

May 4, 2016
Authority Special TEP
Meeting

Handouts

*(Various Agenda Items - See
Reverse Side for Details)*

Handout Items

Agenda Item 1.1: Development of a Potential Transportation Expenditure Plan (TEP): Discussion of Comments Received in the Review of the Draft TEP Released by the Authority on April 20, 2016, and Additional Recommendations and Comments for Consideration in a Final TEP:

- Gray-Bowen-Scott Addendum dated May 2, 2016 of the Memorandum dated April 29, 2016
- SWAT Meeting Summary Report for May 2, 2016 Comments and Draft TEP Dated April 29, 2016
- TRANSPLAN Memorandum documenting the actions and discussions during the TRANSPLAN Committee special meeting on May 4, 2016

Item #2 from “Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations” Memo dated April 29, 2016

Corridors / Projects:

To clarify and strengthen the Major Streets / Complete Streets / Traffic Signal Synchronization Grant Program, we would recommend including additional language to this section to clarify that the program will have a competitive project selection process within each subregion with the Authority approving the final program of projects. This approach will support a comprehensive countywide approach, while recognizing subregional needs, to implement the overall program policy.

*Proposed revisions in redline/strikeout format relative to the Draft TEP (April 29, 2016)
(See agenda packet page 1.1-47 (Page 6 of 35 of the Draft TEP (April 29, 2016))).*

Major Streets/ Complete Streets/ Traffic Signal Synchronization Grant Program ----- \$290m

This category is intended to fund improvements to major thoroughfares throughout Contra Costa to improve the safe, efficient and reliable movement of buses, vehicles, bicyclists and pedestrians along said corridors (i.e. traffic smoothing). Eligible projects shall include a variety of components that meet the needs of all users and respond to the context of the facility. Projects may include but are not limited to installation of bike and pedestrian facilities, installation of “smart” parking management programs, separated bike lanes, synchronization of traffic signals and other technology solutions to manage traffic, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, streetscapes and bus transit facility enhancements such as bus turnouts and passenger amenities. As an element of this program, the Authority will adopt a ‘traffic signal synchronization’ program and award grants for installation of ‘state of the art’ technology oriented at smoothing the flow of traffic along major arterial roadways throughout the county. Funding from this program will be prioritized to projects that improve access for all modes to job, commercial and transit, and whose design process included opportunity for public input from existing and potential users of the facility. Priority will be given to projects that can show a high percentage of “other funding” allocated to the project (i.e. – leverage). All projects will be selected through a competitive project selection process within each subregion with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional needs to achieve the overall program goal. All projects funded through this program must comply with the Authority’s Complete Streets Policy and include complete street elements whenever possible. 20% of the program funding will be allocated to four Complete Streets demonstration projects within five years of the Measure’s passage, one in each subregion, recommended by the relevant RTPC and approved by Authority, to demonstrate the successful implementation of

Complete Streets projects. Demonstration projects will be required to strongly pursue the use of separated bike lane facilities in demonstration project program. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the county. Advanced Mitigation Program eligible project.

Item #3 from “Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations” Memo dated April 29, 2016

Policies: Urban Limit Line (ULL)

The TEP should clarify and strengthen the circumstances under which non-voter approved (up to 30-acre) exemptions to the ULL could be considered. In this regard, language should be added to require jurisdictions considering a non-voter approved amendment to their ULL to adopt an additional ‘finding’ (over and above the ‘at least one of the findings listed in the County’s Measure L’) to make it clear that the proposed expansion is for a clearly defined ‘public benefit’.

Proposed revisions in redlines/strikeout format relative to the Draft TEP (April 29, 2016) (See agenda packet page 1.1-62 (Page 21 of 35 of the Draft TEP (April 29, 2016)).

4. *Local jurisdictions may, without voter approval, enact a Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction’s legislative body and the following requirements:*
 - a. Minor Adjustment ~~may include one or several parts that in total~~ shall not exceed 30 acres;*
 - b. Adoption of at least one of the findings listed in the County’s Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4);*
 - c. Adoption of a finding that the Minor Adjustment is for a clearly defined public benefit.*
 - d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres;*
 - e. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments;*
 - f. Any jurisdiction ~~proposing to process an that approves a minor~~ adjustment to its applicable ULL that impacts designated agricultural lands shall have is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of the designated agricultural lands will be mitigated by permanently protecting farmland.*

Item #4 from “Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations” Memo dated April 29, 2016

Policies: Urban Limit Line (ULL)

To ensure compliance with the purpose of the ULL, we would recommend language be added to the draft TEP to more clearly define ‘minor adjustment’ to the ULL. In this regard, the draft TEP defines “minor adjustments” as adjustments of 30 acres or less that are intended to address unanticipated circumstances that have, will or could have a significant impact on the public.

Proposed revisions in redline/strikeout format relative to the Draft TEP (April 29, 2016) (See agenda packet page 1.1-62 (Page 21 of 35 of the Draft TEP (April 29, 2016))).

Minor Adjustments: An adjustment to the ULL of 30 acres or less that is intended to address unanticipated circumstances that have, will or could have a significant impact on the public.

Item #5 from “Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations” Memo dated April 29, 2016

Policies: Growth Management Program

To insure the protection of agricultural lands, the following should be added to the Authority’s Growth Management Checklist - any jurisdiction with agricultural lands (farming and ranching) within its designated Planning Area must have adopted an Agricultural Impact Policy. The Policy would require local agencies to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County’s important agricultural lands.

Item #6 from “Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations” Memo dated April 29, 2016

Policies: Growth Management Program

With respect to our April 20, 2016 recommendation that your Authority include additional disclosure requirements on its Growth Management checklist, we would recommend that your Board consider requiring jurisdictions (where applicable) to have or adopt (within a specified time period) a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors and a policy prohibiting development in designated ‘non-urban’ Priority Conservation Areas.

(See agenda packet page 1.1-59 (Page 18 of 35 of the Draft TEP (April 29, 2016))).

Proposed revisions in redline/strikeout format for items #5 and #6 relative to the Draft TEP (April 29, 2016)

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. In addition to the current requirements, ~~The~~ Growth Management Program compliance checklist will require

jurisdictions, within 24 months of the effective date of this measure, to have the following adopted policies in place (where applicable): a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors, and a policy prohibiting development in designated 'non-urban' Priority Conservation Areas~~include the disclosure of whether or not a jurisdiction has an adopted: Hillside Development Ordinance, Ridgeline Protection Ordinance, Open Space System with Ridgelines defined, protections for wildlife corridors, a plan to conserve buffers around open space and agriculture, prohibitions on the culverting of 'blue line creeks' for anything other than road crossings and prohibitions on development in designated 'non-urban' Priority Conservation Areas.~~ In addition to the above, the Growth Management Program compliance checklist will also require jurisdictions with designated agricultural lands (as defined by the California Department of Conservation) within their Planning Area to have (within 24 months of the effective date of this measure) an adopted Agricultural Impact Policy. Said Agricultural Impact Policy will require the jurisdiction to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County's important agricultural lands. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

With proposed revisions accepted for items #5 and #6

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. In addition to the current requirements, the Growth Management Program compliance checklist will require jurisdictions, within 24 months of the effective date of this measure, to have the following adopted policies in place (where applicable): a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors, and a policy prohibiting development in designated 'non-urban' Priority Conservation Areas. In addition to the above, the Growth Management Program compliance checklist will also require jurisdictions with designated agricultural lands (as defined by the California Department of Conservation) within their Planning Area to have (within 24 months of the effective date of this measure) an adopted Agricultural Impact Policy. Said Agricultural Impact Policy will require the jurisdiction to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County's important agricultural lands. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.



SWAT

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

May 3, 2016

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

**RE: SWAT Meeting Summary Report for May 2, 2016 Comments on Draft
Transportation Expenditure Plan ("TEP"), Dated April 29, 2016**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, May 2 2016 and received an update from Contra Costa Transportation Authority ("Authority") staff on the Draft Transportation Sales Tax Expenditure Plan ("TEP"), dated April 29, 2016. SWAT appreciates the opportunity to provide additional input and acknowledges that the draft plan represents a tremendous amount of hard work and collaboration.

To date, SWAT has held a series of meetings in which the Draft TEP has been the focus of discussion. At the May 2, 2016 SWAT meeting, the updated funding allocations and description language were discussed. SWAT is forwarding the following comments and recommendations for the Authority's consideration:

Funding Category 16: Community Development Transportation:

SWAT proposes the following revision to the funding category:

1. *"This category is intended to provide funding to implement a new Community Development Transportation Program (CDTP) to be administered by the Authority in conjunction with the Authority's Transportation for Livable Communities Program (TLC) with projects identified by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated by the Authority on a competitive basis to transportation projects or programs that promote economic development, job creation and/or housing within established (or planned) transit supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of jobs or housing for all income levels. ~~including proposals to secure grants for the Affordable Housing Sustainable Communities Program (AHSC) administered by the State's Strategic Growth Council (SCG) and/or other similar programs. Working with the RTPCs,~~*

the Authority will prepare guidelines and establish overall criteria for the program with the intent of complementing and administering the program in conjunction with the Authority's Measure J TLC program no later than December 31, 2017."

2. SWAT recommends the following criteria for program funding:
 - a. Local match of 20%
 - b. Increase scoring criteria for projects that provide a larger match (21% or higher); and
 - c. Prioritization of projects included in a Priority Development Area.

Growth Management Program (GMP) – Allocation of Funds

3. SWAT expressed significant concern of whether or not proposed GMP language will be added as a requirement. Specifically:

"The Growth Management Program compliance checklist will include the disclosure of whether or not a jurisdiction has an adopted: Hillside Development Ordinance, Ridgeline Protection Ordinance, Open Space System with Ridgelines defined, protections for wildlife corridors, a plan to conserve buffers around open space and agriculture, prohibitions on the culverting of 'blue-line creeks' for anything other than road crossings and prohibitions on development in designated non-urban Priority Conservation Areas."

At this time, SWAT will defer making a final comment, until further clarification on this topic is provided.

With respect to the proposed GMP policy, submitted in the April 29, 2016 letter from Gray Bowen Scott:

"To insure the protection of agricultural lands, the following should be added to the Authority's Growth Management Checklist - any jurisdiction with agricultural lands (farming and ranching) within its designated Planning Area must have adopted an Agricultural Impact Policy. The Policy would require local agencies to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County's important agricultural lands."

The proposed language, as written, is problematic. SWAT will provide additional comments pending further discussion among Authority Commissioners; however, SWAT members have raised significant concerns regarding the language as it implies that the Transportation Authority is a land use agency and will be required to weigh in on local land use decision(s).

Urban Limit Line Requirements

4. SWAT supports the proposed language as follows:

Any jurisdiction that approves a minor adjustment to its applicable ULL that impacts designated agricultural lands is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of the designated agricultural lands will be mitigated by permanently protecting farmland.

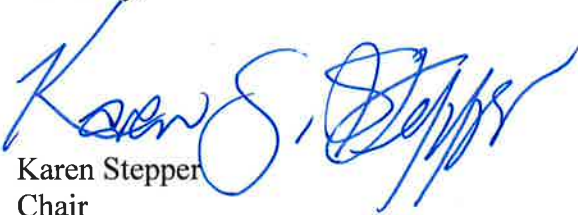
SWAT does not support the proposed ULL policies submitted in the April 29th, 2016 letter from Gray Bowen Scott.

Funding Plan

5. SWAT supports the proposal for a 30 year countywide sales tax measure; with one caveat:
- a. **Funding Category 15 – Pedestrian, Bicycle and Trail Facilities** states that one-third of the funds are to be allocated to the East Bay Regional Park District. SWAT recommends a reduction in funding one-third to one-quarter of the program allocation.

Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Administrative staff, Lisa Bobadilla at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,



Karen Stepper
Chair

Cc: Ross Chittenden, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

This Page Intentionally Blank

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

May 4, 2016

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee special meeting on May 4, 2016.

Contra Costa Transportation Authority (“CCTA” or “Authority”) Development of Draft Transportation Expenditure Plan (“TEP”). TRANSPLAN discussed the April 29, 2016 iteration of the Draft TEP, as well as letters from Gray Bowen Scott (“GBS”) dated April 20 and April 29, 2016 with supplemental recommendations for the TEP. Based on that information, TRANSPLAN would like to provide the following comments:

1. Category 8, Improve Traffic Flow along SR-242/SR-4: TRANSPLAN recommends balancing the allocations between Central and East County by reducing East County’s allocation from \$78 million to \$44 million. The remaining \$34 million should be reallocated within East County as follows: \$20 million to Category 1a, Additional Local Street Maintenance and Improvements, and \$14 million to Category 16, Community Development Transportation Program. This recommendation is detailed in the enclosed table.
2. Category 10, East County Corridors: TRANSPLAN rejects GBS’s recommended revisions to the language in this fund category as shown in their April 29, 2016 letter and recommends the Authority retain the language that was provided in the April 8 and April 29, 2016 Draft TEP.
3. Growth Management Program: GBS has recommended the Authority consider making adoption of “a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors and a policy prohibiting development in designated ‘non-urban’ Priority Conservation Areas” requirements in the Growth Management Checklist.

As stated in prior letters on the subject, TRANSPLAN opposes over-reaching land use controls or other policies in the Growth Management Program and TEP that prohibit a jurisdiction’s ability to receive return-to-source funds, and therefore certainly rejects this recommendation from GBS. All TRANSPLAN jurisdictions maintain voter approved Urban Limit Lines. In addition, East County jurisdictions are partners in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan. These mechanisms are specifically designed to prevent impacts to natural resources.

TRANSPLAN is also not interested in seeing this as a “disclosure” item in the Growth Management Checklist where if a jurisdiction does not have any of the aforementioned ordinances, they will be required to undertake “discussions” to consider adoption of such ordinances. Land use authority should remain with the local agencies and this type of policy requirement would jeopardize that.

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

Enclosure

c: TRANSPLAN Committee T. Grover, CCTA
L. Bobadilla, SWAT/TVTC J. Townsend, EBRPD
A. Tucci-Smith, TRANSPAC D. Dennis, ECCRFFA
J. Nemeth, WCCTAC

April 20, 2016
 RE: Review of the Draft TEP (dated April 8, 2016)
 Identified Issues and Recommendations
 Attachment (Page 1 of 2) - Summary of Draft TEP with Inclusion of
 Proposed Revisions (30 years of revenue)

TABLE OF EXPENDITURE PLAN FUNDING ALLOCATIONS

| No. | Funding Category | \$ millions | % | Distribution of Funding By Subregion | | | |
|-----|--|---------------|---------------|--------------------------------------|---------------|--------------|--------------|
| | | | | Central (a) | Southwest (b) | West (c) | East (d) |
| 1 | Local Streets Maintenance and Improvements | 663.5 | 23.09% | 192.0 | 147.5 | 145.6 | 178.4 |
| 1a | Add'l Local Streets Maintenance and Improvements | 20.0 | 0.70% | 20.0 | | | |
| 2 | Major Streets and Complete Streets Project Grants | 290.0 | 10.09% | 108.4 | 46.4 | 56.6 | 78.6 |
| 3 | BART Capacity, Access and Parking Improvements | 300.0 | 10.44% | 88.1 | 57.4 | 69.8 | 84.7 |
| 4 | East Contra Costa Transit Extension | 70.0 | 2.44% | | | | 70.0 |
| 5 | High Capacity Transit Improvements along the I-80 Corridor in West County | 55.0 | 1.91% | | | 55.0 | |
| 6 | I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue | 60.0 | 2.09% | | | 60.0 | |
| 7 | Improve traffic flow & implement high capacity transit in the I-680 corridor & SR 24 | 250.0 | 8.70% | 125.0 | 125.0 | | |
| 8 | Improve traffic flow along the SR 242 & SR 4 Corridors in Central and Eastern County | 122.0 | 4.25% | 44.0 | | | 78.0 |
| 9 | Interstate 680 and State Route 4 Interchange Improvements | 60.0 | 2.09% | 60.0 | | | |
| 10 | East County Corridor (Vasco Rd and/or Byron Highway Corridors) | 117.0 | 4.07% | | | | 117.0 |
| 11 | Bus and Non-Rail Transit Enhancements | 295.0 | 10.26% | 61.5 | 61.5 | 110.6 | 61.5 |
| 12 | Transportation for Seniors and People with Disabilities | 115.0 | 4.00% | 30.8 | 19.3 | 28.2 | 36.8 |
| 13 | Safe Transportation for Children | 64.0 | 2.23% | 8.7 | 20.0 | 26.1 | 9.1 |
| 14 | Intercity Rail and Ferry Service | 50.0 | 1.74% | 8.0 | | 35.0 | 7.0 |
| 15 | Pedestrian, Bicycle and Trail Facilities | 115.0 | 4.00% | 28.3 | 30.3 | 26.4 | 29.9 |
| 16 | Community Development Transportation Program | 86.0 | 2.99% | 25.3 | 16.4 | 20.0 | 24.3 |
| 17 | Innovative Transportation Technology / Connected Communities Grant Program | 65.0 | 2.26% | 22.1 | 11.0 | 16.7 | 15.2 |
| 18 | Transportation Planning, Facilities & Services | 28.7 | 1.00% | 8.4 | 5.5 | 6.7 | 8.1 |
| 19 | Regional Transportation Priorities | 18.7 | 0.65% | 5.0 | 3.7 | 5.0 | 5.0 |
| 20 | Administration | 28.7 | 1.00% | 8.4 | 5.5 | 6.7 | 8.1 |
| | TOTAL | 2873.5 | 100.0% | 843.9 | 549.6 | 668.3 | 811.7 |

20

44

38.3

| | | | | |
|---|--------|--------|--------|--------|
| Population Based Share | 843.9 | 549.6 | 668.3 | 811.7 |
| Population Share (2030 Estimate) of Total | 29.37% | 19.13% | 23.26% | 28.25% |

This Page Intentionally Blank

El Cerrito



Hercules

April 22, 2016

Pinole

Ross Chittenden
Chief Deputy Executive Director
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100
Walnut Creek, 94597

Richmond

RE: Draft Transportation Expenditure Plan (TEP)

San Pablo

Dear Mr. Chittenden:

We appreciate the opportunity to comment on the Draft TEP and also appreciate the ability of CCTA staff to be present at our meeting to answer the WCCTAC Board's questions.

Contra Costa
County

The WCCTAC Board met this morning, on April 22, 2016, and reviewed the Draft Transportation Expenditure Plan (TEP) that was approved by the Authority Board on April 6, 2016. In addition, the WCCTAC Board considered the suggestions provided by the Gray-Bowen-Scott consultant team in their recent memorandum, which were discussed at the Authority Board's Special TEP Meeting on April 20, 2016.

AC Transit

The WCCTAC Board directed staff to forward the following comments to CCTA:

1. **Gray-Bowen-Scott proposal**

The WCCTAC Board supports the Gray-Bowen-Scott proposal for a 30-year measure, as well as the funding allocations for West Contra Costa that were included in that proposal.

BART

WestCAT

2. **Two distinct categories for I-80**

The WCCTAC Board recommends that funding category #5 (High Capacity Transit Improvements along the I-80 Corridor in West County) and funding category #6 (I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue) be distinct and separate. There is a concern among WCCTAC Board members that by combining these two categories, one type of improvement could end up absorbing all of the future funding.

3. **Flexibility in funding category #15 (Pedestrian, Bicycle, and Trail Facilities)**

The description of funding category #15 (Pedestrian, Bicycle, and Trail Facilities) states that it will be used “primarily for construction”. It also says that the program can be used to fund planning activities. However, it explicitly prohibits the funding of project development activities that occur between the planning and construction phase, such as: design, project approvals, right-of-way acquisition, and environment clearance. The WCCTAC Board recommends that this category be more flexible and allow for project development activities to be funded as well.

Thanks again and please let me know if you have any questions.

Sincerely,



John Nemeth
Executive Director, WCCTAC