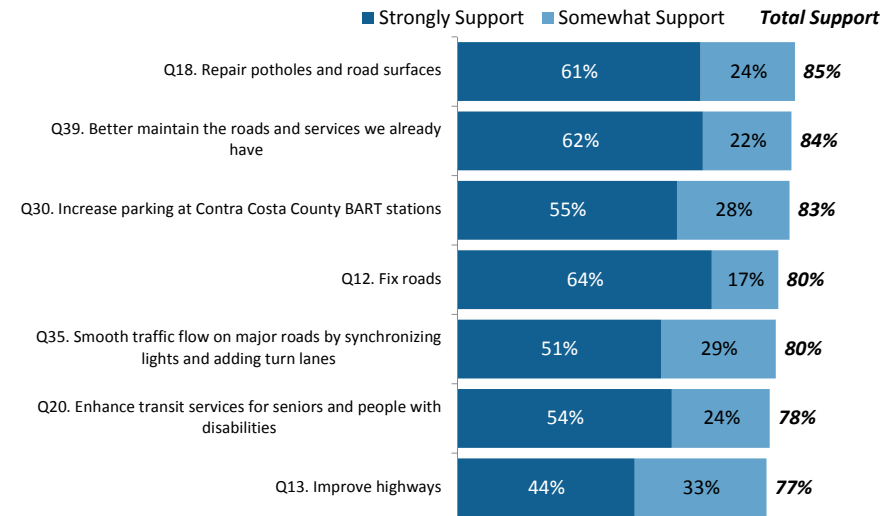
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EMC 14-5170 CCTA Research | 21



Projects and Programs – La Morinda

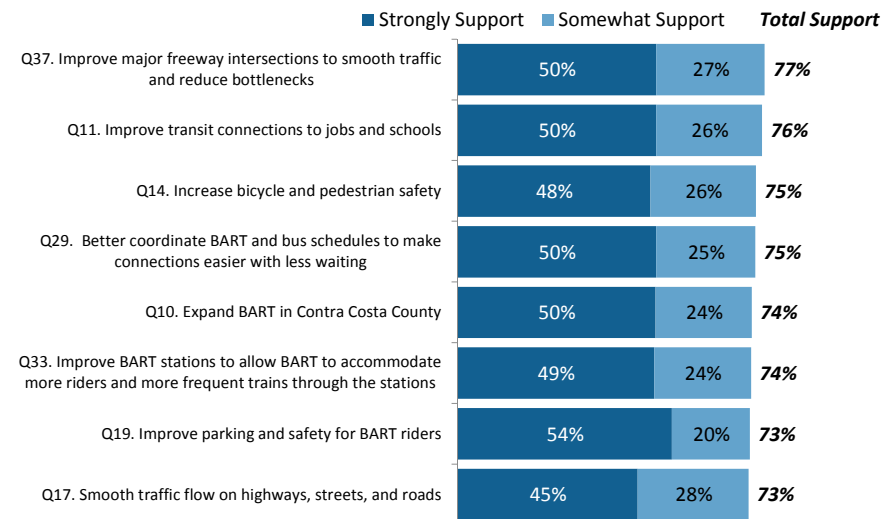
Projects/Programs – Top – *Lamorinda*



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 23

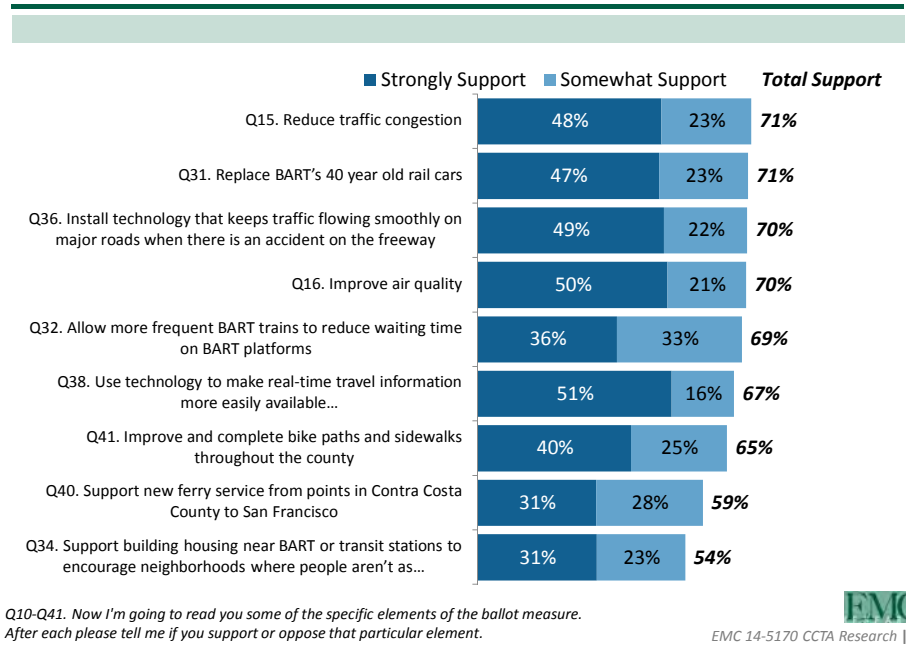
Projects/Programs Continued – *Lamorinda*



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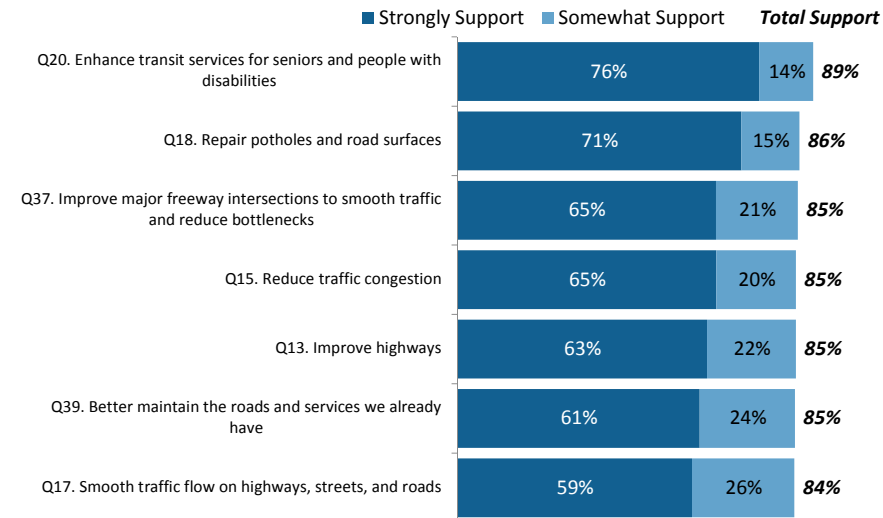
EMC 14-5170 CCTA Research | 24

Projects/Programs Continued – *Lamorinda*



Projects and Programs - East

Projects/Programs – Top - East

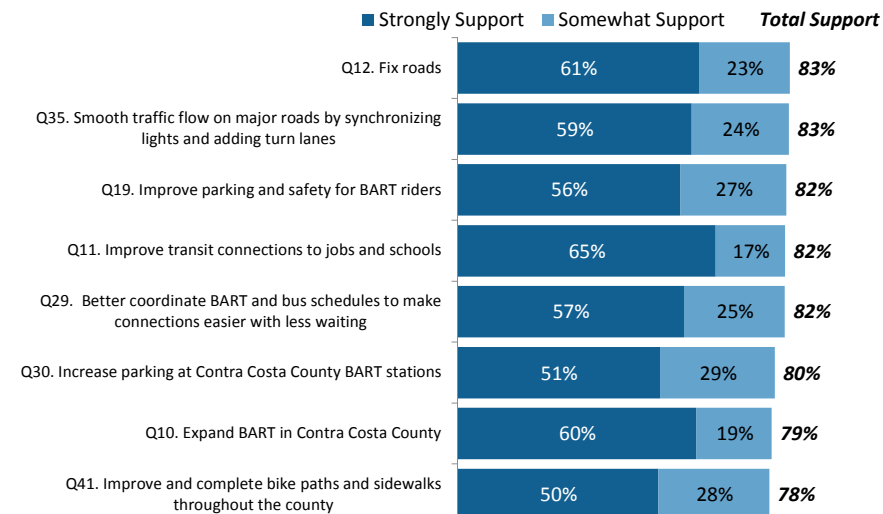


Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 27



Projects/Programs Continued - East

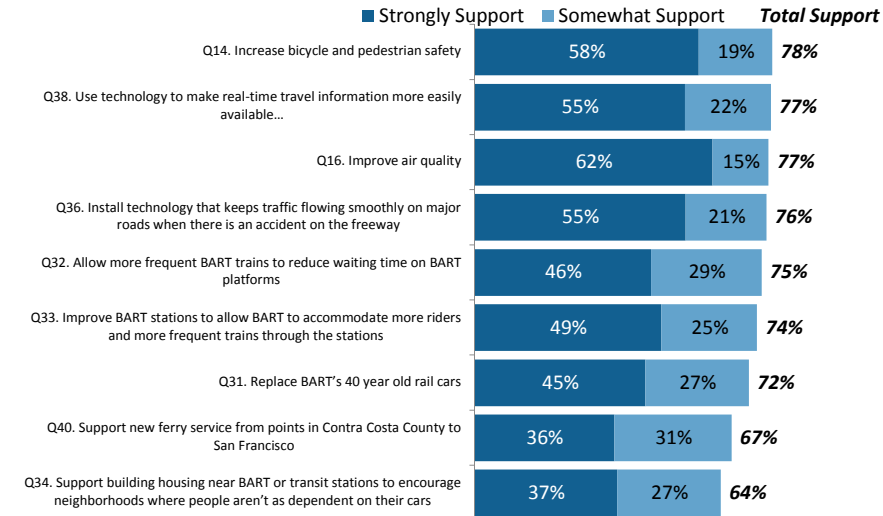


Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 28



Projects/Programs Continued - East



Q10-Q41. Now I'm going to read you some of the specific elements of the ballot measure. After each please tell me if you support or oppose that particular element.

EMC 14-5170 CCTA Research | 29

Contacts



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Jenny Regas
jenny@emcresearch.com
 510.550.8929

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: May 20, 2015

Subject	Approval of the Formation of the Expenditure Plan Advisory Committee (EPAC) and Appointment of Initial Membership
Summary of Issues	At its meeting in April, the Authority directed staff to develop a proposal for the formation of an Expenditure Plan Advisory Committee (EPAC) for a Transportation Expenditure Plan (TEP) process. The EPAC will be one component of a comprehensive stakeholder outreach program necessary to gain consensus on a TEP for a potential 2016 revenue ballot measure.
Recommendations	Staff recommends the Authority approve the creation of the EPAC, and appoint individuals to establish the initial membership of the EPAC.
Financial Implications	Costs associated with professional EPAC meeting facilitator will later be determined. A separate EPAC series of meetings will incur additional Authority and consultant staffing and reproduction costs. The anticipated costs, when determined, will be incorporated into an amendment for Authority Agreement No. 366 with Gray Bowen Scott. Approximately \$600,000 to \$700,000 of the \$1.8 million budget remains for continued consultant support. The total cost of developing a TEP and placing it on the ballot is likely to exceed the remaining budget. Staff and the consultant team continue work on developing a comprehensive work program and budget, including an EPAC meeting facilitator, for discussion by the Authority at a future meeting.
Options	<ol style="list-style-type: none"> 1. Instead of a formal Expenditure Plan Advisory Committee, use public testimony at each Authority meeting to gather TEP stakeholder input.
Attachments	<ol style="list-style-type: none"> A. Expenditure Plan Advisory Committee (EPAC) Membership Categories.
Changes from Committee	N/A

Background

At its April meeting, the Authority Board directed staff to make a recommendation for the creation of an Expenditure Plan Advisory Committee (EPAC) for a new Transportation Expenditure Plan (TEP) process. The EPAC will be one component of a comprehensive stakeholder outreach program necessary to gain consensus on a TEP for a potential 2016 sales tax ballot measure. An EPAC was created in 2003 to advise the Authority in its development of the TEP for the 2004 Measure J extension, contributing to the success of the ballot measure.

Formation and Purpose of the EPAC

Pursuant to its Administrative Code, the Authority may from time to time establish advisory committees as it deems necessary or advisable. The purpose of the proposed EPAC is to advise the Authority regarding the development of a TEP. As proposed, the EPAC represents a broad range of stakeholders in Contra Costa and helps fills the need for outreach and ongoing contact with key groups that have a stake in development of a TEP and subsequent transportation sales tax measure. While there are many ways that the Authority will be initiating and maintaining important discussions with key stakeholders, the use of the EPAC is an efficient way to host the extensive discussion, necessary for creating a new TEP.

Advantages of establishing and engaging an EPAC include:

- Providing a single committee where multiple and varied interests can express their opinions and priorities.
- Serving as a forum for the multiple points of views regarding transportation in Contra Costa and how to spend potential transportation sales tax revenues.
- Creating a process to involve a diverse set of stakeholders that are not regularly or formally involved in the Authority processes, or those of the Regional Transportation Planning Committees (RTPCs) and other Authority advisory committees.
- Providing structure by being staffed with a professional facilitator with a goal of developing consensus around the transportation projects and programs that can be included in the TEP.
- Promoting a consensus building process through a formally recognized group that could provide future support for the TEP.

Proposed Charter/Ground Rules for the EPAC

Experience dictates that the organization and conduct of the EPAC should be through an open and transparent process built upon the Authority's culture of inclusiveness, accountability and

transparency. Since it is expected that members of the EPAC will have divergent opinions on a variety of policy and investment considerations needed to develop the TEP, a well facilitated, consensus based process is recommended. Staff proposes that the EPAC conduct its business in an open, public forum, and that a neutral facilitator be retained to organize meetings, facilitate a professional discussion and report findings and recommendations to the Authority Board. Staff and the consultant team recommend that the Authority, in its formation of the EPAC, adopt the following ground rules for organization and conduct of EPAC business:

- Membership in the EPAC is open to key stakeholder groups working in Contra Costa on the many issue areas identified by the Authority. The Authority will solicit the Contra Costa stakeholder community for interest in participating on the EPAC and when identified, appoint members to the EPAC committee.
- Meetings will be open to the public and held at the Authority offices. Meetings will follow a format similar to other advisory committees: publically posted on the Authority web page, streamed live and recorded for archive purposes. In the event that facilities at the Authority cannot accommodate the number of attendees for EPAC meetings, arrangements will be made to hold the meetings at an alternative location that is convenient and accessible. Members of the public and RTPCs and other advisory committees who are not EPAC members will be encouraged to attend the meetings and provide input through a “public comment” agenda item and on individual items.
- The EPAC is an advisory body only. It will not make final decisions on its own; rather, it will forward recommendations to the Authority through its facilitator.
- As an advisory body, the EPAC will not take formal votes. Instead, it will work to develop a consensus regarding the issues it addresses. Where no consensus emerges, varying points of view will be presented to the Authority.
- It is anticipated that the EPAC will meet from June through November or December 2015. Additional meetings will be proposed if needed.
- In order to ensure continuity in EPAC discussions, EPAC members and their alternates, will be asked to make a commitment to attend all EPAC meetings, unless they are unable to do so due to unforeseen circumstances. Other individuals who cannot commit to regular attendance are welcome to attend the EPAC meetings as members of the public, but will not be considered members of the EPAC.
- A professional facilitator will be retained to help organize and conduct EPAC meetings. The facilitator will be responsible for meeting logistics and for making reports to the Authority on EPAC deliberations.
- The EPAC will not, as a body, undertake studies or take positions on issues beyond those covered by the EPAC's charter. Individual EPAC members may contact the Authority or

other entities on other issues as individuals. However, the role of the EPAC as a whole will be limited to the advisory function stipulated by the Authority.

EPAC Committee Composition

A proposed EPAC membership category list is included as Attachment A. A list of the specific individuals for each category is not available as of the date of mail-out for the May Authority meeting.

Staff proposes that the Authority approve the appointments to the committee as members are identified. The makeup of the committee membership will be based on the level of interest and availability of stakeholders (stakeholder categories and ultimately, the individuals that would represent each category). The overall membership is intended to be a balanced representation of key stakeholders representing a broad range of issues and interests in Contra Costa. It is envisioned that the EPAC would include 15 -20 members (and a similar number of alternates), however, this could increase based on the interest and availability of key stakeholders.

The Authority could amend the membership of the EPAC throughout the TEP development process if needed.

At the May 20, 2015 Authority meeting, staff intends to nominate specific individuals who have made a commitment to participate in the EPAC process for the categories listed in Attachment A.

Existing Authority Standing and Advisory Committees

In addition to the EPAC, the Authority has multiple existing advisory committees that will also provide input to the Authority, and ultimately the investments identified in a TEP. These other committees include representatives from throughout the county, with interests in various modes of travel. The additional standing and advisory committees include:

- Regional Transportation Planning Committees (RTPCs);
- Citizens Advisory Committee (CAC);
- Paratransit Coordinating Council (PCC);
- Bus Transit Coordinating Committee (BTCC);
- Technical Coordinating Committee (TCC); and
- Countywide Bicycle and Pedestrian Advisory Committee (CBPAC).

Established groups such as the Conference of Mayors, Public Managers Association (PMA) and the Contra Costa Engineers Advisory Committee (CCEAC), among others, will likely develop positions and provide input into the TEP process.

Schedule

The following general schedule details EPAC related milestones:

May

- Authority approves creation of the EPAC, initial stakeholder categories and appointment of the identified individual representatives for those categories

June

- First EPAC meeting

July to November

- Meetings would occur about once a month and last for approximately two hours each.
- Meetings are proposed to occur until a Draft TEP is developed

Attachment A

Expenditure Plan Advisory Committee (EPAC) Membership Categories

EPAC Membership Categories *:

- Business
- Labor
- Social Justice
- Environmental
- Taxpayers
- Goods Movement
- Disability
- Public Health
- Elderly
- Transit
- Development
- Bike/Pedestrian
- Faith-based Groups
- Youth Advocacy
- Education

* Regional Transportation Planning Committees (RTPCs) and their Technical Advisory Committees (TACs), Contra Costa County, cities, existing Authority advisory committees, and transit agencies would provide input through their own independent processes, including council and board meetings, Mayors Conference, Public Managers Association (PMA), Contra Costa Engineers Advisory Committee (CCEAC) etc.

Measure J Transportation Sales Tax Possible 2016 Ballot Measure



Ross A. Chittenden
Deputy Executive Director
Contra Costa Transportation Authority



MEASURE C


- Passed by voters in 1988, Measure C provided for a half-cent on the dollar sales tax for twenty years (through March 2009) to pay for an ambitious list of transportation projects and programs.
- Measure C was estimated to generate \$1 billion over 20 years for a BART extension, freeway improvements, better bus service, enhanced bicycle facilities and more transportation options for senior citizens and people with disabilities.










Project Delivery - CCTA Strategy for Success

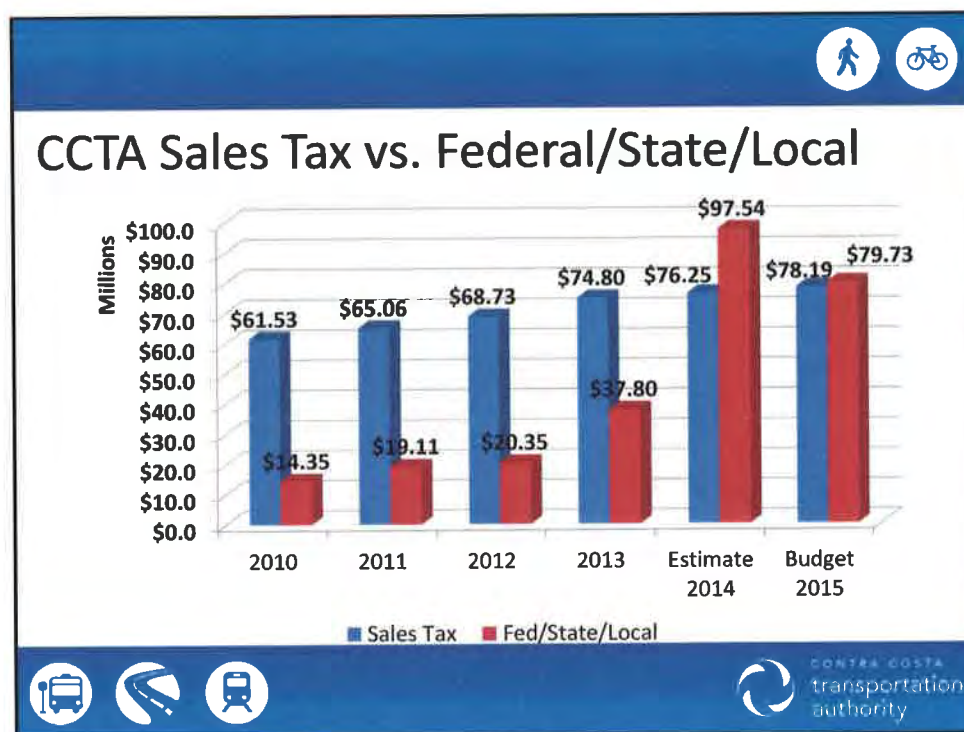
- Get Projects Shovel Ready
- Finance Projects to take Advantage of Construction Bid Environment
- Bond Measure Revenue
- Maintain Great Relationship with Funding Partners
- Leverage Other Funds











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transportation
authority








The Future: Considerations of a Sales Tax Extension

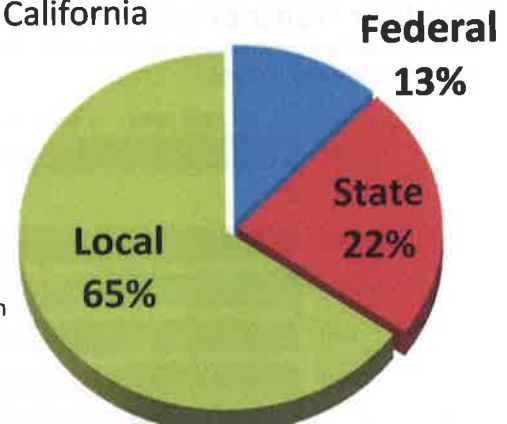


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authority




Transportation Funding in California


- Unlike other places around the world, California and the United States have not made substantial financial investments in transportation and infrastructure in the last 25 years.
- In fact, 65% of the dollars spent on transportation in California come from local sales tax dollars that agencies like us collect.



Funding Source	Percentage
Local	65%
State	22%
Federal	13%

CTC April 19, 2012



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authority

SALES TAX INCREASE & EXTENSION



Over two-thirds of voters support an increase and extension of the existing County sales tax.

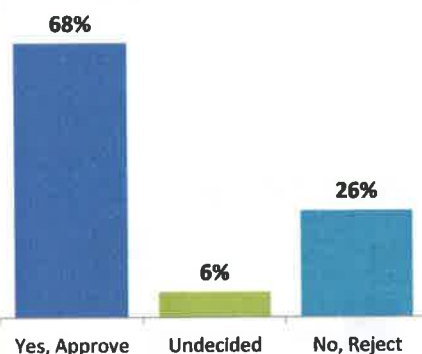
Shall voters authorize implementing the Contra Costa County twenty-five year Transportation Expenditure Plan to:

- Expand BART In Contra Costa County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Enhance transit services for seniors and people with disabilities?

Approval **increases by half a cent and extends the existing County sales tax, with independent oversight and audits.** All money spent will benefit Contra Costa County residents.

If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?



All Countywide Voters



The Plan:


Development of a
Transportation Expenditure Plan












TEP Schedule and Process

- Involve RTPCs and other Stakeholders
- Form Expenditure Plan Advisory Committee (NGOs)
- Work with Cities and County and Transit Operators
- Focus Groups, Polling and other Direct Public Outreach
- Jan 2016 - CCTA Approve DRAFT TEP
- Jan / April 2016 – Outreach and Adjustment
- May / July – Cities and BOS Approval













TEP HIGH LEVEL SCHEDULE

ID	Task Name	2016
1	TEP Development	
2	Outreach Activities	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
3	CCTA Standing Advisory Committee Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
4	RTPC Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
5	Ad Hoc Committee Meetings	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
6	EPAC	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
7	CCTA Board - Release Discussion Draft TEP	Nov-Dec
8	CCTA Standing Advisory Committee Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
9	RTPC Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
10	Ad Hoc Committee Meetings	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
11	Ongoing Outreach/TEP Adjustments	Jan-Feb-Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
12	CCTA Board - Approve Draft TEP	Jan-Feb
13	Approval of Final TEP	
14	Ongoing Outreach and Education	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
15	Circulate Draft TEP to Cities, County, RTPC, etc	Mar-Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec
16	CCTA Board - Approve Draft Final TEP	Mar-Apr
17	BOS and Cities Approval of Draft Final TEP	May-Jun
18	CCTA Adopt Ordinance and Final TEP	Jul-Aug
19	BOS Call for Election	Oct-Nov



WHAT WE HEARD



Through the 2014 Countywide Comprehensive Transportation Plan outreach process, Contra Costa residents told us their transportation priorities—and we're listening. Some of the feedback and ideas for improvement we heard include:



Extend and Improve BART

Residents strongly support extending BART and rail service to more places including along I-680 and I-80 corridors, more frequent trains, adding more parking at BART stations and improving BART connections with bus service.



Encourage Alternatives

Residents are interested in programs to improve safety for bicyclists and pedestrians, especially in neighborhoods and around schools, improve bike paths, bike lanes, and sidewalks, expand ferry service, and promote walkable communities.



Repair Roads

Residents expressed strong support for local street repairs, pothole repair and road resurfacing for a smoother ride, reduction of congestion and vehicle wear and tear.



Relieve and Smooth Traffic

Residents countywide support smoothing traffic flow on freeways and major roads, use of technology to ease traffic congestion, and improvements on all freeways including 680, 80, 4, and 24.



Protect the Environment

Residents want strategies and programs that manage the impacts of transportation and growth on the environment and local air quality.



Improve Bus Service

The public showed strong support to maintain and enhance bus service. This includes better coordination of BART and bus schedules, improving transit connections, and using technology to make riding the bus easier and more convenient.



See what your neighbors are saying at keepcontracostamoving.net.

NEXT STEPS

The Contra Costa Transportation Authority (CCTA) is eager to build on the legacy of investments that have resulted from past Countywide Comprehensive Transportation Plan updates, including projects like the Caldecott Tunnel's fourth bore and highway, bicycle, pedestrian and transit improvements across Contra Costa.

May 20, 2015 Authority Meeting
Handout Agenda Item 3.0

WE HEARD YOU

A Summary of Results From the Countywide
Comprehensive Transportation Plan Outreach Efforts
Conducted By the Contra Costa Transportation Authority



Planning Together For the Future

Every five years, the Contra Costa Transportation Authority (CCTA) evaluates and updates the Countywide Comprehensive Transportation Plan, which serves as a **30-year blueprint** for the county's transportation future. With input from the many and diverse communities that make up Contra Costa, the process of updating the Countywide Comprehensive Transportation Plan helps ensure that we plan for, fund, and implement a **collective transportation vision** for Contra Costa County.

Between August and November 2014, CCTA conducted a robust public engagement campaign to solicit input from residents for the 2014 Countywide Comprehensive Transportation Plan update. Through varied public engagement opportunities from our online engagement tool to workshops, we asked Contra Costa residents to **contribute their ideas** and share their thoughts on the goals and priorities that should shape our shared transportation future. We're now working to turn this feedback into specific actions and strategies that support a **safe, sustainable, and efficient** transportation network that improves the quality of life for all Contra Costa residents. Thank you for participating.

PARTICIPATION

Record Participation Boosts 2014
Countywide Comprehensive
Transportation Plan



ONLINE TOOL

5,216 visits
(4,069 unique visitors)

www.keepcontracostamoving.net



IN-PERSON WORKSHOPS

156
total attendees

5 individual meetings
held in Walnut Creek,
Pittsburg, Lafayette,
Hercules, and Richmond



PAPER
DISTRIBUTION

259
paper surveys
received

TELEPHONE
TOWN HALL



1,378

callers participating in the
town hall during its peak



MEMORANDUM

Date: May 20, 2015

To: Julie Pierce, Authority Chair

From: Ross Chittenden, Deputy Executive Director, Projects

RE: **Expenditure Plan Advisory Committee (EPAC) – Recommendations for Appointment**

The Contra Costa Transportation Authority (Authority) is forming an Expenditure Plan Advisory Committee (EPAC) as a component of a comprehensive stakeholder outreach program necessary to gain consensus on a Transportation Expenditure Plan (TEP) process for a potential 2016 revenue ballot measure. Staff working with our consultant team, have developed the list below for the Authority's consideration for appointment to the EPAC. This list is not considered complete and additional members may be identified for future consideration by the Authority.

The following are confirmed participants and their respective organizations. Alternates are denoted by the letter (A).

Organization, primary and alternate representation

1. Bay Area Council
 - Mike Cunningham
 - Emily Loper (A)

2. Bike East Bay
 - Dave Campbell
 - Alternate to be determined
3. Building and Construction Trades Council
 - Bob Lilley
 - Alternate to be determined
4. Building Industry Association
 - Lisa Vordebreuggen
 - Bob Glover (A)
5. California Alliance for Jobs
 - Andy Fields
 - Michael Quigley (A)
6. Central Labor Council
 - Margaret Hanlon-Gradie
 - Cheryl Brown (A)
7. Contra Costa County Health Services
 - Michael Kent
 - Alternate to be determined
8. Contra Costa Community College District
 - Tim Leone
 - Alternate to be determined
9. Contra Costa County Taxpayers Association
 - Jack Weir
 - Mike McGill (A)
10. Contra Costa County Office of Education
 - Bruce Burns
 - Kerry Koehne (A)
11. East Bay Economic Development Alliance
 - Dennis Freeman
 - Anne O (A)
12. East Bay Leadership Council
 - Kristin Connelly
 - Steve Van Wart (A)

13. East Bay Regional Park District

- Sean Dougan
- Erich Pfuehler (A)

14. Genesis

- Reverend Hubert Ivery
- Mary Lim-Lampe (A)

15. Greenbelt Alliance

- Joel Devalcourt
- Tom Brickley (A)

16. Paratransit Coordinating Council

- Rita Xavier
- Shirley Cressey (A)

17. Rehabilitation Services of Northern California

- Debbie Toth
- Tighe Boyle (A)

18. Save Mount Diablo

- Ron Brown;
- Seth Adams (A)

19. TRANSFORM

- Joel Ramos
- Alternate to be determined

20. United Contractors

- Emily Cohen
- Man-Li Lin Kelly (A)