



DATE: April 1, 2016

TO: Contra Costa Transportation Authority TEP Chairman Don Tatzin

FROM: East Bay Leadership Council President and CEO Kristin Connelly
 Bay Area Council Senior Vice President for Public Policy Michael Cunningham
 BIA|Bay Area East Bay Governmental Affairs Executive Director Lisa Vorderbrueggen

RE: Draft Transportation Expenditure Plan, Version 2.1

Dear Chair Tatzin,

In an effort to help develop consensus around a potential \$2.3 billion transportation expenditure plan (TEP) measure, we were among six members of CCTA's Expenditure Plan Advisory Committee who have been meeting weekly during the past several months.

Despite intense efforts, the six sub-EPAC members were unable to reach agreement on a comprehensive TEP proposal. But we are confident that the sub-EPAC's hard work has not been for naught. Our discussions helped us understand each other's diverse perspectives and will serve as a solid foundation based on mutual respect in the upcoming deliberations around the development of a final TEP.

Priorities for the measure are diverse among stakeholders, but all can agree on the need to improve mobility in our county in a way that facilitates the residents of Contra Costa County getting to work, to school and to all the places they need to be in a safe, efficient manner that helps our region's economy thrive while protecting our extraordinary environmental assets. To achieve these objectives, the jurisdictions in Contra Costa need to plan for the future in a manner that begins to address the nearly four decades of inadequate housing production at all income levels while encouraging economic development. Strategies that support the creation of high-skill and high-wage jobs across Contra Costa can have transformational benefits on infrastructure when commutes are shortened, placing fewer burdens on roads, highways and all forms of transit.

In the spirit of continued collaboration and our common pursuit of an improved quality of life for all Contra Costa residents, our three organizations recommend the following changes to the draft TEP Version 2.1:

Funding allocation

In summary, we recommend linking a portion of return to source dollars to housing production, increasing funds for the I-680 and I-80 corridors, eliminating the Community Development and Investment Grant Program, and increasing funding for the Pedestrian, Bicycle and Trail categories. Our recommended changes are shown in red below.

#	FUNDING CATEGORY	QUALITY OF LIFE ALLOCATION	
		\$ millions	%
1a	Local Streets Maintenance and Improvements: return to source formula	\$ 423.00	18.1%
1b	Local Streets Maintenance and Improvements: housing production return to source	\$ 117.00	5.0%
1c	Local Streets Maintenance and Improvements: increase for Central County	\$ 17.00	0.7%
2	Major Streets/Complete Streets/Traffic Signal Synchronization Grants Program	\$ 200.00	8.6%
3	BART Capacity, Access and Parking Improvements	\$ 300.00	12.8%
4	East Contra Costa Transit Extension	\$ 70.00	3.0%
5	Optimize HOV and express transit on I-80	\$ 66.50	2.8%
6	I-80 Interchange Improvements at San Pablo Dam Road and Central Ave.	\$ 60.00	2.6%
7	Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24	\$ 230.00	9.8%
8	Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County	\$ 70.00	3.0%
9	Interstate 680 and State Route 4 Interchange Improvements	\$ 60.00	2.6%
10	East County Corridor (Vasco Road, Byron Highway, airport connector)	\$ 117.00	5.0%
11	Advance Mitigation Program	TBD	TBD
12	Bus Transit and Other Non-Rail Transit Enhancements	\$ 230.00	9.8%
13	Transportation for Seniors and People with Disabilities	\$ 77.80	3.3%
14	Safe Transportation for Children	\$ 52.00	2.2%
15	Intercity Rail and Ferry Service	\$ 50.00	2.1%
16	Pedestrian, Bicycle and Trail Facilities	\$ 117.00	5.0%
17	Community Development Investment Grant Program	\$ -	0.0%
18	Innovative Transportation Technology / Connected Communities Grant Program	\$ 35.00	1.5%
19	Transportation Planning, Facilities & Services	\$ 23.40	1.0%
20	Regional Transportation Priorities	\$ -	0.0%
21	Administration	\$ 23.40	1.0%
	Total	\$ 2,339.10	100.0%

Add funds for I-680 corridor improvements

There is broad support within the business community for the measure to facilitate enhanced connectivity for multiple travel modes along the I-680 corridor. This corridor is a critical link between many communities and employment centers, and the ever-increasing congestion along the corridor has widespread effects. Funding improvements on the I-680 corridor with at least \$230 million in the measure is critical to providing needed improvements to achieve this important goal. Using the latest technology as a strategy to increase the capacity of all of the major commute corridors in Contra Costa, including the I-680 corridors and encouraging the inclusion of conduits (for broadband and other technologies) with the construction or reconstruction of highway improvements to facilitate connectivity will have significant benefits on economic developments. In order to realize the mobility benefits so badly needed along I-680, funding must be included in the measure to implement any recommendations the Authority wants to implement from the most recent study of the corridor.

Add funds to Improve Commutes in I-80 Corridor

Interstate 80 is a critical commute corridor for Contra Costa residents to access growing job centers, yet it is consistently rated as the worst commute corridor in the Bay Area. The I-80 Integrated Corridor Mobility project should, when fully implemented, provide a degree of improvement. It must, however, be combined with an ambitious effort to optimize the performance and throughput of the HOV lane. We believe that the proposed \$20 million allocation for High Capacity Transit Improvements in the corridor reflects an insufficient ambition and commitment to improve commutes in this corridor. Accordingly, we propose that the allocation be increased to \$50 million and that CCTA develop a plan for, and leverage this funding to implement, a world-class HOV or express lane system with attractive and reliable express transit service.

Add infill incentives to increase housing production

If Contra Costa County hopes to achieve the widely publicized benefits of building new homes near existing transportation infrastructure – including convenient commutes, cost-effective transit, and environmental benefits – it must take seriously its commitment to infill development.

To demonstrate this commitment, \$117 million (5%) of Local Streets Maintenance and Improvement funds should be allocated to address transportation impacts in communities that undertake new infill development. CCTA will allocate these funds on a rolling three-year average of the number of housing units permitted within each jurisdiction. Each housing unit permitted will be rewarded with corresponding increments of local streets and road maintenance funds. Affordable units and those located within ½-mile of quality transit will receive double increments. Allocations will be made annually and qualified jurisdictions may spend the proceeds on any eligible transportation project or program.

Maintain funds for East Contra Costa County corridor

We strongly support the identified funding for the design and construction of a new two-lane limited access Byron Highway that will improve goods movement into a region that needs to attract jobs. We also strongly endorse funding for a Vasco Road connector to the Byron airport and Vasco road safety and high-occupancy vehicle enhancements. These projects will save lives and directly improve the quality of life for thousands of Contra Costans who commute or live along these critical transportation routes.

Increase funds for pedestrian, bicycle and trail facilities

Local streets and roads funds are inadequate to build modern bikeways or add sidewalks where needed, especially with dwindling state gas tax revenues. Additional dedicated funding is needed to improve and construct walking and bicycling facilities throughout the county through projects such as the Marsh Creek Trail between Brentwood and Clayton.

Increase senior/disabilities funding

We support increased funding for transportation for seniors and those with disabilities. This will ensure that Contra Costa County can provide accessible transportation options for people of all abilities and ages, especially as demographic changes occur and more residents of the county choose to age in place. We also strongly support the full funding and implementation of a mobility management system that will ensure that these services are delivered in the best way possible across the entire county and to connections throughout the region.

Reduce Transportation Technology/Connected Communities

Tremendous opportunities exist to use technology to improve transportation performance, and as technology continues to develop rapidly there will be even greater opportunity over time. We believe that every project and investment made by the Authority should fully embrace opportunities of technology and that, therefore, there is little need for a dedicated allocation for technology projects. Recognizing that there may be some technology investments, such as electric vehicle charging, that would not be covered by existing projects, we propose to leave a reduced allocation of \$30 million that the Authority would use for an open and competitive grant program to deploy truly innovative and advanced technology.

Eliminate the Community Development Grant program

While the intent of this fund is laudable, grant programs of this type (such as the Transportation For Livable Communities) have not proven to be very effective at achieving their stated objectives. To the extent that local jurisdictions identify transportation investments that will spur job and housing

creation, we propose that CCTA and local jurisdictions focus the use of existing Measure J TLC and One Bay Area Grant funds for ^{this} purpose.

Strengthen the Urban Limit Line

Contra Costa County's Urban Limit Line is popular with voters and must remain an integral part of the new measure. We support the draft TEP language that tightens and standardizes the conditions under which jurisdictions may seek a 30-acre ULL exemption. However, we are concerned that setting a cap on the number of exemptions a jurisdiction may approve within a five-year period may actually encourage its use. Given that the exemption has been used only once since its inception, we recommend that CCTA remove the caps and rely on the strengthened rules. Otherwise, we support maintaining the Growth Management Program as specified in TEP Version 2.1.

Make the performance criteria count

Voters want assurances that limited transportation funds will be spent on projects that address their highest priorities. For some communities, that may be enhanced transit or safer bike and pedestrian lanes. In other cities, the most critical need may be access to jobs or safer highways. The local needs must also account for mandates to reduce greenhouse gas emissions. Voters deserve to have both.

The draft TEP already incorporates 10 broad performance criteria that will be used to evaluate the expenditure plan's investments: (1) reduce per capita CO₂ by 15 percent; (2) house 100 percent of the region's population; (3) reduce exposure to particulate emissions; (4) reduce injuries and fatalities from collisions; (5) increase walking and biking; (6) maintain the Urban Limit Line; (7) reduce percentage of housing and transportation costs for low income households; (8) increase gross regional product; (9) reduce vehicle miles traveled; and (10) maintain the system in a state of good repair.

However, the TEP also describes the performance review (page 29 of 30, Item No. 14) as informational and states that the findings cannot be used to restrict the ability of a jurisdiction to allocate funding to a project.

We propose the following compromise: CCTA, with input from sub-regions and the public advisory committee, will develop a mutually agreed upon set of performance criteria and scoring system. Sub-regions would still be free to allocate funds as they see fit but CCTA would prioritize funding based on the project's performance score. High-scoring projects will receive full allocations. Low scoring projects will be required to provide a higher local match, depending on the score. Applicants with low-scoring projects will be encouraged to modify their plans in such a way to increase the scores.

Advance mitigation

We support CCTA staff implementing the TNC/MTC RAMP pilot program in Contra Costa County.

We again thank you for the opportunity to participate in the planning for this critical source of funding for Contra Costa County's transportation improvements. We look forward to working with CCTA in the coming weeks as the agency finalizes the TEP. To that end, we have attached the East Bay Leadership Council's "East Bay Transportation Vision." Please don't hesitate to contact us individually if you have additional questions.

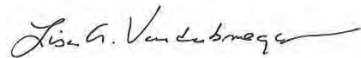
Sincerely yours,



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Ron Brown, Save Mount Diablo
Joel Devalcourt, Greenbelt Alliance
Dave Campbell, Bike East Bay
Dave Hudson, CCTA Board of Directors
Ross Chittenden, CCTA
Bill Gray, Gray Bowen Scott

Attachment: "East Bay Transportation Vision," by the East Bay Leadership Council Transportation Task Force

VISION

EAST BAY TRANSPORTATION

presented by:

**East Bay Leadership Council
Transportation Task Force**



Introduction

- **Roger M. Hughes**, Wendel Rosen Black & Dean LLP
- **Leo Scott**, Gray Bowen Scott

Where are we now?

- 5 Major East Bay Corridors are congested
- Transit system is inefficient and incomplete
- Many local arterials are gridlocked during commute hours
- Costs to our economy and quality of life
 - wasted time
 - Increased stress
 - reduced productivity
 - increased cost of goods delivery
 - reduced miles per gallon will idling in congestion
 - increased air pollution

Hope for the Future

- Technology and multi-modal transit centers will improve mode connections
- Connecting short haul to long haul trips will increase multi-passenger trips
- Emerging generation favors use of multiple modes
- Express Lanes offer the opportunity to provide Bus Rapid Transit
- The Bay and Delta offer alternative routes

What's possible?

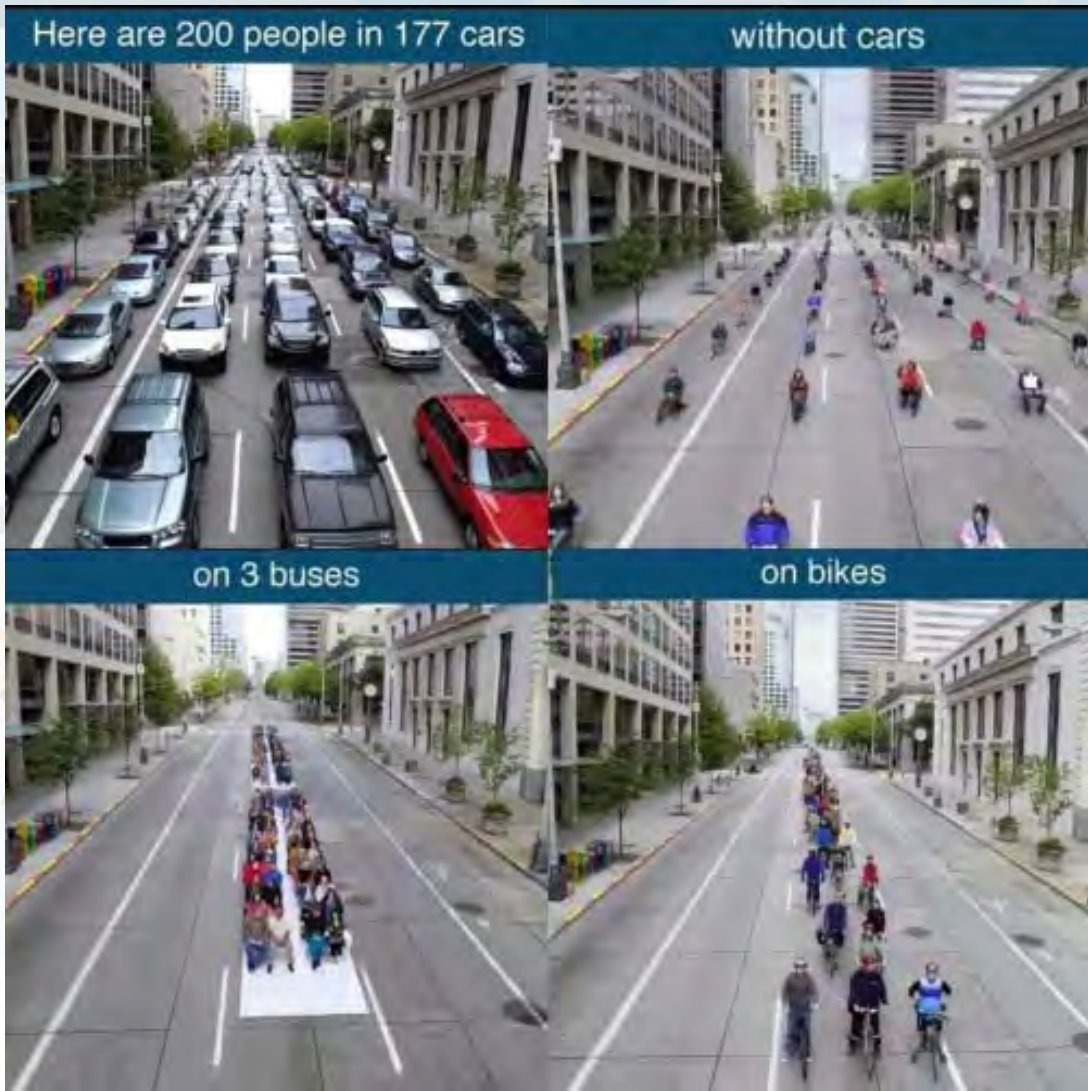


Image from Washington Post

Constraints

- We enjoy the freedom of driving our own vehicle
- Freeway capacity is limited to current right of way
- Current transit centers do not enable efficient connections between multiple modes
- Pooled driverless vehicles (carpools) are not available to reduce single occupant trips

What is needed?

A transportation vision that will:

1. plan for efficient, connected, diverse and affordable transportation systems critical to economic vitality and quality of life;
2. serve as the blueprint for policy and funding advocacy locally, regionally and beyond;
3. leverage the plans and funds of multiple agencies (e.g. IVTC, ACTC, Altamont Regional Rail Working Group, etc.).

Basic Principles of the Vision

1. Increased occupancy will reduce congestion
2. Increasing occupancy requires mode shifts
3. Short-haul trips connected to long-haul multi-passenger trips at multi-modal transit centers can make mode shifts work
4. Driverless pooled and shared vehicles provide easy guaranteed rides home and first/last mile connections
5. Existing infrastructure (e.g. BART stations, HOV lanes) can be improved to increase the attractiveness of multi-passenger vehicle trips
6. Communication technology (V2V, V2I, passenger to vehicle) will improve system safety and efficiency
7. Affordable housing near employment reduces vehicle trips

Components of the Vision - Connections

- Build strategically located transit centers along the major corridors to connect 3 or more modes and multiple
- Provide multi-passenger driverless vehicles to serve a high number of short haul trips
- Create transit centers that facilitate convenient mode switches with quick in/out for busses, trains, cars, bikes, etc.
- Connect ride sharing to transit centers for individuals and businesses
- Deploy driverless shared fleets, scooters and bikes at each transit center to promote first and last mile connectivity

Components of the Vision - Connections

- Increase long-haul trips through the use of rail and/or Bus Rapid Transit (BRT):
 - Richmond Port to Hercules
 - I-80/San Pablo corridor
 - SR-4
 - East County Corridor
 - I-580 through the Livermore Valley
 - I-680 from Dublin to Martinez

Components of the Vision - Technology

- Driverless cars and mini-vans for short and long haul trips
- Automated trip planning and connection notification to improve on-the-go mode switches
- Smart caravans of connected vehicles for long hauls of both people and goods to increase highway efficiency
- Seamless coordination of traffic lights to reduce unnecessary waiting
- Provide alternate routes for automated way finding

Components of the Vision – Smart Growth

- Housing
 - Promote housing-jobs balance
 - Increase in-fill housing
 - Require housing to support connected transportation
 - Promote greater use of bikes
 - Provide full spectrum of housing choices to support business growth
- Environment
 - Protect agreed upon environmentally significant areas
 - Advocate Complete Streets to provide alternatives to driving
 - Minimize congestion that increases GHG emissions
- Agriculture
 - Support local sourcing of food

Components of the Vision – Economic Development

- Guard against increased cost of doing business
 - Maintain local roads to a minimum standard of good repair
 - Address congestion on major, local arterials
- Work collectively on development of job centers
 - Northern Waterfront
 - Naval Weapons Station
 - Port of Richmond
- Create transportation connections
 - Improve freight/goods movement, especially via rail and water
 - Increase shared trips between housing and jobs
 - Connect job centers with multiple modes
 - Use connected vehicles to provide goods movement

Complementing Mass Transit



Slide provided by R. Iwasaki, CCTA



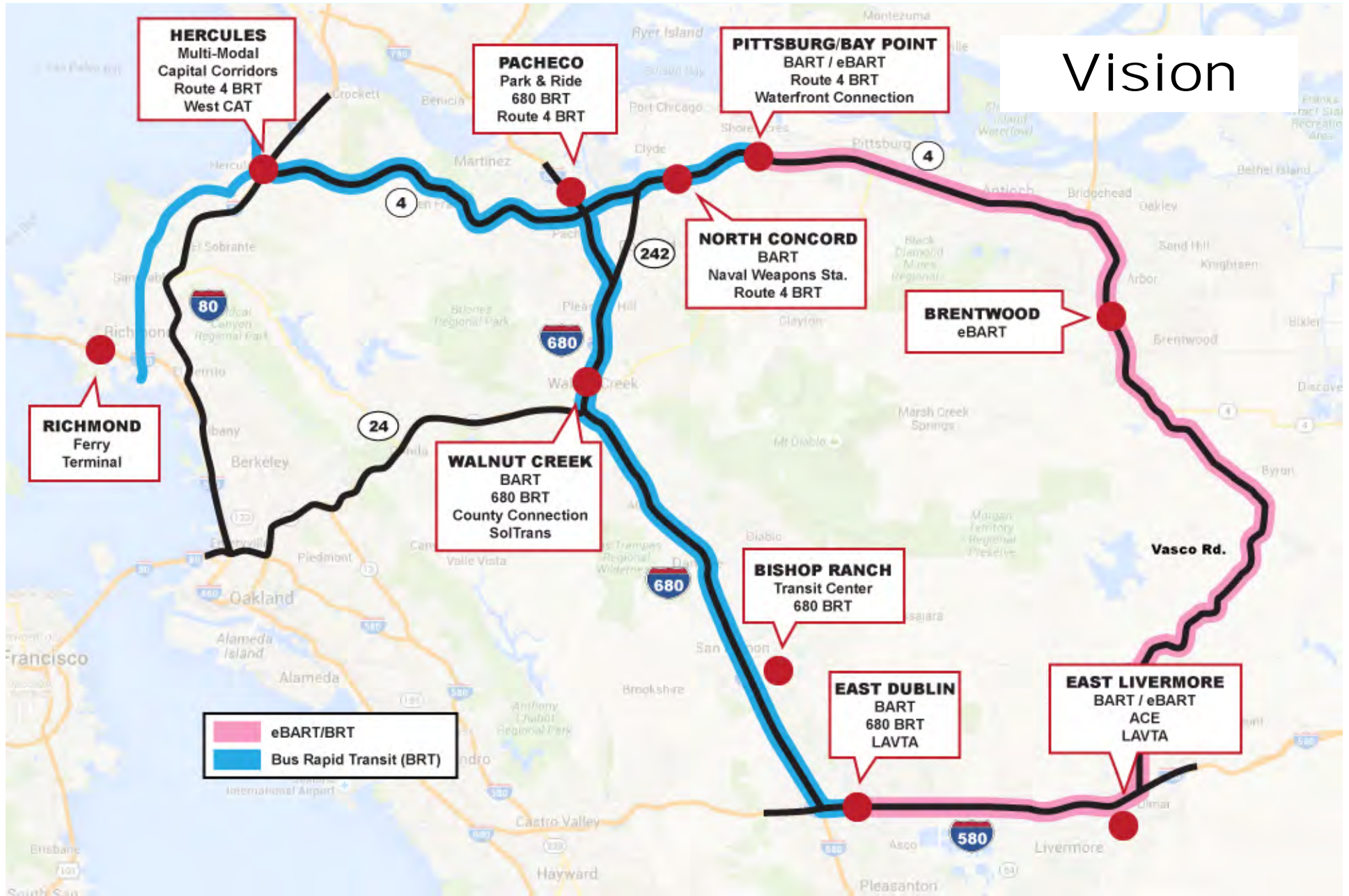
Multi-modal Transit Center – BART OAC



Multi-modal Transit Center – Transbay Terminal



Vision



Vision Roll Out

1. Central I-680 Corridor to provide good backbone
 - a. BART upgraded via proposed measure
 - b. Transit Center at WC BART
 - c. Transit Center at Dublin BART
 - d. I-680 BRT
2. BART/eBART to East Livermore Transit Center
3. I-80 Corridor connections
 - a. Hercules Transit Center
 - b. Port of Richmond Transit Center
 - c. West County Transit connection
4. East County connections
 - a. Improve Byron Highway
 - b. Extend eBART to Brentwood Transit Center
 - c. BART/eBART/BRT to East Livermore Area Transit Center
5. Transit Center at North Concord

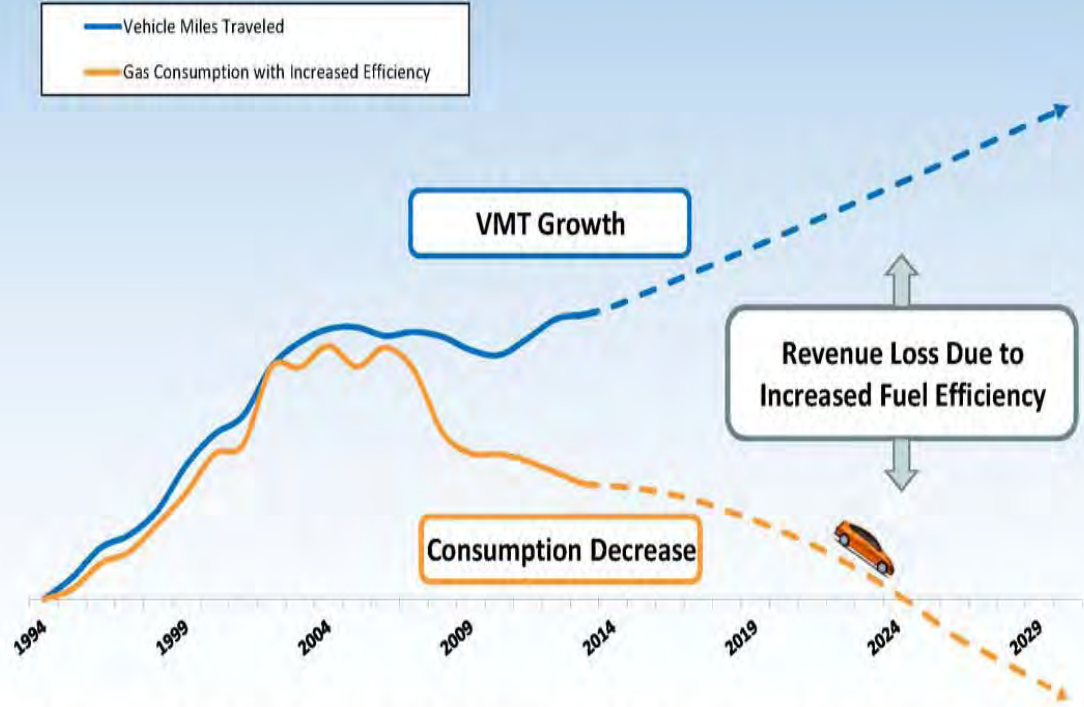
Current Funding Initiatives

- State bills (subject of future presentation)
- CCTA additional 1/2¢ sales tax measure
- BART System Renewal (Fix it First) measure

Overall Funding Climate (from Will Kempton)

- **\$57 billion** = ten-year shortfall in system repairs for the existing State Highway System
- **\$78 billion** = ten-year shortfall for taking care of our local streets and roads
- **\$754 million** = reduction in the current State Transportation Improvement Program (STIP) – impacting our ability to provide funding for new transportation projects
- Similar lack of investment in rail and transit operators
- Higher costs due to deferred maintenance

This Situation Will Continue As: Fuel Efficiency Contributes to Revenue Loss



In this conceptual chart, Vehicle Miles Travelled and Fuel Consumption have been indexed to the same starting point in 1994 to enable comparison of the relative change of the two metrics over time



History of the Base Gasoline Excise Tax Rate

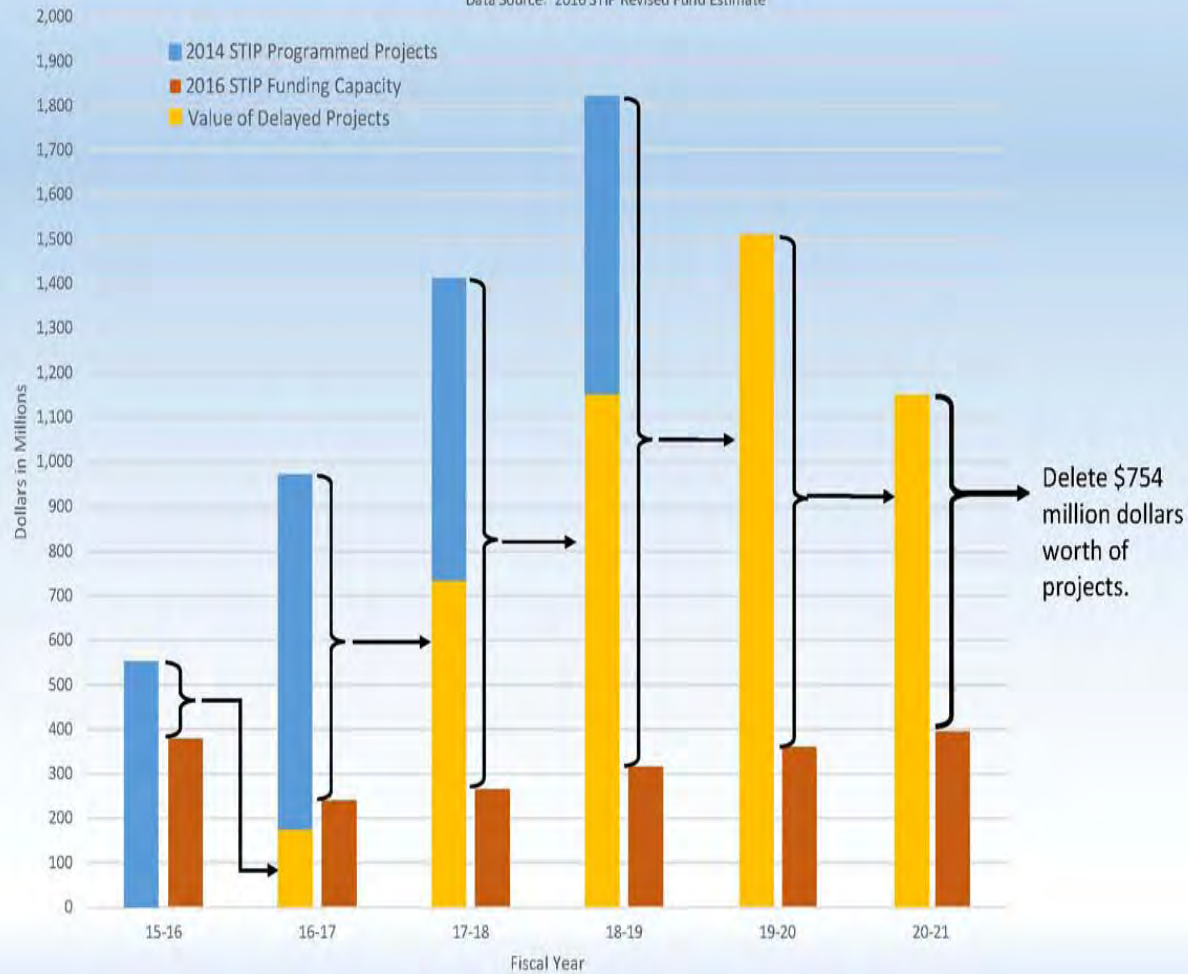


Source: Board of Equalization. Escalation based on California State Highway Construction Cost Index and Consumer Price Index



Illustrating How a Negative STIP Looks

Data Source: 2016 STIP Revised Fund Estimate



Delete \$754 million dollars worth of projects.



CCTA Transportation Expenditure Plan Considerations

- Repair local streets
- RTPCs and cities request for 30+% return to source without restrictions
- Regional equity
- Signature project to help promote the new measure with voters
- BART request for \$300M for new train cars
- Urban Limit Line exemption
- Agricultural land protection
- Greenhouse gas (GHG) reduction desired
- Guidelines for greater accountability and transparency on decisions and expenditures

BART is 40 years old!

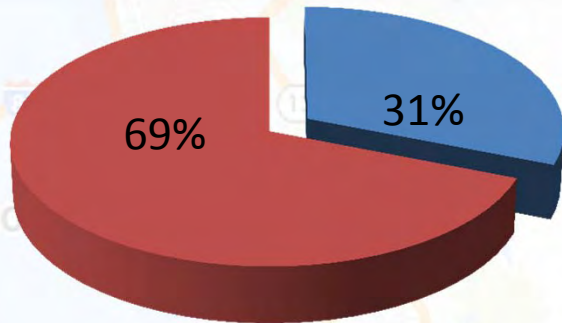


Slide provided by BART

BART Equipment is at End of Useful Life

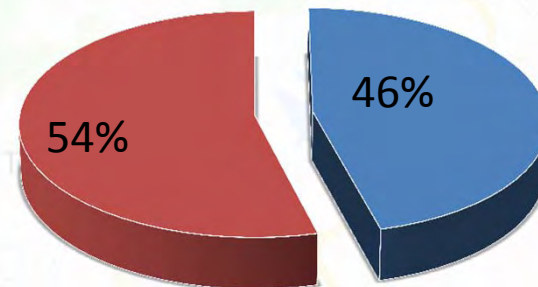
TODAY

- "Poor to Very Poor"
- "Fair to Good"









10 YEARS

- "Poor to Very Poor"
- "Fair to Good"



Slide provided by BART

System Renewal Measure with 2 Categories

<p>Repair and replace critical safety infrastructure</p>	<p>\$3.165 B 90%</p>	 Safety  Reliability  Crowding & Traffic Relief
<p>Relieve crowding, reduce traffic congestion, & expand opportunities to safely access stations</p>	<p>\$335 M 10%</p>	 Safety  Reliability  Crowding & Traffic Relief

Total

\$3.5 B

Slide provided by BART

Repair & Replace Critical Safety Infrastructure (1 of 2)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Renew track	<ul style="list-style-type: none"> • Replace 90 miles of rail • Rebuild interlockings 	<p>\$625 M 18%</p>	Fully funded
Renew power infrastructure	<ul style="list-style-type: none"> • Refurbish/replace substations • Replace backup power 	<p>\$1.225 M 35%</p>	50% unfunded
Repair tunnels and structures	<ul style="list-style-type: none"> • Repair water damage intrusion in Market Street tunnels • Repair Berkeley Hills Tunnel fault creep 	<p>\$570 M 16%</p>	66% unfunded

Slide provided by BART



Repair & Replace Critical Safety Infrastructure (2 of 2)

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Renew mechanical infrastructure	<ul style="list-style-type: none"> • Refurbish/replace fire safety infrastructure • Refurbish/replace repair shop infrastructure 	<p>\$135 M 3.8%</p>	63% unfunded
Renew stations	<ul style="list-style-type: none"> • Invest in safety, security & reduce fare evasion • Repair/replace escalators elevators 	<p>\$210 M 6%</p>	81% unfunded
Replace train control	<ul style="list-style-type: none"> • Modernize train control infrastructure • Expand rail car storage and maintenance capacity 	<p>\$400 M 11.4%</p>	Fully funded

Slide provided by BART

Relieve Crowding, reduce traffic...

	EXAMPLE PROJECTS	BOND FUNDS	REMAINING NEED
Expand opportunities to safely access stations	<ul style="list-style-type: none"> Enhance access for seniors/disabled Improve parking availability/bike access 	<p>\$135 M 3.9%</p>	57% unfunded
Future crowding relief	<ul style="list-style-type: none"> Add more crossovers 2nd Transbay crossing 	<p>\$200 M 5.7%</p>	N/A

Slide provided by BART



How the two measures work together

- **BART System Renewal Property Tax assessment will:**
 - Bring 40-year old system up to a better state of repair
 - Enable increased level of service
 - Help improve station access
- **CCTA's new ½¢ sales tax measure will:**
 - Provide option to purchase BART cars
 - Improve connections at BART stations
 - Help extend eBART to Brentwood
- **Combined they will:**
 - Help accomplish the vision
 - Provide local funds to leverage state and federal funds
 - Mitigate much greater costs in the future

Feedback

- Reactions
- Questions and Answers

