



April 29, 2016

TO: Ross Chittenden, Chief Deputy Executive Director

FR: William R. Gray, Principal

RE: Supplemental Recommendations (related to April 20, 2016 memorandum)

This is a follow-up to our memorandum dated April 20, 2016 transmitting recommendations related to changes and/or modifications to the draft TEP oriented at maximizing public support of the TEP for a possible November 2016 ballot measure. The Authority Board, at its April 20, 2016 special meeting directed staff and our consultant team to incorporate the GBS recommendations in the updated draft TEP and present it for consideration at the Board's next scheduled special meeting on May 4, 2016.

Over the past couple of weeks, CCTA staff and the GBS team have reviewed the GBS proposed changes with the Authority's Expenditure Plan Advisory Committee (EPAC) as well as other key stakeholders. Concurrent with this effort, our team has been working with staff to refine language and incorporate our recommendations into the April 29, 2016 draft of the TEP.

The following is a summary of the changes that staff and the GBS team have made to the April 20th recommendations to enhance and/or clarify the language in the draft TEP. These changes have been incorporated in the current draft TEP.

Corridors / Projects and Programs:

Recommended funding levels proposed in Items 1 through 6 of the April 20, 2016 GBS memorandum are reflected in the Table of Allocations in the April 29, 2016 draft of the TEP. Upon further review and discussion regarding presentation and formatting of the TEP, the I-80 investments are maintained in two separate funding categories.

Policies:

Item 7 - proposed CDT Program. The language related to the proposed Community Development Transportation Program (CDTP) has been updated to reinforce the intent of the Authority to maintain regional equity with the program and to more clearly indicate the intent of the Authority to administer this program in conjunction with the Authority's Transportation for Livable Community's (TLC) program. This combined program will allow the Authority to focus almost \$200 million (approximately \$120 million remains unallocated in the Measure J TLC program) on an enhanced program with the goal of pro-actively assisting jurisdictions

with the development of transportation infrastructure that can be demonstrated to incentivize the development of housing and jobs within their communities.

Item 9 – Performance Criteria. The draft TEP now includes language (Implementing Guidelines, Section 15) that requires the Authority to consider performance criteria when evaluating future funding decisions regarding projects and programs. This will insure that funding decisions reflect the vision of the TEP to enhance mobility and traffic smoothing, support transit, bike and pedestrian projects, consider the effects of GHG's and VMT, and minimize reliance on single-occupancy vehicles.

Item 10 – ULL. The April 29, 2016 draft of the TEP removes language from the previous version of the Draft TEP related to 5-year "caps" for minor ULL adjustments.

Item 11 – ULL. The April 20th GBS recommendation that those jurisdictions considering a 'non-voter approved' amendment to their ULL be required to adopt an Agricultural Protection Ordinance and/or mitigate the loss of designated Agricultural lands if said amendment impacts designated agricultural lands has been modified. The language in the April 29, 2016 draft of the TEP instead requires jurisdictions proposing any amendment to their ULL impacting designated agricultural lands to adopt an Agricultural Protection Ordinance or must demonstrate how the loss of the designated agricultural lands will be mitigated by permanently protecting farmland.

Item 12 – Growth Management Program. The April 20th GBS recommendation proposed additional disclosure items to the Growth Management Checklist to include whether or not a jurisdiction has adopted various open space and wildlife ordinances. The Growth Management Program section of the Draft TEP (April 29, 2016) includes proposed updated language reflecting this disclosure requirement.

Please note that the GBS team is now modifying this recommendation and is now recommending 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. This proposal is not included in the language of the April 29, 2016 draft of the TEP, however, additional information and proposed language is included in the GBS memorandum - Review of the Draft TEP (dated April 29, 2016); Additional Issues and Recommendations.

Item 13 – Local Contracting and Good Jobs. The language in the April 29, 2016 draft of the TEP for Implementing Guidelines, Section 19, Local Contracting and Good Jobs has been updated.

Item 14 – Vision. The language in the April 29, 2016 draft of the TEP in the Preface / Introduction section has been updated.