



**TRANSPORTATION, WATER &
INFRASTRUCTURE COMMITTEE**

June 10, 2019

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

**Agenda
Items:**

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **Administrative Items, if applicable.** (John Cunningham, Department of Conservation and Development)
4. **REVIEW record of meeting for April 8, 2019, Transportation, Water and infrastructure Committee Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).
5. **APPROVE and AUTHORIZE the Proposition 68 grant application, and DIRECT staff as appropriate including sending the application to the full Board of Supervisors with a recommendation to approve and authorize the Public Works Director, or designee, to execute grant application documents to secure grant funding with the California Natural Resources Agency, not to exceed \$1,100,000, for the Montarabay Green Infrastructure and Drainage Project.**
(Carl J. Roner, Department of Public Works)
6. **CONSIDER proposed ban of polystyrene food and beverage containers.** (Tim Jensen, Department of Public Works)
7. **CONSIDER report on Local, State, Regional, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development)

8. **RECEIVE report, DISCUSS County priorities for the Contra Costa Transportation Authority's 2020 Transportation Expenditure Plan/Sales Tax and DIRECT staff as appropriate.** (John Kopchik, Department of Conservation and Development).
9. **The next meeting date is Thursday, July 18, 1:00 p.m. Please note this is outside the regular 2nd Monday monthly schedule.**
10. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

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Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833, Fax (925) 674-7250
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill	HOT High-Occupancy/Toll
ABAG Association of Bay Area Governments	HOV High-Occupancy-Vehicle
ACA Assembly Constitutional Amendment	HSD Contra Costa County Health Services Department
ADA Americans with Disabilities Act of 1990	HUD United States Department of Housing and Urban Development
ALUC Airport Land Use Commission	IPM Integrated Pest Management
AOB Area of Benefit	ISO Industrial Safety Ordinance
BAAQMD Bay Area Air Quality Management District	JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
BART Bay Area Rapid Transit District	Lamorinda Lafayette-Moraga-Orinda Area
BATA Bay Area Toll Authority	LAFCo Local Agency Formation Commission
BCDC Bay Conservation & Development Commission	LCC League of California Cities
BDCP Bay-Delta Conservation Plan	LTMS Long-Term Management Strategy
BGO Better Government Ordinance (Contra Costa County)	MAC Municipal Advisory Council
BOS Board of Supervisors	MAF Million Acre Feet (of water)
CALTRANS California Department of Transportation	MBE Minority Business Enterprise
CalWIN California Works Information Network	MOA Memorandum of Agreement
CalWORKS California Work Opportunity and Responsibility to Kids	MOE Maintenance of Effort
CAER Community Awareness Emergency Response	MOU Memorandum of Understanding
CAO County Administrative Officer or Office	MTC Metropolitan Transportation Commission
CCTA Contra Costa Transportation Authority	NACo National Association of Counties
CCWD Contra Costa Water District	NEPA National Environmental Protection Act
CDBG Community Development Block Grant	OES-EOC Office of Emergency Services-Emergency Operations Center
CEQA California Environmental Quality Act	PDA Priority Development Area
CFS Cubic Feet per Second (of water)	PWD Contra Costa County Public Works Department
CPI Consumer Price Index	RCRC Regional Council of Rural Counties
CSA County Service Area	RDA Redevelopment Agency or Area
CSAC California State Association of Counties	RFI Request For Information
CTC California Transportation Commission	RFP Request For Proposals
DCC Delta Counties Coalition	RFQ Request For Qualifications
DCD Contra Costa County Dept. of Conservation & Development	SB Senate Bill
DPC Delta Protection Commission	SBE Small Business Enterprise
DSC Delta Stewardship Council	SR2S Safe Routes to Schools
DWR California Department of Water Resources	STIP State Transportation Improvement Program
EBMUD East Bay Municipal Utility District	SWAT Southwest Area Transportation Committee
EIR Environmental Impact Report (a state requirement)	TRANSPAC Transportation Partnership & Cooperation (Central)
EIS Environmental Impact Statement (a federal requirement)	TRANSPLAN Transportation Planning Committee (East County)
EPA Environmental Protection Agency	TWIC Transportation, Water and Infrastructure Committee
FAA Federal Aviation Administration	USACE United States Army Corps of Engineers
FEMA Federal Emergency Management Agency	WBE Women-Owned Business Enterprise
FTE Full Time Equivalent	WCCTAC West Contra Costa Transportation Advisory Committee
FY Fiscal Year	WETA Water Emergency Transportation Authority
GHAD Geologic Hazard Abatement District	WRDA Water Resources Development Act
GIS Geographic Information System	
HBRR Highway Bridge Replacement and Rehabilitation	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

3.

Meeting Date: 06/10/2019
Subject: Administrative Items, if applicable.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE
COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

This is an Administrative Item of the Committee.

Referral Update:

Staff will review any items related to the conduct of Committee business.

Recommendation(s)/Next Step(s):

CONSIDER Administrative items and Take ACTION as appropriate.

Fiscal Impact (if any):

N/A

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

4.

Meeting Date: 06/10/2019
Subject: REVIEW record of meeting for April 8, 2019, Transportation, Water and Infrastructure Meeting.
Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,
Department: Conservation & Development
Referral No.: N/A
Referral Name: N/A
Presenter: John Cunningham, DCD **Contact:** John Cunningham
(925)674-7833

Referral History:

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the TWI Committee web page: <http://www.cccounty.us/4327/Transportation-Water-Infrastructure>

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the April 8, 2019, Committee Meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

04-08-19 TWIC Meeting Record

04-08-19 TWIC Sign-In Sheet

DRAFT



TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

April 8, 2019

9:00 A.M.

651 Pine Street, Room 101, Martinez

Supervisor Karen Mitchoff, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: Karen Mitchoff, Chair
Candace Andersen, Vice Chair

Attendees: John Cunningham, CC County DCD
Maureen Toms, CC County DCD
Jody London, CC County DCD
Robert Sarmiento, CC County DCD
Shirley, Krohn, ACOA and CSL
Alicia Nuchols, Office of Supervisor Diane Burgis
Brian Balbas, CC County Dept. of Public
Carl Roner, CC County Dept. of Public
Nancy C. Wein, Jerry Fahy, CC County Dept. of Public
Jerry Fahy, CC County Dept. of Public Works

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

Shirley Krohn, (Contra Costa County Advisory Council on Aging, California Senior Legislature) suggested that a presentation to the Board of Supervisors on the California Senior Legislature would be useful. The Committee agreed and supported the suggestion. The Committee Members requested that Ms. Krohn work through either one of their offices or through the Chief of Staff for the current Chair of the BOS, John Gioia.

3. CONSIDER Administrative items and Take ACTION as appropriate.
4. Staff recommends approval of the attached Record of Action for the February 11, 2019, Committee Meeting with any necessary corrections.

The Committee unanimously APPROVED the meeting record.

5. REVIEW the recommended list of Road Maintenance and Rehabilitation Account (RMRA)(SB1) funded road projects, RECEIVE public comment and DIRECT staff to perform any changes or revisions to the recommended project list. RECOMMEND the Board of Supervisors approve project list, and direct staff to proceed with submitting the Fiscal Year 2019/2020 list of projects to the California Transportation Commission prior to the May 1, 2019 submittal deadline for approval.

The Committee unanimously APPROVED the staff recommendations further directing staff to bring the item to the Board of Supervisors on consent.

6. ACCEPT report on 2018 Bike-to-Work Day and DIRECT staff as appropriate, including 1) recommending measures that will increase the County's participation in future Bike-to-Work Days and 2) bringing this report to the full Board of Supervisors.

The Committee RECEIVED the report and directed staff to bring a brief report to the full Board of Supervisors at their May 7th meeting, and initiate event planning earlier next year in order to foster greater competition among departments.

7. REVIEW the Proposition 1 grant application, and DIRECT staff as appropriate including sending the application to the full Board of Supervisors with a recommendation to approve and authorize the Public Works Director, or designee, to execute grant application documents to secure grant funding with the California State Coastal Conservancy, not to exceed \$200,000, for the Montarabay Green Infrastructure and Drainage Project.

The Committee REVIEWED the grant application and unanimously APPROVED the staff recommendations.

8. CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

The Committee RECEIVED the report and recommended positions on AB 1568 (OPPOSE must go to BOS), SB 137 (SUPPORT, existing stated position), and SB 228 (SUPPORT, existing position per County State Legislative Platform).

9. The next meeting is currently scheduled for Monday, May 13, 2019.

10. Adjourn

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John Cunningham, Committee Staff

**Transportation, Water and Infrastructure Committee Meeting
April 8, 2019**

SIGN-IN SHEET

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Phone	EMAIL
John Cunningham	TWIC/DCD	674-7833	on file
BRIAN BARBAS	PWD	313-2201	
Carl Komer	PWT	313-2213	
Robert Sacramento	DCD	674-7822	
Shirley Krohn	ACOA + CSL	256-8736	skrohn9520@aol.com
JERAM FARM	PWT	313-2276	
NANCY C. WEIN	PWT	313-2275	
Maureen Tomo	DCD	674-7878	
Alicia Nichols	BOS Burgess	252-4500	
Jody Landa	DCD	674-7871	



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

5.

Meeting Date: 06/10/2019

Subject: APPROVE and AUTHORIZE to secure Proposition 68 grant funding with the California Natural Resources Agency.

Submitted For: Brian M. Balbas, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 2

Referral Name: Review application for transportation, water and infrastructure grants to be prepared by Public Works & Conservation and Development Departments.

Presenter: Carl J. Roner, Public Works
Department

Contact: Carl Roner
(925)313-2213

Referral History:

N/A

Referral Update:

The purpose of the proposed California Natural Resources Agency Proposition 68 Grant* will be to fund the design and construction of a green infrastructure project which will provide drainage to the Montarabay parking lot. The facility's parking lot, which is 1.82 acres in size, is completely paved and does not have any drainage facilities. During much of the winter it is flooded by rainfall, restricting parking and access to the community center. The adjacent ballfields do not dry out until late summer. These flooding events limit public access to the facility during the winter months and interfere with food distribution events that are held in the Montarabay parking lot on a monthly basis.

The overall site is set between higher ground to the west and elevated railroad embankments to the north and south. The only way to provide for surface runoff drainage is to construct a pipeline to Garrity Creek, to the east. Due to the large surface area of the parking lot, the former industrial use of the site as a sewage treatment plant, and the sensitivity of adjacent Garrity Creek, which discharges to San Pablo Bay, any drainage improvements to the parking lot should incorporate bioswales and other green infrastructure techniques to treat surface drainage prior to discharge. Bioswales are landscape elements designed to concentrate or remove debris and pollution out of surface runoff water.

Placing bioswales in the parking lot to break up and slow down traffic (precluding illegal street racing) would be a benefit to the users of the community center, particularly the less mobile elderly. Bioswales would also make the site more attractive and parklike, adding an element of urban greening to the site requested by the grant application.

The grant will pay for the engineering, landscape design, permitting, and construction for the bioswales and drainage pipeline.

* California Natural Resources Agency Proposition 68 grants fund green infrastructure.

Recommendation(s)/Next Step(s):

APPROVE & AUTHORIZE the Proposition 68 grant application, and DIRECT staff as appropriate including sending the application to the full Board of Supervisors with a recommendation to approve and authorize the Public Works Director, or designee, to execute grant application documents to secure grant funding with the California Natural Resources Agency, not to exceed \$1,100,000, for the Montarabay Green Infrastructure and Drainage Project.

Fiscal Impact (if any):

None. The grant will pay for the engineering, landscape design, permitting, and construction for the bioswales and the drainage pipeline.

Attachments

No file(s) attached.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

6.

Meeting Date: 06/10/2019

Subject: CONSIDER proposed ban of polystyrene food and beverage containers.

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 5

Referral Name: Review issues associated with the health of the San Francisco Bay and Delta, including water quality.

Presenter: Tim Jensen, Public Works Department **Contact:** Cece Sellgren
(925)313-2296

Referral History:

The Regional Water Quality Control Boards issue the County a stormwater permit on a five-year recurring cycle. The first permit was issued in 1993 and the current permit was issued in November 2015. The objective of the permit is to reduce pollutants in stormwater to improve stormwater quality, and increase stormwater infiltration into soils to improve watershed health.

Trash is considered a pollutant and the stormwater permit includes ambitious trash reduction targets. To meet the trash reduction targets, the County prepared trash reduction plans that include a variety of control measures. One of the control measures to reduce trash is to ban polystyrene food and beverage containers, as polystyrene is light and easily blown into waterways where it tends to break down into smaller pieces that are difficult to remove from the environment.

This issue was last heard at TWIC in October 2018, staff was directed to bring a full report to the BOS.

Referral Update:

The new stormwater permit, referred to as the Municipal Regional Permit 2.0, follows the prior Municipal Regional Permit 1.0 issued at the end of 2009. The Committee has reviewed several issues related to the stormwater permit, and Board members have testified before the Regional Water Board several times describing the impacts their stormwater permit has on County operations and the County budget.

Although the stormwater permit is a familiar topic to the Committee, this is the first time a proposed ban of polystyrene food and beverage containers has been before the Committee for consideration.

Recommendation(s)/Next Step(s):

CONSIDER a proposed ban of polystyrene food and beverage containers and the policy implications and objectives of a ban, PROVIDE staff with policy direction to develop a draft ordinance, and, if necessary, FORWARD the recommended policy direction to the full Board for consideration and concurrence.

Fiscal Impact (if any):

The cost to develop a polystyrene ban is estimated to be \$75,000. The annual cost to enforce a polystyrene ban is estimated to be \$25,000 for Option One. Option Two will cost more than Option One to administer and enforce, how much more is hard to determine given the variety of possible permutations of Option Two and the additional research required depending on the permutation. [*100% County Stormwater Utility Funds*]

Attachments

Memo to TWIC 11-8-18

Exhibit 1 Provisions

Exhibit 2 Communication Plan

Exhibit 3 Handout

Exhibit 4 Mailing 8-23-18

Exhibit 5 Mailing 10-15-18

Exhibit 6 CA Restaurant Assoc ltr

Exhibit 7 Goudey-London email 10-10-18




Contra Costa County
Public Works
Department

Brian M. Balbas, Director
Deputy Directors
Stephen Kowalewski, Chief
Mike Carlson
Warren Lai
Carrie Ricci
Joe Yee

Memo

November 8, 2018

TO: Transportation, Water, and Infrastructure Committee
FROM: Brian M. Balbas, Director 
SUBJECT: Proposed Ban of Polystyrene Food and Beverage Containers

Recommendation

- Consider a proposed ban of polystyrene food and beverage containers
- Consider the policy implications and objectives of a ban
- Provide staff with direction to develop a draft ordinance for public review
- Forward to the Board for concurrence prior to drafting the ordinance, if necessary

Background

The Regional Water Quality Control Board issues the County a Municipal Regional Permit (MRP), a stormwater permit requiring the County to improve stormwater quality in unincorporated County communities. Many of the permit provisions focus on reducing various pollutants in the County's waterways and storm drain system. Trash is considered a pollutant and the current permit (MRP 2.0) has a strong emphasis on reducing trash, with load reduction targets of 70% by 2017, 80% by 2019 and 100% by 2022. The County has developed a Trash Reduction Plan to meet these load reduction targets, and one element of the plan is to ban polystyrene food containers. Polystyrene (often referred to as styrofoam) is an especially troublesome form of litter as it tends to break down into smaller and smaller pieces in the environment, so that one initial piece of polystyrene trash over time becomes multiple pieces of trash. And, as the polystyrene breaks down into smaller pieces it becomes more and more difficult to pick out of or extract from the environment.

County staff began looking into a polystyrene ban in April of 2018, preparing an outline of the process to develop a County ordinance, a work plan to lay out the key steps, and a tentative schedule to complete each item. The Sustainability Commission was interested in the County's proposal to ban polystyrene containers and two members met with Public Works Department staff on April 17, 2018. The Commission members

reviewed the outline, discussed the process with staff, and offered their support as the process moved forward.

Proposed Ordinance

Setting. There are several valid reasons for banning food and beverage containers made from polystyrene foam or expanded polystyrene:

- Polystyrene production uses hydrofluorocarbons, identified as a contributor to the hole in the ozone layer
- Polystyrene is not biodegradable, is not recyclable (economically), and breaks into micro-pieces in the environment
- Styrene, the main component of polystyrene, has been classified as a possible human carcinogen
- Polystyrene chemicals can leach into food stored in polystyrene containers
- Polystyrene is manufactured from petroleum, a nonrenewable resource
- Marine animals and birds often mistake polystyrene particles as food, leading to digestive problems and often death

Objectives. In adopting any sort of product or material ban, the County must consider the policy implications of such a ban and, in turn, consider the following policy objectives:

- Adopt a ban that is consistent with most of the surrounding city bans
- Follow an adoption process that maximizes outreach to stakeholders and parties of interest
- Reduce trash and solid waste, increase recyclables, improve water quality, and protect the environment

Option One: Maximize Consistency. The first step in developing a proposed ban is to identify the cities within the County that have already banned polystyrene and what items were included in their ban (see Exhibit 1). All city ordinances ban the use of polystyrene food and beverage containers. Three cities also ban the use of other polystyrene products like packing peanuts, packaging materials, and ice chests. For the ban to be consistent with most of the cities and to reduce the impact as much as possible on food businesses, the County could consider the following elements:

- Ban polystyrene food and beverage container use by any business that sells, or prepares and sells, food or beverages to the public
- Encourage the use of returnable or reusable foodware
- Include a six-month grace period, allowing businesses to exhaust existing supplies
- Compostable containers would not be required

- Replacement food and beverage containers would have to be recyclable
- Prohibit County Departments from using polystyrene food or beverage containers
- Exempt prepared foods packaged outside the County
- Include a take-out fee provision that allows businesses to add the incremental cost increase of the alternative packaging material as a separate line item on their customer's bill

Option Two: Maximize Environmental Protection. Rather than develop an ordinance where consistency with surrounding cities is a priority, another approach is to use environmental protection as a priority. That option would add more provisions to enhance environmental protection. Richmond and San Pablo, for example, have ordinances with the most provisions for environmental protection. In addition to the provisions included above in Option One, the following could be added:

- Ban the sale of polystyrene food and beverage containers at retail outlets, such as grocery stores
- Ban the sale of polystyrene ice chests
- Ban the sale of polystyrene packaging materials and packing peanuts

Outreach. The next key step in the process is to determine how to reach out to the public, stakeholders, interested parties, and impacted parties to describe the proposed ordinance and to receive comments. Staff developed a high level communication plan (see Exhibit 2) and an outreach list that includes all restaurants, stores, convenience markets, etc. that sell food or beverages or use food and beverage containers in unincorporated communities (about 200 entities). The outreach list, which is a work in progress and continues to grow, also includes representative associations and other parties of interest, like the Restaurant Association, chambers of commerce, and recyclers or recovery businesses. To assist in describing why the County is banning polystyrene and what the ban would include, staff developed a handout that describes the proposed ban and includes a tentative schedule of key milestone events (see Exhibit 3).

Outreach began in earnest the third week of August with a letter to all parties on the outreach list informing them of the proposed polystyrene ban. A copy of the handout was enclosed with the letter. In addition, the letter included a caption in both Spanish and Chinese that directed them to a website with more information (see Exhibit 4). The website includes text in English with a button that will take the reader to a translated version of the text into either Spanish or Chinese. The letter requested comments on the proposed ban. A second letter was mailed out in October that notified interested parties of the Transportation, Water, and Infrastructure Committee meeting (see Exhibit 5). This second letter also requested comments on the proposed ban.

Climate Action Plan

The County adopted a Climate Action Plan in December 2015, which includes many measures to reduce greenhouse gas emissions while improving community health. The following are some of the measures included in the Climate Action Plan that a polystyrene ban would help move forward:

- **Government Operations.** Measure GO.4 "Government Operations – Waste Reduction" aims at reducing waste in government operations by, in part, increasing recycling. One of the problems with polystyrene is there are virtually no recycle/recovery businesses that will accept the material for recycling. It is too light and too difficult to handle to make it economically feasible to collect the material and recycle it for reuse. Banning polystyrene food and beverage containers in County offices will require County departments to use alternative materials that are recyclable.
- **Solid Waste.** Measure W.1 "Waste Reduction and Recycling" promotes increased diversion of waste to recycling and reuse. As noted above, polystyrene cannot be economically recycled and therefore ends up in the waste stream to landfills. Banning polystyrene will require replacing food and beverage containers with a recyclable material and reduce the waste stream to the County's landfills. However, this works well for recyclable alternative materials, but not compostable alternative materials. Compostable materials can increase generation of methane gas at landfills, countering the goal of Measure W.2 "Landfill Management", which strives to reduce landfill materials with high methane generation potential. Compostable materials should only be allowed with adequate separation and collection programs in place, which currently are not available.
- **Low Impact Development.** Measure EE.4 encourages the use of low impact development strategies for new development. This results in the construction of bio-retention basins, grassy swales, and other green infrastructure facilities. These facilities collect stormwater runoff from the development, treating the runoff and increasing infiltration rates as the stormwater drains through the facility. These facilities also collect litter that blows across the landscape, including polystyrene cups and food containers, or broken pieces of polystyrene cups and food containers. We are currently in the beginning of a long-term social effort to modify the built environment to treat stormwater through green infrastructure. It is always easier to convince people to change to a new system if the system looks good and is easy to maintain. Litter, such as polystyrene food and beverage containers, become trapped in these facilities and must be removed. This litter

diminishes the aesthetics of the facility and increases maintenance costs, making the social change more difficult.

- **Energy Efficiency.** Measure EE.1, 2, and 6 pertain to increasing energy efficiency of residential and commercial buildings. Polystyrene is used in the construction industry as a lightweight insulator. For example, blocks are used in road construction over unstable soil to reduce the weight of the road prism, sheets are used in buildings under the exterior sheathing as insulation, and spacers are used in concrete flooring systems to create voids between concrete beams. All these uses encapsulate the material and prevent it from breaking down in the environment, as opposed to disposable food and beverage containers.
- **Public Health.** The Climate Action Plan also seeks to improve public health and reduce health equity while reducing greenhouse gas emissions. There are increased health impacts to disadvantaged communities, assuming there is increased reuse of polystyrene food and beverage containers within that population. The longer food is stored in polystyrene containers and the more often the container is reused, there is more chance of polystyrene chemicals leaching from the container into the food. This can cause increased health concerns, especially as styrene, the main component of polystyrene, has been classified as a possible human carcinogen.

Outreach and Equity

Banning polystyrene food and beverage containers will be an impact on all businesses that use those products. And the impact will likely be larger for those businesses in disadvantaged communities, where the profit margin may be less than in other communities. Polystyrene food and beverage containers are currently less expensive than alternative recyclable containers, so switching to alternative containers will increase operational costs. For some small businesses this will be perceived as an overreach of government into how they do business and the choices they make in procuring their supplies. The following are some ways the County can reduce impacts on impacted businesses:

- Provide a six-month grace period so businesses can use up existing supplies
- Provide a comprehensive list of suppliers for alternative containers
- Identify all potential alternative container materials that would satisfy the ordinance
- Provide examples of alternative container materials and containers
- Provide information in multiple languages

Outreach to all impacted and interested parties will be key to the success of this ordinance. While sending letters to everyone initially is a good start, we will also need

to offer to attend group meetings and make presentations, for example, to chambers of commerce. We may also want to hold community workshops in certain areas to explain the ordinance. We should also be aware that this outreach effort is for the ordinance itself. There'll need to be a similar outreach effort once the ordinance is adopted and the focus turns to implementation.

Public Comments

The following are some of the key comments received since mailing the initial outreach letter in late August.

- **California Restaurant Association:** In their letter dated September 24, 2018, the California Restaurant Association states that polystyrene food and beverage containers are top performers in keeping foods fresh and safe for eating and drinking. The Association believes a comprehensive program to reduce litter is better than focusing on a single product, and opposes the County adopting a polystyrene ban. (See Exhibit 6)
- **Howdy Goudey, Sustainability Commission member:** In an e-mail dated October 10, 2018, Mr. Goudey explained in detail why he believes compostable materials should be included as an alternative material to polystyrene food and beverage containers. (See Exhibit 7)

Policy Considerations

The next step in the process to ban polystyrene is to develop a draft ordinance. The draft ordinance will define polystyrene, identify banned polystyrene products, describe who the ban will apply to, outline exemptions and enforcement, and identify acceptable alternative materials in place of polystyrene. The Committee should consider the following key policy questions and provide direction to staff so a draft ordinance can be prepared.

- **Grace Period.** Most cities with a ban provided a grace period before the ordinance went into effect to allow businesses time to use up their existing supplies of polystyrene containers. This seems like a fair and simple way to assist impacted businesses through the transition from polystyrene to alternative materials. Two cities allowed a two-year grace period, but these were ordinances adopted in 1993. All other ordinances have been adopted within the past 10 years and those with a grace period allowed a six-month transition. Staff recommends a six-month grace period.

- **Exemptions.** All city bans exempt food products prepackaged outside of the city, and most exempt packaging for raw meat, fish, and chicken, and exempt egg cartons. Staff recommends the County ordinance include similar exemptions.
- **Banned Items.** The most fundamental question in developing a draft ordinance is what items should be banned. All cities that ban polystyrene ban the use of food and beverage containers. Several cities also ban the sale of polystyrene food and beverage containers. Three cities go beyond that and ban other specific items such as packing peanuts, and ice chests. To be consistent with all these cities, the County could ban only the use of polystyrene food and beverage containers. The Sustainability Commission discussed the proposed ban on polystyrene at their August 27, 2018 meeting and advocated for a broader ban than just the use of food and beverage containers. Increasing the number of items banned furthers the County's goal of improving watershed health and protecting environmental resources. However, increasing the number of items banned also increases the complexity and cost of enforcement. There is a current enforcement model for stormwater inspections that can be modified fairly easily to include the use of polystyrene food and beverage containers. Expanding the ban to include the sale of food and beverage containers, for example, would require a new, separate enforcement program, adding complexity and cost to project implementation. It may be better to ban the sale of food and beverage containers later as a second phase, after the program has been successfully set up and running.

Staff recommends banning the items shown on Exhibit 1 under Option One. This option produces a ban consistent with most surrounding cities. Alternatively, the Committee could approve Option Two, or some combination of both. Option Two would reduce the amount of disposal waste being landfilled, resulting in a more environmentally protective ordinance. This would be consistent with two cities in West County, but not consistent with most other cities. Enforcement of Option One would be straightforward with a fairly simple expansion of our existing inspection program of restaurants and similar food facilities. Option Two would add many more retail outlets to inspect that we currently don't inspect and would require a new inspection program, increasing program costs. If the Committee chooses Option Two, staff recommends the ban of additional polystyrene items become effective 12 months after adoption of the ordinance, and the additional retail outlets be part of an outreach effort to explain the ban requirements but enforcement would be on a complaint basis. This would allow staff to get the program up and running and address food and beverage containers before having to address the retail outlets.

- **Compostable Materials.** Initially staff recommended the alternative materials allowed would not include compostable products. This was due to concerns

expressed by County staff knowledgeable about the recycling industry and the services and facilities available locally to manage compostable materials. At their August 27, 2018 meeting, the Sustainability Commission advocated for including compostable materials as an alternative to polystyrene. They felt it would still be better to have compostable materials in the landfill than alternative plastic materials. In fact, it is worse to have compostable materials end up in the landfill because compostable materials would generate more greenhouse gas emissions than landfilling recyclable plastic. Staff continues to recommend not including compostable materials as an alternative to polystyrene at this time, for several reasons:

- Only some of the incorporated and unincorporated areas of the County currently have separate collection service for food waste or food contaminated compostable materials, so it is premature to require businesses in unincorporated areas to package food in compostable "To Go" containers.
- The County only has authority over the Franchise Agreements that govern collection provided to approximately 53% of the population living in unincorporated areas, so the County can't require consistent recycle and compostable collection services. For consistent service, the County will need cooperation from the special districts or Joined Powers Authority having authority over the collection franchises governing services provided to the remaining unincorporated areas (47%).
- New regulations are being developed in response to recent changes in State law which will impose substantial new requirements related to recovery and composting of organics in the waste stream. It is critical that the County not take an action mandating increased generation of compostable waste without first ensuring there is sufficient composting capacity to manage food waste and other compostable items already present in our waste stream.
- Some compostable products look very similar to plastic and cannot be distinguished by the public, making proper sorting at the customer level problematic. This same challenge is also problematic for composting facility operators, and when in doubt the material will be disposed of and not composted. At a minimum, it makes the sorting process more complex and time-consuming. If sorting costs increase, recyclers are likely to either raise rates or refuse to accept compostable food waste materials. Refusal to accept compostable materials would result in an increase in the waste stream to and methane emissions from our landfills.

Our goal is to roll out an easy to understand and easy to implement program. Adding compostable materials at this time would create confusion and increase complexity. Senate Bill 1383 (2016) requires a 50% reduction in organic waste going to landfills by 2020 and a 75% reduction by 2025. The objective of these reduction targets is to reduce methane emissions from landfills. Including compostable products as an alternative material for food and beverage containers would increase the amount of organic waste generated, making it harder to achieve these reduction targets as some of this waste would likely end up in landfills.

Not all compostable products are the same. Plastic-based compostable products don't break down fast enough for commercial composting and can get confused with other non-compostable plastics that then contaminate the composting operation. Paper based products are compatible with commercial composting operations. Compostable grade plastic and paper food-ware both go in green waste containers as compostable products. Recyclable plastic food-ware goes into recycle containers.

The real challenge to recovering these materials is food remnants that contaminate food-ware materials. Wholesale buyers of recycled materials have been requiring a much higher quality product. This in turn means that food residue on recyclable plastic food-ware products must be washed off to be accepted at recycling facilities. Unwashed recyclable plastic food-ware is diverted to the landfill. So, it is ultimately up to consumers to clean their food laden recyclable plastic food-ware if the County is to reach its goal of reducing landfill disposal.

Composting has numerous benefits, including water conservation, improved soil health, and carbon sequestration. Staff recommends the ordinance be amended in the future to include compostable materials, once the County and local cities have compostable material collection programs in place. It will also be important for the County to verify there is adequate composting facility capacity to manage the additional material and obtain confirmation from the operator that the alternative compostable materials that would be required will actually be composted locally.

Another potential option for the proposed ban of polystyrene food and beverage containers, not recommended by staff, is to include a compostable provision that only allows paper-based products. At a minimum, the County should consult with the composting facility operator to confirm the facility would in fact compost the paper-based products that would be required by the ordinance. If the Committee chooses to include compostable products as an alternative material, then staff recommends the ordinance not specify the inclusion of compostable materials but also not preclude the use of compostable materials. Instead, businesses will be informed of what alternative materials are acceptable by County staff during the implementation phase of the polystyrene ban project. Initially, compostable

products will not be listed as an acceptable material. In the board order approving the ordinance, staff would suggest specific prerequisite actions/milestones that would trigger when to include compostable products as an acceptable material. Suggested prerequisite actions/milestones would include determination that introduction of compostables would not negatively impact the County's compliance with SB 1383 regulations currently being developed by the State, assurance from local operators there is adequate capacity to handle the additional compostable materials, and there is uniform collection service throughout unincorporated communities accepting compostable food-ware materials (with food residue) in green waste containers.

- **County Departments.** Many of the cities with bans also ban the use of polystyrene containers by their city departments. In the spirit of showing unity with all impacted parties, staff recommends that the ban would also apply to all County departments. Two memos were sent to all departments informing them of the proposed ban and requesting any exemptions due to operational concerns. So far, there have been no requested exemptions to the ban. Staff recommends the ban include County departments.
- **Public and Service Providers.** Another key question is to what extent the ban would apply. Initially, staff is proposing the ban apply only to packaging containers used by businesses that sell, or prepare and sell, food or beverages. This would include restaurants, convenience stores, markets, and other similar businesses. However, there are other entities that provide food and beverages and use food and beverage containers, but the food and beverages are not for sale. This would include such entities as schools, hospitals, clinics, and childcare and other care facilities. Should these other entities also be included in the ban? It should be noted the County has no authority over school districts to dictate what products they can use. Staff recommends these types of facilities not be included in the ban at this time.

Fiscal Impact

The cost to develop a polystyrene ban is estimated to be \$75,000. The annual cost to enforce a polystyrene ban is estimated to be \$25,000 for Option One. Option Two will cost more than Option One to administer and enforce, how much more is hard to determine given the variety of possible permutations of Option Two and the additional research required depending on the permutation.

Summary of Staff Recommendations

- **Grace Period.** Grant a six month grace period.

- **Exemptions.** Exempt food products prepackaged outside of the County, and packaging for raw meat, fish, chicken, and eggs.
- **Banned Items.** Ban the items outlined in Option One.
 - o **Option Two:** If this option is considered then specify additional items to be banned beyond Option One.
 - o **Option Two:** If this option is considered, staff recommends the ban of additional items become effective 12 months after the ordinance is adopted, and enforcement is on a complaint basis.
- **Compostables.** Do not include compostable products at this time.
 - o **Conditional Adoption.** If adding compostable products to the ordinance is considered, staff recommends the introduction of compostable products as an acceptable alternative material would occur after certain conditions are met, to be outlined in the board order adopting the ordinance.
- **County Departments.** Apply the ban to all County Departments.
- **Public and Service Providers.** Do not include these types of facilities at this time.

Attachments

- Exhibit 1: Comparison of city ordinances
- Exhibit 2: Communication Plan
- Exhibit 3: Project handout
- Exhibit 4: August outreach letter
- Exhibit 5: October outreach letter
- Exhibit 6: Letter from the California Restaurant Association
- Exhibit 7: E-mail from Mr. Howdy Goudey

BMB:RMA:lz
G:\fldct\Mitch\Polystyrene Ban\TWIC memo 9-2018.docx

c: Mike Carlson, Administration
Tim Jensen, Flood Control
Cece Sellgren, Flood Control

Exhibit 1: Polystyrene Ban Ordinance Provisions within Contra Costa County (November 2018)

Ordinance Provision (Note 2)	Richmond	San Pablo	El Cerrito	Walnut Creek	Pinole	Lafayette	Pittsburg	Hercules	Concord	Martinez	County Proposal	
											Option 1 (Note 3)	Option 2
Ban Use of Polystyrene Food Containers	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ban Sale of Polystyrene Food Containers	Yes	Yes			Yes	Yes	Yes					Yes
Ban Sale of Ice Chests	Yes	Yes			Yes		Yes					Yes
Ban Sale of Packing Peanuts	Yes	Yes										Yes
Ban Sale of Packaging Materials	Yes	Yes										Yes
Ban City Depts, Vendors, From Using Polystyrene	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes			Yes
Grace Period to Comply			6 Months		6 Months	6 Months	12 Months		6 Months	24 Months		6 Months
Compostable Provision	Yes	Yes	Yes				Yes		Yes			6 Months (Note 4)
Returnable or Reuseable Foodware Encouraged	Yes	Yes	Yes			Yes	Yes		Yes	Yes		Yes
Recyclable Provision	Yes	Yes	Yes			Yes	Yes		Yes	Yes		Yes
Include Service Providers (hospitals, care facilities)	Yes	Yes (Note 1)					Yes		Yes			
"Take Out Fee"	Yes		Yes				Yes					Yes
Exempt foods prepackaged outside city	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Exempt raw meat and egg containers	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Year Adopted	2013	2014	2014	2014	2018	2014	1993/2018	2008	2018	1993		

Note 1: This provision is in the city's ordinance, but is not enforced.

Note 2: A provision with a "Yes" indicates it is included in the City ordinance. A provision with a blank indicates it is not included in the City ordinance.

Note 3: Option 1 is recommended by staff.

Note 4: A possible "Yes" option if the alternative material is limited to paper based, compostable products. Staff does **not** recommend this option.

Exhibit 2
Proposed Ordinance to Ban Polystyrene
Communication Plan
July, 2018

Initial Comment Period

- Develop list of interested and impacted parties and representative associations (Parties)
- Send letter to Parties about the Polystyrene Ban and request comments
- Send memo to County departments about the Polystyrene Ban and request comments
- Meet with or present to representative associations as requested
- Expand Parties list to add newly discovered parties of interest or that will be impacted

Ordinance Development Period

- Send notice to Parties of the initial public hearing on the Polystyrene Ban and request comments
- Finalize enforcement process
- Conduct initial public hearing at TWIC and receive comments
- Finalize ordinance design and submit to County Counsel

Ordinance Approval Period

- Send notice to Parties of the public hearing on the Polystyrene Ban ordinance and request comments
- Conduct public hearing at TWIC on the ordinance and receive comments
- Finalize ordinance for approval
- Send notice to Parties of the final public hearing on the ordinance approval
- Conduct public hearing at the Board of Supervisors on the ordinance for approval

Post Ordinance Approval Period

- Send notice to Parties the ordinance to ban polystyrene has been approved and include information sheet on how to comply
- Send memo to County departments the ordinance to ban polystyrene has been approved and include information sheet on how to comply
- Coordinate with enforcement personnel to develop implementation process and procedures

POLYSTYRENE BAN

WHY BAN POLYSTYRENE?

Polystyrene (sometimes called Styrofoam™) production uses hydrofluorocarbons, identified as a contributor to the hole in the ozone layer

Polystyrene is not biodegradable, is not recyclable (economically), and breaks into micro-pieces in the environment

Styrene, the main component of polystyrene, has been classified as a possible human carcinogen


Polystyrene chemicals can leach into food stored in polystyrene containers

POLICY OBJECTIVES IN ADOPTING A POLYSTYRENE BAN

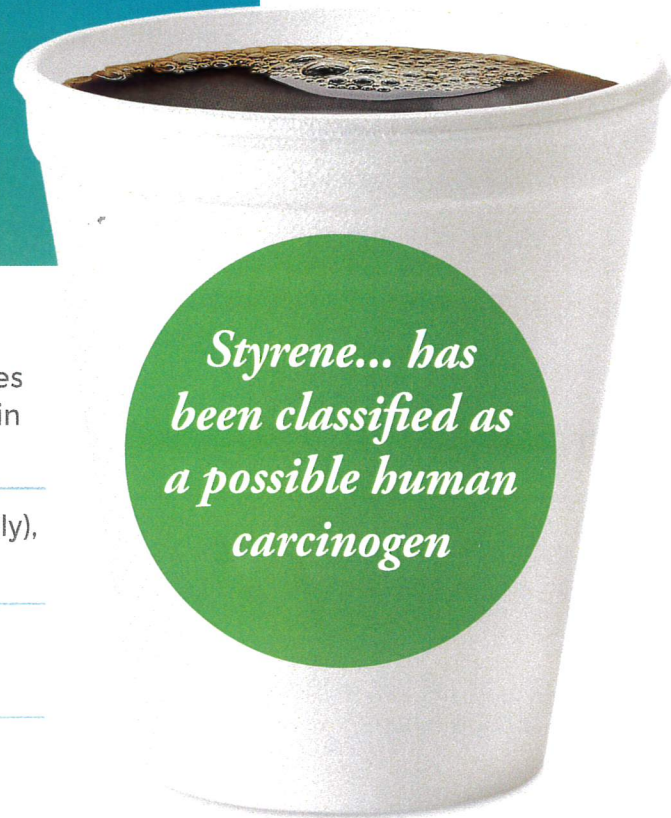
Adopt a ban that is consistent with most of the surrounding city bans

Follow an adoption process that maximizes outreach to stakeholders and parties of interest

Reduce trash and solid waste, increase recyclables, improve water quality, and protect the environment



*Polystyrene...
breaks down into
micro-pieces in the
environment*



*Styrene... has
been classified as
a possible human
carcinogen*

ELEMENTS OF THE PROPOSED BAN ON POLYSTYRENE

- ✓ Polystyrene food and beverage containers would be banned
- ✓ A six-month grace period would be included, allowing business to exhaust existing supplies
- ✓ Compostable containers would not be required
- ✓ Replacement food and beverage containers would have to be recyclable
- ✓ County Departments would be precluded from using polystyrene food or beverage containers
- ✓ Prepared foods packaged outside the County would be exempt

DISCUSSION

Of the 19 cities and towns in Contra Costa County, ten have adopted a polystyrene ban, the earliest in 1993

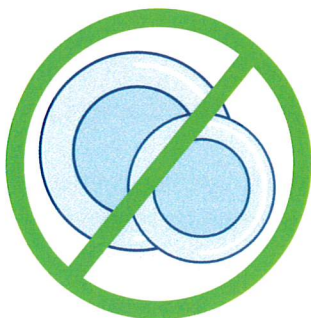
Of the 19 cities and towns in Contra Costa County, ten have adopted a polystyrene ban, the earliest in 1993. All ordinances ban the use of polystyrene food containers, while three ban the use of other polystyrene products like packing peanuts, packaging materials, and ice chests. To be consistent with most of the surrounding cities, the County is only banning food and beverage containers in unincorporated communities. The County is required to reduce trash in its waterways to be in compliance with its Municipal Regional Permit. In the environment, polystyrene containers break down into smaller and smaller pieces, creating more trash than alternative food and beverage containers. Once it starts breaking down it is almost impossible to clean up, and the small pieces are a health hazard to many aquatic species and their prey.

TENTATIVE SCHEDULE OF KEY MILESTONES

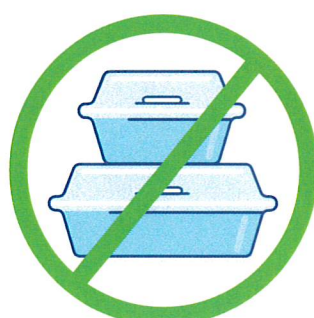
OUTREACH TO STAKEHOLDERS, INTERESTED AND IMPACTED PARTIES, AND REPRESENTATIVE ASSOCIATIONS TO SEEK COMMENTS	AUGUST- SEPTEMBER 2018
CONDUCT INITIAL PUBLIC HEARING TO GATHER INPUT	OCTOBER 2018
DEVELOP ORDINANCE	NOVEMBER 2018 - MARCH 2019
CONDUCT SECOND PUBLIC HEARING TO REVIEW ORDINANCE	APRIL 2019
REVISE ORDINANCE AS NECESSARY	APRIL - MAY 2019
CONDUCT FINAL PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS TO APPROVE ORDINANCE	MAY 2019

If you have comments on the polystyrene ban please contact Cece Sellgren at 925-313-2296, or at cece.sellgren@pw.cccounty.us

THE BAN WILL INCLUDE:



PLATES



TAKE-OUT CONTAINERS



CUPS



BOWLS



Contra Costa County
Public Works
Department

Brian M. Balbas, Director
Deputy Directors
Stephen Kowalewski, Chief
Mike Carlson
Warren Lai
Carrie Ricci
Joe Yee

EXHIBIT 4

August 23, 2018

Dear ,

Contra Costa County is proposing to ban polystyrene (styrofoam) food and beverage containers in all unincorporated communities. The proposal will be similar to 10 other cities within the County that have already implemented a polystyrene ban.

The proposal would ban the use of polystyrene for all food and beverage containers, such as bowls, plates, trays, cartons, cups, and "clamshell" style food containers. The ban would apply to all businesses that sell food or beverages, such as restaurants, grocery stores, convenience stores, fast food services, etc., or package leftovers from a partially consumed meal. Enclosed is a flyer with more information on the polystyrene ban.

The County is proposing to ban polystyrene to reduce the impact that polystyrene food and beverage containers have on the environment. Polystyrene is not biodegradable and breaks down into smaller and smaller pieces over time, multiplying its environmental impact. There are also potential health concerns, as polystyrene chemicals can leach into food stored in polystyrene containers.

The process to ban polystyrene food and beverage containers is just beginning and the County is seeking comments from all interested parties or those who would be impacted by a ban. The enclosed flyer has a tentative schedule to process the proposed polystyrene ban, including public hearings. If you have any initial comments or questions on the proposed polystyrene ban, please e-mail them to cece.sellgren@pw.cccounty.us; mail them to the Contra Costa County Public Works Department, 255 Glacier Drive, Martinez, CA 94553, attention Cece Sellgren; or call Cece Sellgren directly at 925-313-2296.

- 「該縣擬禁止商店和餐館使用聚苯乙烯泡沫塑料製成的食品和飲料容器。如需更多信息（中文），請訪問網站 www.cccounty.us/PolyBan。」（中文）
- El condado está proponiendo prohibir los recipientes de alimentos y bebidas de Styrofoam en tiendas y restoranes. Para obtener más información en español, visite el sitio Web www.cccounty.us/PolyBan.

Sincerely,

Cece Sellgren
Program Manager, County Watershed Program

CS:RMA:lz
G:\fdct\Mitch\Polystyrene Ban\Outreach Letter 8-23-2018 final w-sig.docx
Enclosure

"Accredited by the American Public Works Association"

255 Glacier Drive Martinez, CA 94553-4825

TEL: (925) 313-2000 • FAX: (925) 313-2333

06-10-19 10:10:11 AM Meeting Agenda
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Contra Costa County Public Works Department

Brian M. Balbas, Director
Deputy Directors
Stephen Kowalewski, Chief
Mike Carlson
Warren Lai
Carrie Ricci
Joe Yee

October 15, 2018

Dear Interested Party,

Contra Costa County is proposing to ban polystyrene (styrofoam) food and beverage containers in all unincorporated communities. The proposal will be similar to 10 other cities within the County that have already implemented a polystyrene ban.

A public meeting will be held on November 8, 2018 to discuss the ban.

The discussion will be at the County's Transportation, Water, and Infrastructure Committee meeting at 3:00 on November 8, at 651 Pine Street, Martinez, in Room 101 on the ground floor.

The proposal would ban the use of polystyrene for all food and beverage containers, such as bowls, plates, trays, cartons, cups, and "clamshell" style food containers. The ban would apply to all businesses that sell food or beverages, such as restaurants, grocery stores, convenience stores, fast food services, etc., or package leftovers from a partially consumed meal. Enclosed is a flyer with more information on the polystyrene ban.

The County is proposing to ban polystyrene to reduce the impact polystyrene food and beverage containers have on the environment. Polystyrene is not biodegradable and breaks down into smaller and smaller pieces over time, multiplying its detrimental environmental impact. There are also potential health concerns, as polystyrene chemicals can leach into food stored in polystyrene containers.

If you have any comments or questions on the proposed polystyrene ban, please e-mail them to cece.sellgren@pw.cccounty.us; mail them to the Contra Costa County Public Works Department, 255 Glacier Drive, Martinez, CA 94553, attention Cece Sellgren; or call Cece Sellgren directly at 925-313-2296.

- 「該縣擬禁止商店和餐館使用聚苯乙烯泡沫塑料製成的食品和飲料容器。如需更多信息（中文），請訪問網站 www.cccounty.us/PolyBan。」（中文）
- El condado está proponiendo prohibir los recipientes de alimentos y bebidas de Styrofoam en tiendas y restaurantes. Para obtener más información en español, visite el sitio Web www.cccounty.us/PolyBan.

Sincerely,

Cece Sellgren
Program Manager, County Watershed Program

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"Accredited by the American Public Works Association"

255 Glacier Drive Martinez, CA 94553-4825

TEL: (925) 313-2000 • FAX: (925) 313-2333

www.cccounty.gov

06-10-19 PWIC Meeting Agenda
Packet Pg.29 of 192



September 24, 2018

Contra Costa County Board of Supervisors
Board Chambers Room 107
Administration Building
651 Pine Street
Martinez, CA 94553

Re: Restaurant Food Packaging Ban: OPPOSE

Dear Contra Costa County Board of Supervisors,

On behalf of the California Restaurant Association (CRA), which represents food and beverage establishments in Contra Costa County, I would like to take this opportunity to respond to the proposal for a ban on polystyrene food packaging. We believe that imposing a ban on polystyrene will do little to reduce overall litter within the County of Contra Costa.

The restaurant community across the State of California continues to share concern about land and marine life by reducing their environmental impact as much as possible. Pollution is the responsibility of all county residents, as it is a serious issue. However, focusing on one product is a discriminatory approach, and has proven to be ineffective.

When litter is truly reduced, of course, the total amount of debris polluting our rivers, streams, and ocean is ultimately reduced as well. Litter abatement efforts should thus be comprehensive, specifically aimed at reducing all litter and not on one individual product. When that is achieved, all pollution harming marine wildlife and land ecosystems will reduce.

For example, in 2008 the City and County of San Francisco banned polystyrene containers. Following that, paper cup litter increased after this ban was enacted, as was reported in a later litter audit. Single product bans simply change the composition of litter instead of truly reducing it. For this reason, the CRA has long-supported packaging mandates requiring all food packaging to be recyclable or compostable, both avoiding discriminatory bans and improving environmental conditions.



Furthermore, polystyrene foam containers remain among the most effective for keeping foods fresh, leak-free, and most importantly keeping food hot or cold. That's why using polystyrene is still standard practice for many restaurants selling frozen food or drinks, as well as for restaurants that sell hot and soupy meals. Improper storage of food can cause the food to spoil due to an increase or decrease in temperature, which highly increases the risk of foodborne illnesses. It is for this reason that polystyrene is often still used for leftovers and frozen food or drinks.

The restaurant community is characterized by razor thin profit margins of about 5 cents on the dollar – in a sound economy. For this reason, cost has always been a significant factor in the consideration of a product on top of the functional value. Alternatives to polystyrene can double – or even triple – the cost of food packaging for local restaurants, and do not efficiently carry the food. Cost differences are felt differently by different sizes, types, and locations of restaurants and therefore have a differing impact on the local restaurant community.

The CRA continues to support the presence of recycling and composting programs to mitigate environmental impacts. To that end, the CRA has been working at both the state and local level to promote such programs. Less than one week ago, Governor Brown signed SB 1335 into law supported by the CRA. SB 1335 requires CalRecycle to establish a process and develop criteria for determining the types of food service packaging that can be used at state facilities. Under this bill, CalRecycle must maintain a list of these approved products, which they have determined are reusable, recyclable, or compostable. Importantly, this legislation reflects a material neutral approach to the issue of increasing the recovery of all food service packaging materials.

The CRA intends to be an active participant in the regulatory process working to help create a program that is informed and supported by scientific data, considers and reflects input and expertise from the food service packaging industry, food service providers, and other and ensures meaningful recovery of all food service packaging materials.

It is because of this that we believe that any effort to do so should be a comprehensive litter abatement policy instead of an attempt to ban a single product. Given the comprehensive precedent the new state law provides for food facilities on state property, we believe that Contra Costa County should abandon the pursuit of single product food packaging bans and, instead, embrace the spirit of SB 1335 and work towards its success and possible expansion.

Thank you for your consideration. If you have any questions, please contact me at (650) 288-8235 or apiccoli@calrest.org.



Sincerely,

A handwritten signature in black ink that reads "Alison Piccoli". The signature is written in a cursive, flowing style.

Alison Piccoli
Director, Local Government Affairs – Bay Area Region
California Restaurant Association

Mitch Avalon

Subject: FW: Ban of Polystyrene food and beverage containers**From:** Howdy Goudey**Sent:** Wednesday, October 10, 2018 2:26 PM**To:** Jody London; Mitch Avalon**Subject:** Re: Ban of Polystyrene food and beverage containers

Mitch,

Thanks for considering the input from the Sustainability Commission and giving us a chance for feedback on the latest revision to the proposed polystyrene ban. While I still think there should be a more comprehensive foodware ordinance, I can see the reasoning behind taking an initial step to at least meet the minimum polystyrene standards consistent with most surrounding jurisdictions, as long as there is an intention to move forward with review of further possible foodware restrictions in the near future.

However, I don't understand the reluctance to encourage highly compostable foodware alternatives as part of this ordinance. It is true that some of the plastics sold as compostable are difficult to distinguish from recyclable plastics, and beyond that, some compost facilities explicitly don't want the "compostable" hard plastic products (PLA) because they either don't break down well enough or they get confused with other plastics that end up contaminating the compost. However, highly compostable paper products [including grease proof paper](#), etc. should be included as viable foodware alternatives that are much less problematic than recyclable plastics. I have included further comments interleaved with text from your memo below, in red.

Howdy Goudey

Staff continues to recommend not including compostable materials as an alternative to polystyrene at this time, for several reasons:

- Only some of the incorporated and unincorporated areas of the county currently have collection service for food waste or food contaminated compostable materials, so it is premature to require establishments and the unincorporated area to place food in compostable "To Go" containers.

Compost requirements are rapidly expanding as part of state laws, most notably SB1383 which targets 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025, so it is not too early to be considering any way to help get food waste into the compost stream. Recyclable plastic foodware contaminated with remnant food requires careful cleaning if it is going to be recycled, and even then, the market for this type of plastic is essentially non-existent (plastic clam shell boxes sent to recycling are diverted to landfill at the moment). Sending compostable foodware contaminated by food to the compost stream is much easier for the users, haulers and processors, because it doesn't require separation and cleaning. Even if compost service is not ubiquitous, it will soon become much more wide spread, and even today, access to compost facilities is arguably much greater than the access to a recycling stream that will actually recycle foodware plastics.

- The County only has authority over the Franchise Agreements that govern collection provided to approximately 53% of the population living in unincorporated areas, so the County can't require consistent recycling requirements.

Independent of county authority, there are still state laws driving increased rates of waste stream diversion for both recyclables and compost. If the county lacks jurisdiction, it might need to consider how that might change or perhaps how the county can better collaborate with solid waste franchises in the unincorporated county. This argument doesn't support favoring recyclable foodware over compostable, because the county doesn't have control of either one for half the population, so there is just as likely to be no recycling stream available as there is to be no compost stream available.

- New regulations are being developed in response to recent changes in State law which propose to impose substantial new requirements upon counties and food waste generators related to recovery and composting of organics in the waste stream, so it is critical that the County first ensure there is sufficient composting capacity for food waste and other compostable items already present in our waste stream prior to taking an action that would mandate increased generation of compostable waste.

Yes, as I mentioned above, the state mandated foodwaste diversion to composting facilities is quite demanding, with compliance ramping up very quickly, so it doesn't make sense to put off implementation measures that will help meet these coming regulations. It is far more viable to compost foodwaste and single-use foodware together rather than separate and wash and hope that a recycler will actually take a clean plastic container. There are already more facilities in the county that will take compost than there are facilities that will truly recycle foodware plastics. There is a need to ramp up composting collection and processing facilities, but there is no need to wait for this to happen to direct foodware choices in a compatible direction.

- Some compostable products look very similar to plastic and cannot be distinguished by the public, making proper sorting at the customer level problematic. This same challenge is also problematic for composting facility operators, and when in doubt the material will be disposed of and not composted. At a minimum, it makes the sorting process more complex and time-consuming. If sorting costs increase, recyclers are likely to either raise rates or refuse to accept compostable food waste materials, increasing the waste stream to our landfills.

It would be fine to prohibit "compostable" hard plastics like PLA as an alternative foodware option, however, truly compostable paper foodware products should be encouraged, with a high standard for waterproof/greaseproof papers that don't rely on plastic coatings. There is an equal or greater risk that sorting costs will rise for recyclables because of food contamination issues and the lack of market for most foodware plastics.



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

7.

Meeting Date: 06/10/2019

Subject: CONSIDER report: Local, Regional, State, and Federal Transportation Issues: Legislation, Studies, Miscellaneous Updates, take ACTION as Appropriate

Submitted For: TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE,

Department: Conservation & Development

Referral No.: 1

Referral Name: REVIEW legislative matters on transportation, water, and infrastructure.

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7883

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors (BOS), references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

This report includes four sections, 1: LOCAL, 2: REGIONAL, 3: STATE, and 4: FEDERAL.

1. LOCAL

No report in June.

2. REGIONAL

No report in June.

3. STATE

Mr. Watts will attend the June Committee meeting to provide a report.

Contra Costa County Specific Legislation of Interest:

AB 1025 (Grayson): TRANSPORTATION: California Transportation Commission: San Ramon Branch Corridor: Reimbursement aka "The Iron Horse Bill".

Status: As of the submission of this report the Iron Horse Bill had been ordered to the Senate (5-23) and is awaiting Committee referral.

Discussion: Mr. Watts will provide an update on the status of the bill.

Other

County staff brought the bill to the Iron Horse Corridor Management Program Advisory Committee in May for discussion and input. The IHC Committee was supportive of the changes reflected in the bill, the addition of the Committee seat for the Contra Costa Transportation Authority and the addition to the work program to consider proposals to study new and emerging mobility modes and technologies in the corridor.

AB 970 (Salas): California Department of Aging: Grants: Transportation

Status: As of the submission of this report AB 970 had been ordered to the Senate and was dual referred to Human Services and Environmental Quality. The bill will be heard at the Senate Human Services Committee on June 10th at 3:00.

Discussion: AB 970 was similar to a bill developed by Contra Costa County in that it accessed Cap and Trade revenue to fund improvements to transportation services for seniors & persons with disabilities (SPD). Relative to the County proposal, the bill had limited language relative to the administration of the grant program and rationale for accessing Cap and Trade revenue.

Given that 1) the County had that additional detail already developed, and 2) more critically we did not secure an author for our own bill, the County transmitted a "Support if Amended" letter and engaged the Author's staff. The Author, his staff, and the legislative analyst's office have been receptive to input from the County, the bill has gone through several revisions reflecting that input.

Additional revisions will be necessary in order for the County to adopt a support position. A concern is that if the legislation is enacted without appropriate revisions it will make subsequent legislation accessing Cap and Trade revenue for the SPD population much more difficult.

Other:

- MTC staff is preparing a "Support if Amended" position for consideration by their Legislation Committee and Board.

Attached: June TWIC Report - Legislation of Interest.

4. FEDERAL

No written report in June.

Recommendation(s)/Next Step(s):

CONSIDER report on Local, Regional, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

AB 970 - Salas Bill Text

AB 1025 Iron Horse Bill Text

June TWIC - Legislation of Potential Interest

June TWIC Memorandum

AMENDED IN ASSEMBLY APRIL 12, 2019

AMENDED IN ASSEMBLY MARCH 20, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 970

Introduced by Assembly Member Salas

February 21, 2019

An act to add Chapter 8.5 (commencing with Section 9580) to Division 8.5 of the Welfare and Institutions Code, relating to aging.

LEGISLATIVE COUNSEL'S DIGEST

AB 970, as amended, Salas. California Department of Aging: grants: transportation.

Existing law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available for appropriation.

Existing law establishes the Air Quality Improvement Program, which is administered by the state board for the purpose of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Existing law requires that moneys in the Air Quality Improvement Fund, upon appropriation by the Legislature, be expended by the state board in accordance with the program.

Existing law requires the California Department of Aging to designate various private nonprofit or public agencies as area agencies on aging to work for the interests of older Californians within a planning and service area and provide a broad array of social and nutritional services. Existing law states that the mission of the department is to provide leadership to the area agencies on aging in developing systems of home- and community-based services that maintain individuals in their own homes or the least restrictive homelike environments. Existing law establishes certain wellness, injury prevention, and other programs within the department to serve both older individuals and persons with a disability, as defined.

This bill would require the department to administer a grant program to receive applications from *eligible applicants, including, but not limited to*, area agencies on aging *and public transit operators*, to fund transportation to and from nonemergency medical services for older individuals and persons with a ~~disability who reside in rural, desert, or mountain areas within a planning and service area~~, *disability*, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, *operation*, or maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12, or 15 passengers.

The bill would authorize the allocation of moneys from the Greenhouse Gas Reduction Fund and the Air Quality Improvement Fund, upon appropriation by the Legislature, to fund the grant program.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 8.5 (commencing with Section 9580) is
2 added to Division 8.5 of the Welfare and Institutions Code, to read:
3
4 CHAPTER 8.5. TRANSPORTATION FOR MEDICAL SERVICES
5
6 9580. ~~(a) The department~~
7 9580. (a) *For purposes of this section, “near-zero-emission*
8 *vehicle” and “zero-emission vehicle” have the same meanings as*
9 *those terms are defined in Section 44258 of the Health and Safety*
10 *Code.*

1 (b) *The department shall administer a grant program to fund*
 2 *transportation to and from nonemergency medical services for*
 3 *older individuals, as defined in Section 9018, and persons with a*
 4 *disability, as defined in Section 9653, pursuant to this department,*
 5 *in coordination with the State Air Resources Board and the State*
 6 *Department of Health Care Services, section for the purpose of*
 7 *reducing greenhouse gas emissions.*

8 ~~(b) Area agencies on aging may apply for grants from the~~
 9 ~~department pursuant to this section. An area agency on aging that~~
 10 ~~has been awarded a grant shall use the funds to provide~~
 11 ~~transportation as described in subdivision (c).~~

12 (c) *Eligible applicants who may apply for grants from the*
 13 *department pursuant to this section shall include, but not be limited*
 14 *to, all of the following:*

15 (1) *Local or regional transportation agencies that provide*
 16 *transportation services to seniors and persons with disabilities.*

17 (2) *Area agencies on aging.*

18 (3) *Counties.*

19 (4) *Public transit operators.*

20 (d) *An applicant that has been awarded a grant shall use the*
 21 *funds to provide transportation services as described in subdivision*
 22 *(e).*

23 ~~(e)~~

24 (e) (1) *Eligible transportation includes transportation to and*
 25 *from nonemergency medical services for older individuals and*
 26 *persons with a disability, as described in subdivision (a), who*
 27 *reside in rural, desert, or mountain areas within a planning and*
 28 *service area. (b).*

29 (2) *Eligible transportation shall be made available using the*
 30 *purchase, lease, operation, or maintenance of zero-emission or*
 31 *near-zero-emission vehicles with a capacity for 7, 12, or 15*
 32 *passengers.*

33 ~~(f)~~

34 (f) (1) *The department may use moneys allocated to the grant*
 35 *program pursuant to Section 9581 to cover reasonable*
 36 *administrative costs incurred by the department under this section.*

37 (2) ~~An area agency on aging applicant that has been awarded~~
 38 ~~a grant may use grant moneys to cover reasonable administrative~~
 39 ~~costs incurred by the area agency on aging applicant under this~~
 40 ~~section.~~

1 9581. Moneys from the Greenhouse Gas Reduction Fund,
2 created pursuant to Section 16428.8 of the Government Code, and
3 the Air Quality Improvement Fund, created pursuant to Section
4 44274.5 of the Health and Safety Code, Code may be allocated,
5 upon appropriation by the Legislature, to fund the grant program
6 described in Section 9580.

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AMENDED IN ASSEMBLY MARCH 26, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1025

Introduced by Assembly Member Grayson

February 21, 2019

~~An act to amend Section 75221 of the Public Resources Code, relating to transportation. An act relating to transportation.~~

LEGISLATIVE COUNSEL'S DIGEST

AB 1025, as amended, Grayson. ~~Transit and Intercity Rail Capital Program. Transportation: California Transportation Commission: San Ramon Branch Corridor: reimbursement.~~

Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and the allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Through certain commission resolutions, the commission allocated moneys appropriated to it in the 1980s from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. Those resolutions require the county to reimburse the state if the county fails to meet specified conditions.

This bill would relinquish the rights of the state to reimbursement pursuant to those resolutions.

This bill would also require the County of Contra Costa to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee to: (1) include a seat for a Contra Costa Transportation Authority representative, (2) expand the management program elements

to include a new, 7th element that considers proposals to study new and emerging mobility modes and technologies in the corridor, and (3) include a new task in the committee's work program to recommend a framework for acting on these proposals. The bill would also make findings and declarations in support of these requirements.

By imposing new duties on local public officials, the bill would create a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Existing law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law prescribes the eligibility requirements for projects under the program.

This bill would make a nonsubstantive change to the provision related to project eligibility.

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes.
State-mandated local program: ~~no~~-yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) The Southern Pacific Railroad's San Ramon Branch Line
- 4 started service in 1891. That section of the rail line in the County
- 5 of Contra Costa extended 18.5 miles from the City of Concord to
- 6 the Alameda County line.
- 7 (b) In 1978, Southern Pacific Railroad received federal
- 8 permission to abandon the rail line. The line's railroad tracks
- 9 were removed over the following one to two years.
- 10 (c) The County of Contra Costa obtained \$10,579,000 in
- 11 Transportation Planning and Development Account (TP&D) grants
- 12 starting in 1982 to fund a feasibility study and pay for the partial
- 13 acquisition of the San Ramon Branch Corridor's right-of-way,

1 including a 1982 TP&D grant, MT-83-16, for \$2,000,000, a 1985
2 TP&D grant, MT-86-1, for \$2,579,000, and a 1986 TP&D grant,
3 MT-87-2, for \$6,000,000.

4 (d) The grants' requirements included (1) the conduct of a
5 feasibility study with costs to be shared equally by state and
6 nonstate sources, and (2) the planning and construction of a
7 busway or exclusive mass transit guideway. The feasibility study
8 investigated possible transportation improvements within the
9 right-of-way and the Interstate Route 680 corridor between the
10 Cities of Concord and Pleasanton.

11 (e) The County of Contra Costa raised some of the nonstate
12 moneys necessary to purchase the right-of-way through the sale
13 of easements to the Central Contra Costa Sanitary District and
14 the Contra Costa County Flood Control District. The Contra Costa
15 County Redevelopment Agency (RDA) also acquired portions of
16 the right-of-way in the redevelopment area. The RDA used a
17 portion of that right-of-way to construct bicycle and pedestrian
18 access improvements, including a bridge exclusively for bicycles
19 and pedestrians crossing over a major arterial that serves the
20 Pleasant Hill/Contra Costa Centre Bay Area Rapid Transit (BART)
21 station.

22 (f) In 1986 the County of Contra Costa entered into a license
23 agreement with East Bay Regional Park District to operate a
24 10-foot wide paved multiuse trail within the right-of-way called
25 the "Iron Horse Regional Trail." On July 5, 2017, the East Bay
26 Regional Park District's Board of Directors authorized an electric
27 bicycle pilot program, for Class 1 and 2 E-bikes, on the Iron Horse
28 Regional Trail. On October 18, 2017, the Contra Costa
29 Transportation Authority appropriated \$350,000 in funds from
30 Measure J, the local transportation sales tax initiative approved
31 by the voters in November 2004, to conduct the Iron Horse Active
32 Transportation Corridor Study.

33 (g) Due to a combination of an acute shortage of automobile
34 parking at the Pleasant Hill/Contra Costa Centre BART station
35 and the immediate proximity of the Iron Horse Regional Trail, a
36 significant expansion of bicycle accommodation in the station area
37 has taken place to improve BART station access. New
38 accommodations include the installation of a 215-space secure
39 bike station, the placement of a fleet of docked and dockless bikes,
40 and improvements to the surrounding infrastructure to

1 accommodate bikes. These investments concurrently rely on, and
2 increase the usage of, the Iron Horse Regional Trail.

3 (h) When the County of Contra Costa purchased the
4 right-of-way, water lines and a high pressure gas line were already
5 in place in the right-of-way. The county has expanded access to
6 utilities by authorizing the installation of a reclaimed waterline,
7 a fiber optic line, sewer lines, and additional water lines.

8 (i) Consistent with requirements in the grants described in
9 subdivision (c), the County of Contra Costa has identified, and
10 restricted the use of, a 34-foot wide transit area throughout the
11 right-of-way for a busway or exclusive mass transit guideway while
12 continuing to use and manage the right-of-way, emphasizing active
13 transportation projects and the general benefit to the public. The
14 Board of Supervisors of the County of Contra Costa is advised on
15 this use and management by the multijurisdictional Iron Horse
16 Corridor Management Program Advisory Committee that is
17 comprised of representatives from the community of Alamo, the
18 City of Concord, the City of San Ramon, the Town of Danville, the
19 City of Walnut Creek, and the City of Pleasant Hill, the board of
20 supervisors, and the East Bay Regional Park District.

21 (j) The Iron Horse Regional Trail is one of the largest and oldest
22 multiuse trails in the San Francisco Bay area, is the East Bay
23 Regional Park District's most used trail, and has evolved into a
24 cherished community element. The County of Contra Costa,
25 through grant funding and project sponsors, constructed alternate
26 trails in several sections of the right-of-way allowing walkers and
27 joggers to use the right-of-way separately from faster moving
28 cyclists and other wheeled modes of transportation.

29 (k) The County of Contra Costa receives requests from adjacent
30 cities and companies to make improvements to the right-of-way.
31 Approving the requests continues to be a challenge while
32 maintaining the 34-foot wide clear area to accommodate the
33 busway or exclusive mass transit guideway.

34 (l) While there is potential for emerging transportation
35 technologies to be implemented in the corridor, a busway or
36 exclusive mass transit guideway is no longer a best practice or
37 appropriate use of the right-of-way. The right-of-way is used
38 annually by over one million recreational users, commuters, and
39 students for access to 11 schools, three BART stations that face
40 severe parking shortages, numerous commercial and recreational

1 activity centers, as well as other regional trails which together
2 with the Iron Horse Trail form a sophisticated countywide active
3 transportation network comprised of the Contra Costa Canal Trail
4 and two other trails to which connections are planned, the
5 Lafayette-Moraga Regional Trail and the Delta de Anza Regional
6 Trail.

7 (m) With the evolution of new mobility technologies, including
8 ride hailing, transportation network companies, autonomous
9 vehicles, miscellaneous wheeled devices, and other “last mile”
10 options, an investment in a busway or exclusive mass transit
11 guideway in a corridor bounded by the BART commuter rail line
12 in both the north, the Pittsburgh-Bay Point-SFO Line, and in the
13 south, the Dublin-Pleasanton-Daly City Line, is unlikely to meet
14 cost-benefit expectations.

15 (n) The construction of a busway or exclusive mass transit
16 guideway is no longer operationally or financially viable due to
17 the cost of developing these modes of transportation in compact,
18 established communities with substantial density immediately
19 adjacent to urban and suburban uses, and the corresponding
20 density of road and trail crossings, the overwhelming presence of
21 active mode users, and the status in the community of the corridor
22 and trail as a linear park, recreational, and multiuse facility.

23 (o) Above and beyond the requirements to study and construct
24 the busway or exclusive mass transit guideway, the Contra Costa
25 Transportation Authority has conducted comprehensive analyses
26 in the broader travel corridor, the “I-680 Investment Options
27 Analysis” (2003) and the “I-680 Transit Investment/Congestion
28 Relief Options Study” (2015). Neither effort recommended the use
29 of the Iron Horse right-of-way as a viable option to address
30 congestion on I-680. With the rapid emergence of new mobility
31 options, an update to these prior studies is warranted.

32 (p) The County of Contra Costa remains committed to
33 continuing its good faith effort in working with corridor-adjacent
34 cities and the Contra Costa Transportation Authority, to
35 collaboratively invest, study, and develop the corridor for the
36 public benefit, including the examination of new transportation
37 modes and technologies as they evolve. This commitment is
38 evidenced by the Iron Horse Active Transportation Corridor Study
39 currently underway. The study includes an examination of the
40 accommodation of shared autonomous vehicles. Study oversight

1 includes representatives from the Contra Costa Transportation
2 Authority, corridor cities, and the East Bay Regional Park District.

3 SEC. 2. (a) The County of Contra Costa shall do both of the
4 following:

5 (1) Revise the bylaws of the Iron Horse Corridor Management
6 Program Advisory Committee to include a seat for a Contra Costa
7 Transportation Authority representative and expand the
8 management program elements to include a new, seventh element
9 that considers proposals to study new and emerging mobility modes
10 and technologies in the corridor.

11 (2) Include a new task in the committee's work program to
12 recommend a framework for acting on the proposals.

13 (b) The state hereby relinquishes the rights to reimbursement
14 established pursuant to the following California Transportation
15 Commission resolutions relating to the San Ramon Branch
16 Corridor: Resolution MT-83-16 (December 17, 1982), TP&D
17 Abandoned Railroad Right-of-Way Program, Resolution MT-86-1
18 (September 1985), TP&D Transit Capital Improvement Funding,
19 Resolution MT-87-2 (July 1986), and TP&D Abandoned Railroad
20 Right-of-Way Program.

21 SEC. 3. If the Commission on State Mandates determines that
22 this act contains costs mandated by the state, reimbursement to
23 local agencies and school districts for those costs shall be made
24 pursuant to Part 7 (commencing with Section 17500) of Division
25 4 of Title 2 of the Government Code.

26 SECTION 1. ~~Section 75221 of the Public Resources Code is~~
27 ~~amended to read:~~

28 ~~75221. (a) Projects eligible for funding under the program~~
29 ~~include, but are not limited to, all of the following:~~

30 ~~(1) Rail capital projects, including acquisition of rail cars and~~
31 ~~locomotives, that expand, enhance, and improve existing rail~~
32 ~~systems and connectivity to existing and future transit systems,~~
33 ~~including the high-speed rail system.~~

34 ~~(2) Intercity, commuter, and urban rail projects that increase~~
35 ~~service levels, improve reliability, or decrease travel times,~~
36 ~~including infrastructure access payments to host railroads in lieu~~
37 ~~of capital investments.~~

38 ~~(3) Rail, bus, and ferry integration implementation, including,~~
39 ~~but not limited to, integrated ticketing and scheduling systems,~~

1 ~~shared-use corridors, related planning efforts, and other service~~
2 ~~integration initiatives.~~

3 ~~(4) Bus rapid transit and other bus and ferry transit investments~~
4 ~~to increase ridership and reduce greenhouse gas emissions.~~

5 ~~(b) In order to be eligible for funding under the program, a~~
6 ~~project shall demonstrate that it will achieve a reduction in~~
7 ~~emissions of greenhouse gases. In selecting projects for funding,~~
8 ~~the Transportation Agency shall consider the extent to which a~~
9 ~~project reduces emissions of greenhouse gases.~~

10 ~~(c) The program shall have a programmatic goal of providing~~
11 ~~at least 25 percent of available funding to projects benefiting~~
12 ~~disadvantaged communities, consistent with the objectives of~~
13 ~~Chapter 830 of the Statutes of 2012.~~

14 ~~(d) In evaluating grant applications for funding, the~~
15 ~~Transportation Agency shall consider all of the following:~~

16 ~~(1) The cobenefits of projects that support the implementation~~
17 ~~of sustainable communities strategies through one or more of the~~
18 ~~following:~~

19 ~~(A) Reducing vehicle miles traveled from automobiles and the~~
20 ~~number of automobile trips through growth in transit ridership.~~

21 ~~(B) Promoting housing development in the vicinity of rail~~
22 ~~stations and major transit centers.~~

23 ~~(C) Expanding existing rail and public transit systems.~~

24 ~~(D) Enhancing the connectivity, integration, and coordination~~
25 ~~of the state's various transit systems, including, but not limited to,~~
26 ~~regional and local transit systems and the high-speed rail system.~~

27 ~~(E) Implementing clean vehicle technology.~~

28 ~~(F) Promoting active transportation.~~

29 ~~(G) Improving public health.~~

30 ~~(2) The project priorities developed through the collaboration~~
31 ~~of two or more rail operators and any memoranda of understanding~~
32 ~~between state agencies and local or regional rail operators.~~

33 ~~(3) Geographic equity.~~

34 ~~(4) Consistency with an adopted sustainable communities~~
35 ~~strategy or, if a sustainable strategy is not required for a region by~~
36 ~~law, a regional plan that includes policies and programs to reduce~~
37 ~~emissions of greenhouse gases.~~

38 ~~(5) The extent to which a project has supplemental funding~~
39 ~~committed to it from other nonstate sources.~~

40 ~~(6) The extent to which the project will increase transit ridership.~~

1 ~~(e) Eligible applicants under the program shall be public~~
2 ~~agencies, including joint powers agencies, that operate or have~~
3 ~~planning responsibility for existing or planned regularly scheduled~~
4 ~~intercity or commuter passenger rail service, urban rail transit~~
5 ~~service, or bus or ferry transit service.~~

6 ~~(f) A recipient of moneys under the program may combine~~
7 ~~funding from the program with other state funding, including, but~~
8 ~~not limited to, the State Transportation Improvement Program, the~~
9 ~~Low Carbon Transit Operations Program, the State Air Resources~~
10 ~~Board clean vehicle program, and state transportation bond funds.~~

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Status actions entered today are **listed in bold**.

File name: Master

California

1. **CA AB 311**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Very Fast
Moving Bill

1st Committee

1st Fiscal
Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

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Author: Jim Frazier (D-011)

Title: Regional Centers: Billing: Daily Rates

**Fiscal
Committee:** yes

**Urgency
Clause:** no

Introduced: 01/29/2019

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Repeals the provision requiring activity centers, adult development centers, behavior management programs, and other look-alike day programs with a daily rate to bill regional centers for services provided to consumers in terms of 1/2 days of service and full days of service.

Status: 05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

2. **CA AB 641**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Slow
Moving Bill

1st Committee

1st Fiscal
Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

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Author: Jim Frazier (D-011)

Title: Developmental Services

**Fiscal
Committee:** yes

**Urgency
Clause:** no

Introduced: 02/15/2019

Last Amend: 03/21/2019

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Authorizes a consumer in a supported employment program or work activity program who has the stated goal of integrated competitive employment in their IPP to request to use tailored day services in conjunction with their existing program to achieve that goal, if specified criteria are met, including that the type, amount, and provider of tailored day service allowed under these provisions is determined through the IPP process.

Status: 05/16/2019 In ASSEMBLY. Joint Rule 62(a) suspended.
05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

3. CA AB 812



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⓘ
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Author: Jim Frazier (D-011)

Title: Developmental Services: Inspector General

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/20/2019

Last Amend: 04/25/2019

Disposition: Pending

Location: Assembly Appropriations Committee

Summary: Requires the Department of Developmental Services, to convene a working group of consumers, consumer representatives, and representatives of specified agencies to examine topics related to oversight and accountability of the developmental services system.

Status: 05/16/2019 In ASSEMBLY. Joint Rule 62(a) suspended.
05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.

4. CA AB 823



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive



Our Forecast ⁱ
▼ Show More



Author: Joaquin Arambula (D-031)

Title: Developmental Services

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/20/2019

Disposition: Pending

Location: Assembly Human Services Committee

Summary: Includes expressly mobile crisis services and paid employment for service providers as a means for which the Department of Developmental Services is authorized to establish guidelines for the usage of community placement funds. Requires additionally a regional center to contract for mobile crisis services to ensure that consumers are able to remain in the least restrictive environment.

Status: 03/04/2019 To ASSEMBLY Committee on HUMAN SERVICES.

5. CA AB 847



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



1st Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⁱ
▼ Show More



Author: Timothy S. Grayson (D-014)

Title: Housing: Transportation Related Impact Fee Grants

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/20/2019

Last Amend: 03/27/2019

Disposition: Pending

Location: Assembly Housing and Community Development Committee

Summary: Requires the Department of Housing and Community Development to establish a competitive grant program to award grants to cities and counties to offset the total amount of any transportation related impact fees exacted upon a qualifying housing development project by the local jurisdiction.

Status: 04/01/2019 Re-referred to ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT

6. CA AB 970



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill



Author: Rudy Salas (D-032)

Title: California Department Of Aging: Grants: Transportation

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/21/2019

Last Amend: 04/12/2019

Disposition: Pending

Committee: Senate Human Services Committee

Hearing: 06/10/2019 3:00 pm, Rose Ann Vuich Hearing Room (2040)

Summary: Requires the Department of Aging to administer a grant program to receive applications from eligible applicants, including, but not limited to, area agencies on aging and public transit operators, to fund transportation to and from nonemergency medical services for older individuals and persons with a disability, for the purpose of reducing greenhouse gas emissions.

Status: 05/29/2019 To SENATE Committees on HUMAN SERVICES and ENVIRONMENTAL QUALITY.

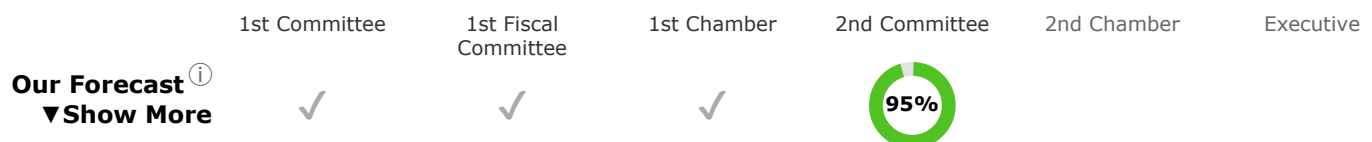
7. CA AB 1025



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill



Author: Timothy S. Grayson (D-014)

Title: Transportation Commission: San Ramon Branch Corridor

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/21/2019

Last Amend: 03/26/2019

Disposition: Pending

Location: SENATE

Summary: Relinquishes the rights of the state to reimbursement for projects relating to the San Ramon Branch Corridor. Requires the County of Contra Costa to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee.

Status: 05/23/2019 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (78-0)

8. **CA AB 1112**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Laura Friedman (D-043)

Title: Shared Mobility Devices: Local Regulation

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/21/2019

Last Amend: 05/07/2019

Disposition: Pending

Committee: Senate Transportation Committee

Hearing: 06/11/2019 1:30 pm, John L. Burton Hearing Room (4203)  

Summary: Defines a shared mobility device as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation. Requires shared mobility devices to include a single unique alphanumeric ID. Prohibits the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act.

Status: 05/29/2019 To SENATE Committees on TRANSPORTATION and GOVERNANCE AND FINANCE and JUDICIARY.

9. **CA AB 1279**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive



06-10-19 TWIC Meeting Agenda
Packet Pg.54 of 192



Our Forecast ⁱ
▼ Show More



Author: Richard Bloom (D-050)
Title: Planning and Zoning: Housing Development
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/21/2019
Disposition: Pending
Location: SENATE
Summary: Requires the Department of Housing and Community Development to designate areas in this state as high resource areas by January 1, 2021, and every 5 years thereafter.
Status: 05/29/2019 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (46-20)

10. **CA AB 1475**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Very Fast Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⁱ
▼ Show More



Author: Rebecca Bauer-Kahan (D-016)
Title: Construction Method: Transportation Projects
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/22/2019
Last Amend: 04/12/2019
Disposition: Pending
Committee: Senate Transportation Committee
Hearing: 06/11/2019 1:30 pm, John L. Burton Hearing Room (4203)
Summary: Expands the authorization to use the CM/GC project delivery method under these provisions by expanding the definition of the term "project" to include any other transportation project that is not on the state highway system.
Status: 05/22/2019 To SENATE Committee on TRANSPORTATION.

11. **CA AB 1487**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast
Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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Author: David Chiu (D-017)

Title: San Francisco Bay Area: Housing Development: Financing

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/22/2019

Last Amend: 05/16/2019

Disposition: Pending

Location: SENATE

Summary: Authorizes an entity to raise and allocate new revenue, incur and issue indebtedness, and allocate funds to the various municipalities and affordable housing projects to finance affordable housing development, preserve and enhance existing affordable housing, and fund tenant protection programs.

Status: 05/24/2019 In ASSEMBLY. Read third time. Passed ASSEMBLY. *****To SENATE. (45-21)

12. **CA AB 1492**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Very Fast
Moving Bill

1st Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Tasha Boerner Horvath (D-076)

Title: Speed Limits: City Of Encinitas

Fiscal Committee: no

Urgency Clause: no

Introduced: 02/22/2019

Last Amend: 04/04/2019

Disposition: Pending
Location: Senate Transportation Committee
Summary: Authorizes the City of Encinitas to lower the speed limit to 15 miles per hour on a portion of Neptune Avenue if that speed limit is justified by an engineering and traffic survey. Makes the 15 miles per hour speed limit effective when signs giving notice of the speed limit are posted.
Status: 05/08/2019 To SENATE Committee on TRANSPORTATION.

13. **CA AB 1568**



SESSION ADJOURNMENT
 September 13, 2019
 102 Days Remaining



Fast Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
 ▼ Show More



Author: Kevin McCarty (D-007)
Title: Housing Law Compliance: State Grants
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/22/2019
Last Amend: 04/11/2019
Disposition: Pending
Location: Assembly Appropriations Committee
Summary: Requires the Department of Housing and Community Development to review any action or failure to act by a city or county that it determines is inconsistent with an adopted housing element or a specified provision of the Housing Element Law. Prohibits a city or county found to be in violation of state law from applying for a state grant, unless the eligibility of the city or county to apply is constitutionally required or the state grant funds, if awarded to the city or county, would assist in compliance.
Status: 05/16/2019 In ASSEMBLY Committee on APPROPRIATIONS: Not heard.

14. **CA SB 13**



SESSION ADJOURNMENT
 September 13, 2019
 102 Days Remaining



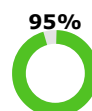
Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
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2nd Committee



Author: Bob Wieckowski (D-010)
Title: Accessory Dwelling Units
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/03/2018
Last Amend: 05/17/2019
Disposition: Pending
Location: ASSEMBLY
Summary: Amends the Planning and Zoning Law. Authorizes the creation of accessory dwelling units in areas zoned to allow single family or multifamily dwelling use. Prohibits a local agency from requiring the replacement of parking spaces if a garage, carport, or covered parking is demolished to construct an accessory dwelling unit. Prohibits a local agency from requiring occupancy of either the primary or the accessory dwelling unit.
Status: 05/22/2019 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (34-2)

15. **CA SB 50**



SESSION ADJOURNMENT
 September 13, 2019
 102 Days Remaining



Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
 ▼ Show More



Author: Scott D. Wiener (D-011)
Title: Planning and Zoning: Housing Development: Incentives
Fiscal Committee: yes
Urgency Clause: no
Introduced: 12/03/2018
Last Amend: 05/01/2019
Disposition: Pending
Location: Senate Appropriations Committee
Summary: Requires a local agency to notify the development proponent in writing if the local agency determines that the development conflicts with any of the requirements provided for streamlined ministerial approval. Authorizes a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit.
Status: 05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.

16. **CA SB 127**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Scott D. Wiener (D-011)

Title: Transportation Funding: Active Transportation: Streets

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/10/2019

Last Amend: 05/17/2019

Disposition: Pending

Location: ASSEMBLY

Summary: Establishes an Active Transportation Asset Branch within the Transportation Asset Management Office of the Department of Transportation. Requires asset management plans to prescribe processes for community input and adopt performance measures to prioritize safety and accessibility for pedestrians, bicyclists, and transit users in certain projects.

Status: 05/23/2019 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (29-9)

17. **CA SB 137**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Slow Moving Bill

1st Committee 1st Fiscal Committee 1st Chamber 2nd Committee 2nd Chamber Executive

Our Forecast ⓘ
▼ Show More



Author: Bill Dodd (D-003)

Title: Federal Transportation Funds: State Exchange Programs

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/15/2019

Disposition: Pending

Location: ASSEMBLY

Summary: Authorizes the Department of Transportation to allow federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated by the department.

Status: 05/23/2019 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)

18. **CA SB 152**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Slow Moving Bill

1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⓘ
▼ Show More



Author: Jim Beall (D-015)

Title: Active Transportation Program

Fiscal Committee: yes

Urgency Clause: no

Introduced: 01/22/2019

Last Amend: 04/25/2019

Disposition: Pending

Location: Senate Appropriations Committee

Summary: Requires that a percentage of available funds be awarded to projects selected by MPOs in urban areas with populations greater than a specified amount with the available funds distributed to each MPO based on its relative share of the population, a percentage to fund projects in small urban and rural regions, and a percentage to projects competitively awarded by the commission on a statewide basis.

Status: 05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.

19. **CA SB 228**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

1st Committee

1st Fiscal Committee

1st Chamber

2nd Committee

2nd Chamber

Executive

Our Forecast ⓘ
▼ Show More



Author: Hannah-Beth Jackson (D-019)

Title: Master Plan on Aging

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/07/2019

Last Amend: 04/25/2019

Disposition: Pending

Location: ASSEMBLY

Summary: Requires the Governor to appoint a Master Plan Director and establish an Aging Task Force to identify the policies and priorities that need to be implemented in the state to prepare for the aging of its population. Requires the Task Force to develop a master plan with specified components, including, among others, a proposal, with a cost estimate and an identification of potential funding sources, for how the state should accomplish specified goals.

Status: 05/23/2019 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (38-0)

20. **CA SB 235**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Very Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓	13%		

Author: Bill Dodd (D-003)

Title: Planning and Zoning: Housing Production Report

Fiscal Committee: yes

Urgency Clause: no

Introduced: 02/11/2019

Last Amend: 03/25/2019

Disposition: Pending

Location: Assembly Housing and Community Development Committee

Summary: Authorizes the county and the city of Napa to reach a mutually acceptable agreement to allow one of those jurisdictions to report, on its annual production report to the Department of Housing and Community Development, specified completed entitlements, building permits, and certificates of occupancy issued by the other jurisdiction for the development of housing if certain conditions are met. Requires the Napa County Board of Supervisors and Napa City Council to hold a public hearing, as specified.

Status: 05/16/2019 To ASSEMBLY Committees on HOUSING AND COMMUNITY DEVELOPMENT and LOCAL GOVERNMENT.

21. **CA SB 330**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓			

Author: Nancy Skinner (D-009)
Title: Housing Crisis Act
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/19/2019
Last Amend: 05/21/2019
Disposition: Pending
Location: ASSEMBLY
Summary: Requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect.
Status: 05/29/2019 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY. (28-7)

22. **CA SB 400**



SESSION ADJOURNMENT
September 13, 2019
102 Days Remaining



Fast Moving Bill

	1st Committee	1st Fiscal Committee	1st Chamber	2nd Committee	2nd Chamber	Executive
Our Forecast ⓘ ▼ Show More	✓	✓	✓			

Author: Thomas J. Umberg (D-034)
Title: Reduction of Greenhouse Gases Emissions: Mobility
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/20/2019

Disposition: Pending
Location: Assembly Transportation Committee
Summary: Provides that the term mobility option also includes bike sharing and electric bicycles under the Clean Cars 4 All Program.
Status: 05/30/2019 To ASSEMBLY Committee on TRANSPORTATION.

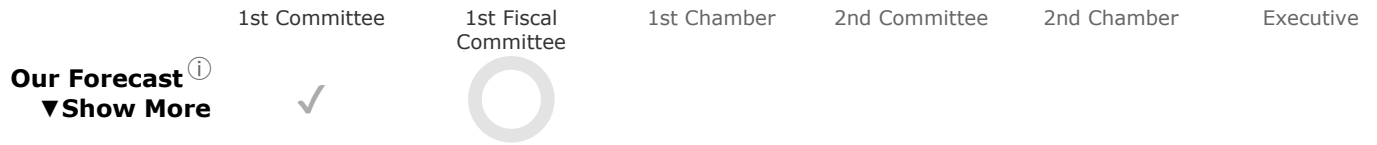
23. **CA SB 526**



SESSION ADJOURNMENT
 September 13, 2019
 102 Days Remaining



Very Fast Moving Bill



Author: Ben Allen (D-026)
Title: Regional Transportation Plans: Greenhouse Gas Emissions
Fiscal Committee: yes
Urgency Clause: no
Introduced: 02/21/2019
Last Amend: 04/30/2019
Disposition: Pending
Location: Senate Appropriations Committee
Summary: Requires the State Board of Air Resources to adopt a regulation that requires a metropolitan planning organization to provide any data that the Board determines is necessary to fulfill the requirements of a specified report and to determine if the metropolitan planning organization is on track to meet its greenhouse gas emission reduction target deadline. Establishes an interagency working group to develop and implement a State Mobility Action Plan for Healthy Communities.
Status: 05/16/2019 In SENATE Committee on APPROPRIATIONS: To Suspense File.
 05/16/2019 In SENATE Committee on APPROPRIATIONS: Held in committee.

Smith, Watts & Hartmann, LLC.

Consulting and Governmental Relations

June 4, 2018

MEMORANDUM

TO: JOHN CUNNINGHAM

FROM: MARK WATTS

SUBJECT: LEGISLATIVE REPORT – JUNE 2018

The following is a brief overview of activities undertaken in the Capitol recently.

State Legislature

Legislative Deadlines. May 31 was the deadline for regular bills introduced since the Session began to successively pass out of their initial house to the second house; bills that do not meet this deadline, for the most part, will be held over as “two-year” bills, with the anticipation that they will face a requirement that they move through the house of origin in January, 2020.

Many of the bills that succeeded in surpassing this deadline have received their referrals to the opposite house committees for assignment and hearing.

State Budget. Additionally, the budget deliberations have moved from the point wherein each house has just adopted their version of the revisions to the Governor’s budget spending plan proposal for 2019-20 and the discussions move on to the conference committee to reconcile differences between the spending plans; the objective is to complete the conference committee deliberation in time to have each house approve the final State Budget plan for the Governor’s approval by June 15th.

This week the Conference committee addressed an initial “pass” through the Resources and Transportation budget items. The differences in Transportation items are very limited this year as the two houses adopted most of what the Governor had requested (a short summary of key items follows):

Overview of Transportation budget Items (not in conference):

2019-20 Transportation Budget Items adopted by both houses:

- \$2.0 billion in Road Maintenance and Rehabilitation Account (RMRA) funding for local and capital funding for transportation projects consistent with SB 1. The request included position authority for 333 Maintenance and 13 new permanent Equipment Program positions. The Caltrans support request includes \$28.8 million ongoing resources and \$26.8 million limited-term resources.

- Approved the Capital Outlay Support program budget of \$1.9 billion. This includes funding for the full time equivalent of 10,353.8 positions. Of this amount, 8,886.6 are Caltrans full time equivalent positions (\$1.5 billion), 441.4 full time equivalent positions for cash overtime (\$53 million), and 1,031.8 full time equivalent positions for contracting out for Architectural and Engineering services (\$266.2 million).
- Approved \$85.5 million for *Project Initiation Documents* (PIDs) for 429.4 positions and the equivalent of 20 full time positions for 5 percent of funding for contracting out for A&E services.
- Approved \$828,000 State Highway Account funds and an overall increase of 10 positions for the *Office of the Inspector General* (OIG). Also, transfers resources from existing Caltrans' audit programs to the OIG. Finally, adopts trailer bill language that clarifies the OIG's authority.

Legislation of Local Note

AB 1025 (Grayson) – Sponsored by Contra Costa County (Transportation, Water & Infrastructure Committee – TWIC), the bill was approved by both Assembly Transportation and Appropriations committees and is pending approval on the Assembly Floor. The measure eliminates a state grant repayment requirement that is at least 35 years old, related to the former SP Rail line that was abandoned by SP in the late 70s.

Status: In Senate pending referral to committee

AB 1475 (Bauer-Kahan) – The Authority is sponsor of this bill; as recently amended, it authorizes the use of the Construction Manager/General Contractor (CMGC) project development procedure for use by Regional Transportation Agencies (RTAs) across the state in aiding local city/county projects within their own jurisdiction. The bill has passed the Assembly and is pending referral to committee in the Senate.

Status: Set for hearing on June 11 in Senate Transportation

Legislation of Interest

AB 1413 (Gloria) - Sub-county Tax Jurisdiction –This bill authorizes a local transportation authority to impose a sales tax that's applicable to only a portion of its county; revenues derived from this sales tax must be spent within the designated portion of the county. The measure is pending approval on the Assembly floor.

Status: Referred to Senate Transportation and Governance & Finance committees

ACA 1 (Aguiar-curry) – Proposes to amend the California Constitution, subject to approval by voters at a statewide election, to allow a city, county, or special district, with 55% voter approval, to incur bonded indebtedness or impose specified special taxes to fund projects for affordable housing, permanent supportive housing, or public infrastructure.

Status: Assembly Floor

Housing and Transportation Legislation

AB 1568 (McCarty) – Originally this bill would have denied SB 1 Local Road funds to a city or county that failed to make progress in meeting housing production goals. The bill has been amended to replace the SB 1 restriction with a prohibition on applying for state grants if a city or county is not in compliance with the Housing Element Law; the exclusion would not apply if the grant funds in question were transportation funds.

Status: The bill was approved by the Assembly Housing and community a Development committee on April 24 but, later retained on the Appropriations Suspense File.

Newsom Administration

The Administration has moved ahead with a series of new appointments to key positions in the transportation hierarchy. First, as reported earlier, *Secretary Brian Annis* has accepted a position as CFO for the High-Speed Rail Authority; he began his work there this week. The new Secretary of Transportation is *David Kim* who will assume his position in early July.

The Governor also recently appointed *Elissa Konove* as Transportation Undersecretary, to replace Christine Inouye, who has accepted a position as Chief of Engineering at the High-speed Rail Authority. Konove, like David Kim, comes to California with substantial career experience in federal transportation agencies. Most recently she was part of the executive team at Southern California's regional rail system, Metrolink.

At Caltrans, just this past week, *Director Laurie Berman* announced her intent to retire after 36 years of service. No replacement has been announced yet.

Finally, there remain two vacancies out of the eleven commissioner slots at the California Transportation commission that are anticipated to be filled so



Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

8.

Meeting Date: 06/10/2019

Subject: RECEIVE report, DISCUSS County priorities for CCTA's 2020 Transportation Expenditure Plan (TEP)/Sales Tax and DIRECT staff as appropriate.

Submitted For: John Kopchik, Director, Conservation & Development Department

Department: Conservation & Development

Referral No.: 3

Referral Name: Monitor the Contra Costa Transportation Authority including efforts to implement Measure J

Presenter: John Cunningham, DCD

Contact: John Cunningham
(925)674-7833

Referral History:

The Contra Costa Transportation Authority's (CCTA's) effort to bring a sales tax/transportation expenditure plan (TEP) to the ballot in 2020 has not been taken up by the Transportation, Water, and Infrastructure Committee (TWIC). The full Board of Supervisors discussed the item at their May 21, 2019 meeting, and directed staff to use the 2016 Measure X TEP and the County's priorities for that effort to guide input for the current 2020 effort.

Staff has developed input based on that direction and is bringing it to TWIC for discussion, refinement, and further direction including how to communicate the County's position to CCTA.

Referral Update:

[Staff Note: As this agenda was being posted, CCTA posted an Authority Board Special TEP Meeting Agenda. Given the time constraints this process is operating under, the CCTA packet in its entirety is attached to accommodate a complete discussion.]

Listed below are 1) the County's priorities/input for the 2016 Measure X and how those priorities were ultimately reflected in the Measure, and 2) Those priorities updated for the 2020 effort. Categories include Local Road Funding Needs, Transit Service Improvements, Improved Land Use Coordination/Community Development Transportation Program, and an expanded, improved Safe Routes to School Program.

Local Road Funding Needs ("Local Streets Maintenance & Improvements" in Measure J, aka "return-to-source")

2016 Measure X: The BOS supported the recommendations of each Regional Transportation Planning

Committee (RTPCs): SWAT: 25%-30%, TRANSPAC: 30%, TRANSPLAN: 30%, WCCTAC: 28%. The BOS cited increasing complete streets and storm water design requirements in their argument for increased funding.

Ultimately, the Measure X TEP had 23.79% for this program.

2020 TEP Update/Recommendation: RTPC recommendations are not yet consistently available. However, the Contra Costa County Public Managers have communicated a preference for 24%.

Discussion: The passage of Senate Bill 1(2017 - various gas tax increases), which increased gas tax revenue for local jurisdictions, has been cited as a reason to reduce the funding levels for this program. Counter argument: 1) SB 1 did not completely address the substantial shortfall, and 2) as evidenced by CCTA's polling and observing the relevant policy framework (complete streets, vision zero, active transportation) there is a growing need for "first mile/last mile" connections and active transportation projects. These are inherently local projects requiring increases in local funding.

Transit Service Improvements:

2016 Measure X

Accessible Transit: The County successfully advocated for additional funding and "fundamental administrative" changes to be addressed in the TEP.

Ultimately this program was funded at 4% and required the Accessible Transportation Strategic (ATS) Plan be conducted (which is currently underway).

Fixed Route/Conventional Transit: The County's letter cited the recent (at that time) passage of SB 743 (2013, Transition from Level of Service [LOS] to Vehicle Miles Traveled[VMT]) and speculation that transit service would be a critical mitigation measure in this new environmental review paradigm.

Ultimately, Measure X included the following program category, "Improving our BART, Bus, Ferry and Train Networks" funded at 26.79%. This category included 5 sub-programs targeting different types/locations of transit service.

2020 TEP Update/Recommendation

Accessible Transit: Given that the ATS Plan is underway, and it had its origins in the 2016 Measure X process, the 2020 TEP could reference the existing planning process and commit to funding the recommendations.

Discussion: During the process to initiate the ATS Plan staff conducted a substantial amount of outreach to gather feedback and secure commitments for collaboration. Staff witnessed a considerable amount of resistance and tension relative to the effort. A successful ATS Plan is critical for the 2020 TEP to result in material improvements to accessible transit systems.

Fixed Route/Conventional Transit: Again, CCTA polling indicated an interest in increased travel options and "first mile, last mile" connections. The public transit system, as it evolves in response to various pressures, should be well-positioned to provide these connections.

Discussion: In addition to the rationale above, pressures from AB32, SB375, SB743 are only increasing. These legislative initiatives, focused on greenhouse gas and vehicle miles traveled reduction, increase the need for improved/expanded public transit. This need comes at a time when transit districts are reducing service and facing operational challenges.

Improved Land Use Coordination/Community Development Transportation Program

(CDTP): This would be a new program, Measure J does not have an equivalent program. The CDTP would focus on "making more efficient use of our transportation infrastructure". Put more directly, the goal was to incentivize land use changes that would result in the surplus, off-peak transportation capacity being used.

Co-benefits would be increased local jobs and housing.

2016 Measure X: Ultimately, the BOS proposal "Improved Land Use Coordination" resulted in the "Community Development Transportation Program" being included in the TEP. That program description can be seen in the attached 2016 TEP.

2020 TEP Recommendation: Conservation and Development staff have marked up the 2016 Measure X "Community Development Transportation Program" which is attached for review/discussion.

Discussion: Since the 2016 Measure X effort the housing crisis has grown much more acute with the need for infill and affordable units also increasing. The off-peak (reverse) commute capacity remains an underutilized investment.

Safe Routes to School (SR2S) Program: As mentioned during the 5-21 Board discussion, this concept did not get much traction during the Measure X effort.

2016 Measure X: The County's proposal was to capitalize on a "Safe Routes to School Master Plan" conducted by CCTA and implement a comprehensive effort to increase the bike/walk rate for students during the home/school/home trip. At the time, the State had recently adopted a formal Bicycle and Pedestrian Safety Curriculum, the proposal was to work with the school districts to consistently implement the curriculum on a consistent, countywide basis.

Ultimately, Measure X included a conventional SR2S program funded at %2.23.

2020 TEP Recommendation: Staff believes that the concept continues to be valid.

Discussion: SR2S programs have been in existence for approximately 20 years. These programs are typically grant funded and support both ongoing programs and activities in response to specific opportunities and catastrophic events. The proposal is for a more proactive, systematic program.

In summary the program would: 1) systematically examine all 285 public K-12 schools in the County, determine what the capital and programmatic needs are at each site and fund implementation, and 2) fund the implementation of the states adopted bicycle/pedestrian curriculum in cooperation the 19 school districts in the County. A substantial amount of the research and data collection was already done as a part of CCTA's SR2S Masterplan which never moved to an implementation phase. A new TEP could leveraging the existing work and fund that phase.

Recommendation(s)/Next Step(s):

RECEIVE report, DISCUSS County priorities for the Contra Costa Transportation Authority's 2020 Transportation Expenditure Plan/Sales Tax and DIRECT staff as appropriate.

Fiscal Impact (if any):

None.

Attachments

2016 Measure X: CDTP - Revised DRAFT

2016 MeasX TEP

CCTA 6-4-19 TEP Special Meeting

History

Suggested Language

Community Development Transportation Program ~~\$100 million~~

~~This~~In order to provide more places for Contra Costa County residents to work closer to where they live, improve their commute options, and have a better quality of life, 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 existing Transportation for Livable Communities Program (TLC) with projects identified by the Authority's Regional Transportation Planning Committees (RTPCs). ~~Funds~~No less than half the funds in this program will be allocated by the Authority on a competitive basis to transportation capital projects ~~or programs that promote housing within planned or established centers that are supported by transit, or that support economic development and job creation sustain existing and new jobs in Contra Costa County.~~ All projects~~The remainder of funds~~ will be selected ~~through~~allocated by the Authority on 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~~basis to achieve the overall program goal. Project sponsors must demonstrate that at least 20 percent of the project is funded from other than local transportation sales tax revenue. ~~Additional priority will be given~~capital projects that that promote access to projects where the sponsor can demonstrate that the project supports and facilitates development of jobs affordable infill housing. The funds must be spent on infrastructure (on- or off-site) that directly improve multimodal access to the employment or housing ~~for all income levels~~site(s). Examples of potentially eligible use of funds (for illustrative purposes only) include new or upgraded rail crossings to "unlock" development potential, freight rail improvements, multilevel or underground parking structures, bike lanes and ~~that have additional matching funds that have already been committed or secured.~~ Working with the RTPCs, the Authority will prepare guidelines~~bike facilities in industrial parks and establish overall~~on routes from transit stations to industrial areas or other underserved areas.

All projects will be selected through a competitive process, either within each subregion with the Authority approving the final program of projects, or by the Authority for projects of countywide significance, allowing for a comprehensive approach while recognizing subregional needs to achieve the overall program goal – improved jobs-housing balance in Contra Costa County. Project sponsors must demonstrate that at least 20 percent of the project costs are funded from non-local transportation sales tax revenue; unless sponsor demonstrates the project is of regional significance by its inclusion in regional plans and/or support from agencies in other subregions. Additional priority will be given to projects that create new employment opportunities along the Highway 4 corridor, in order to decrease congestion and commute times and use the counter-commute transit capacity, and to housing and jobs projects located in jurisdictions that have met at least a pro-rata portion of their RHNA targets, and are compliant with annual Housing Element reporting requirements as determined by the State of California.

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, 2017.20XX.

Transforming Contra Costa County

Our New 30-Year Transportation Expenditure Plan



2016



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Transforming Contra Costa County

Contra Costa is a county as unique and diverse as its residents. Our communities stretch from the Richmond coastline to Discovery Bay, from Port Chicago to the San Ramon Valley, and from Mount Diablo to Crocket Hills. We are growing with the times while protecting the qualities that make Contra Costa County a wonderful place to call home.

We need a transportation plan that reflects where we are now and, more importantly, our commitment to pursue transportation policies, planning and investments that will get us where we want to be.

The Contra Costa Transportation Authority (CCTA) is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people and freight where they need to go. CCTA is also the county's designated Congestion Management Agency (CMA), responsible for putting programs in place to keep traffic levels manageable.

Currently, our transportation needs significantly exceed available revenue to meet those needs. Over the next 30 years, our population will continue to grow and that population will have new and additional needs. A new countywide funding measure and Transportation Expenditure Plan (TEP) can keep Contra Costa County moving and create the livable and sustainable communities that all Contra Costans deserve.

After extensive public engagement and analysis, CCTA prepared a 30-year TEP that will **promote a strong economy, protect the environment, maintain and improve local streets and roads, encourage greater transit usage and alternate forms of transportation, and enhance the quality of life for all** of Contra Costa's diverse communities. This new TEP will benefit every person and every part of the county.

This plan is transformative on every level. With a strong focus on technology and innovation, the plan will deliver **a more efficient, cleaner and faster transportation system.**

The new plan will significantly cut emissions through an emphasis on transit, electric and other non-fossil fuel oriented modes of transportation and transportation networks. It provides for new BART cars that will reduce energy use, pollution and costs, and that will provide increased frequency of BART trains and improved BART station access, and also provides for improved bus transit operations and improved bus frequency, potential driverless vehicles, bikes in every community, and connectivity among and with all modes of transportation.

The plan also sets forward clear policies that ensure that while we grow, we will keep all growth within clear urban limit lines. This will allow the county to continue growing in a smart way, while protecting vital open space for parks and farmland. Furthermore, increased investments in bike and pedestrian paths and walkways bring access to the outdoors to every community.

Smooth, safe and complete streets for cars, trucks, buses, bikes and pedestrians, along with extraordinary investments in direct funding to Contra Costa's communities for local street and road repair, will greatly enhance all communities.

For our urban areas, the plan focuses on support for transit and transit-oriented mixed-use development. This includes an emphasis on bicycle and pedestrian opportunities, interconnectivity, transit, traffic smoothing, and technological advances to ensure our systems are efficient and work well together.

This plan will benefit the people who live in Contra Costa County by:

- **Attracting more good jobs**, which will reduce commute trips and congestion
- **Actively managing the impacts of growth** on our community so we support local businesses and preserve our environment
- **Accommodating the needs of all** transportation modes, while increasing the use of alternative transportation; and
- **Enhancing transportation services** for seniors, persons with disabilities and school children

This TEP was developed with two key documents as guidance – the Expenditure Plan Advisory Committee (EPAC) Vision, Goals and Objectives and the CCTA Principles for Development of a Transportation Expenditure Plan. Both documents are available for review at www.CCTA.net. Building on these two documents and extensive public engagement with stakeholders, the TEP articulates how the Authority will use nearly \$3 billion in additional revenue to invest wisely – using locally-generated funds and leveraging outside matching funds – to maximize the benefits for all Contra Costa residents by promoting a strong economy, protecting the environment, maintaining and improving local streets and roads, and encouraging greater transit usage and alternate forms of transportation.

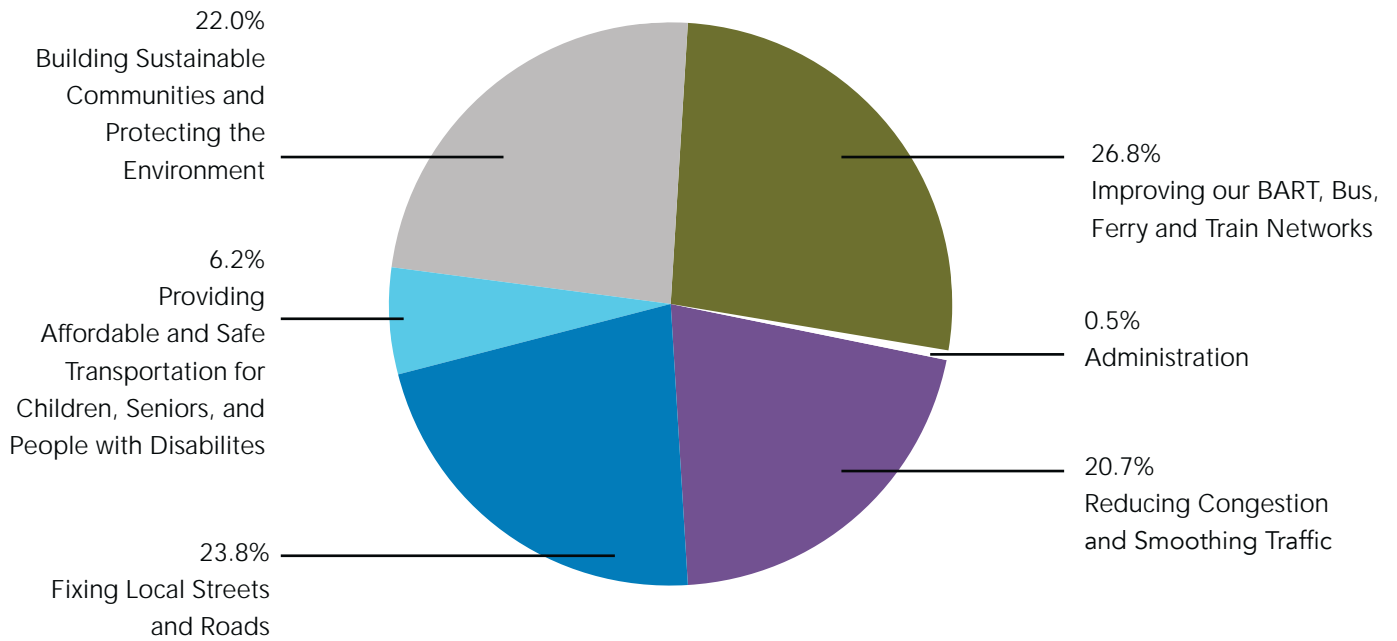
Transportation Expenditure Plan Summary

Transportation Expenditure Plan: Summary of Funding		Funds (\$ millions)	%
Improving our BART, Bus, Ferry and Train Networks		770	26.79%
	BART Capacity, Bicycle and Pedestrian Access and Parking Improvements	300	10.44%
	Bus Transit and Other Non-Rail Transit Enhancements	295	10.26%
	East Contra Costa Transit Extension	70	2.44%
	High Capacity Transit Improvements Along the I-80 Corridor	55	1.91%
	Intercity Rail and Ferry Service Improvements	50	1.74%
Reducing Congestion and Smoothing Traffic		595	20.71%
	Traffic Flow Improvements and High Capacity Transit Implementation Along I-680 and SR 24	250	8.70%
	East County Corridor (Vasco Road and/or Byron Highway Corridors) Improvements	117	4.07%
	Traffic Flow Improvements Along SR 242 and SR 4	108	3.73%
	I-80 Interchange Improvements at San Pablo Dam Road and Central Ave	60	2.09%
	I-680 and SR 4 Interchange Improvements	60	2.09%
Fixing Local Streets and Roads		684	23.79%
	Local Street Maintenance and Improvements	684	23.79%
Providing Affordable and Safe Transportation for Children, Seniors, and People with Disabilities		179	6.23%
	Safe Transportation for Children	64	2.23%
	Transportation for Seniors and People with Disabilities	115	4.00%
Building Sustainable Communities and Protecting the Environment		632	21.98%
	Major Streets and Complete Streets Project Grants	290	10.09%
	Pedestrian, Bicycle and Trail Facilities	115	4.00%
	Community Development Transportation Program	100	3.48%
	Innovative Transportation Technologies/Connected Communities Grant Program	65	2.26%
	Transportation Planning, Facilities and Services	43	1.50%
	Regional Transportation Priorities	19	0.65%
	Total Investments	2860	99.50%
	Administration	14	0.50%
	Total Cost	2874	100.0%

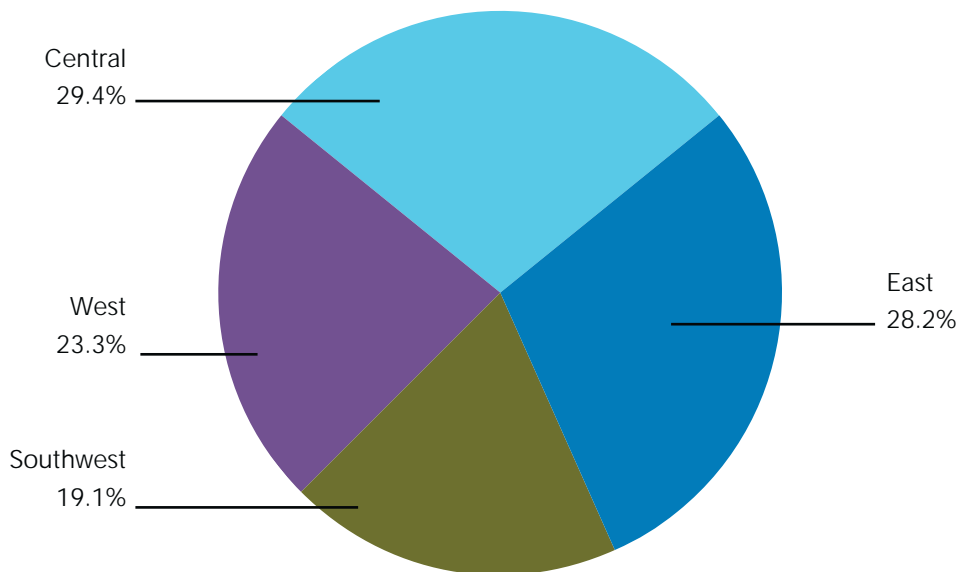
Cost in 2016 Dollars

For the full breakdown see the chart on page 56.

Transportation Expenditure Plan Summary by Category



Transportation Expenditure Plan Summary by Region

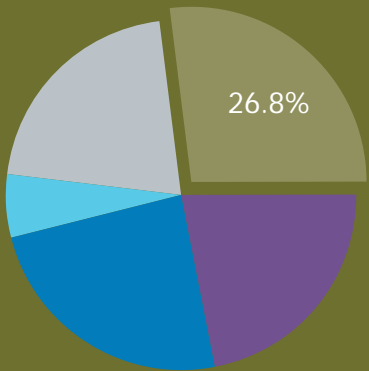


See Appendix A on page 56 for detailed distribution of funding by subregion.

The Plan for Contra Costa's Future

















Improving our BART, Bus, Ferry and Train Networks

Benefits Key

	Reduces Congestion
	Reduces Greenhouse Gas Emissions
	Improves BART Service
	Improves Bus Service
	Expands Bicycle Access/Improves Bicycle Safety
	Improves Pedestrian Safety
	Improves Transportation Connectivity
	Provides Alternatives to Single-Occupant Vehicle Use
	Integrates New Technology
	Creates Good Local Jobs

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BART Capacity, Access and Parking Improvements

\$300 Million

This category is intended to provide funding to increase the capacity of and ridership on the BART System in Contra Costa County, including improvements to local BART stations, as well as access and parking in Contra Costa County. Funds in this category are intended to be allocated by the Authority for the acquisition of additional new BART cars, provided that: 1) BART agrees to fund a minimum of \$100 million in BART station, access and parking improvements in Contra Costa County from other BART revenues, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed and approved no later than December 31, 2024.

BART station, access and parking improvements or alternate public transit services that access BART may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking, last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/pedestrian facilities that provide access to BART stations.

In the event that commitments from the four parties to fund additional BART cars are not approved by December 31, 2024, or any date earlier if BART informs the Authority it is no longer pursuing the acquisition of additional BART cars as provided herein, and if BART has maintained the commitment to fund a minimum of \$100 million in improvements as described above, the Authority (in consultation with the RTPCs) and BART will jointly identify, and the Authority will allocate these funds for other capacity-enhancing, safety and efficiency increasing projects (to include station, access and parking improvements or alternate public transit services that access BART) that benefit the residents of Contra Costa County.

Prior to the allocation of funds to BART, the Authority Board shall make a finding that BART has consistently maintained its commitment to use a proportional share of its inflation-based fare increase, or an equivalent amount, for capital projects as defined by BART's Resolution No. 5208 passed in February 2013. In years where BART fare revenues are reduced by a decrease in ridership or unforeseen economic circumstances, or where one-time costs are increased by a natural disaster, then the Authority may release funds if the Authority Board makes findings that 1) BART has not reduced its capital project funding disproportionately and 2) BART made best efforts to fund capital projects that benefit Contra Costa County.



Bus Transit and Other Non-Rail Transit Enhancements

\$295 million

Bus Transit Enhancements in the West Subregion of Contra Costa \$111 million

This subcategory is intended to provide funding for public transit operators to maintain and increase transit operations, including any transit capital expenses and/or operating expenses for existing service or service improvements/enhancements in the West subregion of Contra Costa. Funding is to provide for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares, and improve the frequency and capacity of routes, especially high demand routes. Funding will be allocated by the Authority based on input from the WCCTAC in consultation with local bus operators and stakeholders.

Bus Transit Enhancements and Other Non-Rail Transit Enhancements in the Central, East and Southwest Subregions of Contra Costa \$184 million

This subcategory is intended to provide funding for public transit operators to maintain and increase transit operations, including any transit capital expenses and/or operating expenses for existing service or service improvements/enhancements, and also to provide funding for future non-rail transit service alternatives in the Central, East and Southwest subregions of Contra Costa. Funding is to provide for bus transit operations to increase or maintain ridership, including incentivizing transit use by offsetting fares, and improve the frequency and capacity of routes, especially high demand routes. Funding will be allocated by the Authority for the Central, East and Southwest subregions of Contra Costa based on input from the RTPCs in those subregions, in consultation with local bus operators and stakeholders. Funding allocation by the Authority may include use of a portion of the funds for non-rail transit services/projects that demonstrate an innovative approach to maximize the movement of people efficiently and in a manner that reduces Vehicle Miles Traveled (VMT) and Green-house Gas (GHG).



East Contra Costa Transit Extension (BART or alternative)

\$70 million

This category is intended to provide funding to improve access to and extend high capacity transit service easterly from the Hillcrest BART Station in Antioch through Oakley to a new transit station in Brentwood. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Funds from this category may be used to complete an interim transit station in Brentwood.



High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County

\$55 million

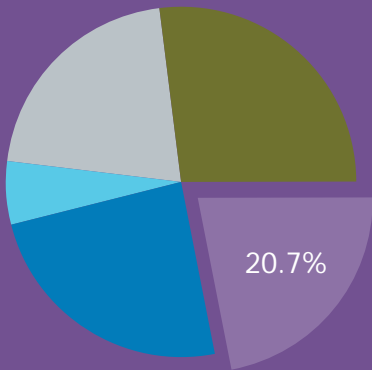
This category is intended to fund projects/programs for high capacity transit improvements along the I-80 corridor. Final determination on the scope of the improvements to be constructed will be based on the final recommendations in the West County High Capacity Transit Study and in consultation with the west subregion. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project.



Intercity Rail and Ferries











\$50 million

This category is intended to provide funding to construct station and/or track improvements to the Capitol Corridor and/or the San Joaquin corridors, as well as to implement new or improved ferry services (including both capital and operations) in Richmond, Hercules, Martinez and/or Antioch. Projects that increase ridership using existing capacity, including incentivizing use by offsetting fares or other methodologies, may also be considered. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Any projects funded in this category will be evaluated by the Authority and demonstrate progress toward the Authority's goals of reducing Vehicle Miles Traveled (VMT) and green-house gas (GHG) reductions. Selection of final projects to be based on a performance analysis of project alternatives consistent with Authority requirements. Sponsors of projects requesting funding from this category will be required to demonstrate to the Authority that sufficient funding is available to operate the proposed project and/or service over a long period of time.



Reducing Congestion and Smoothing Traffic

Benefits Key

	Reduces Congestion
	Reduces Greenhouse Gas Emissions
	Improves BART Service
	Improves Bus Service
	Expands Bicycle Access/Improves Bicycle Safety
	Improves Pedestrian Safety
	Improves Transportation Connectivity
	Provides Alternatives to Single-Occupant Vehicle Use
	Integrates New Technology
	Creates Good Local Jobs

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Traffic Flow Improvements and High Capacity Transit Implementation Along I-680 and SR 24

\$250 million

This category is intended to fund an I-680 corridor express lane and operational improvement project to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements in the corridor (including those identified in the I-680 Transit Investment and Congestion Relief Options and other relevant studies). Funding may also be used to complete improvements to the mainline freeway and/or local interchanges along I-680 and SR 24 as may be required to implement express lane and/or transit projects as well as advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor provided that the project sponsor can show that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Selection of

final projects shall be based on a performance analysis of project alternatives consistent with Authority requirements. Projects funded from this category must be on or near the I-680 or the SR 24 corridors. Of the funds assigned to this category in Southwest County, \$20 million will be eligible for interchange improvements on the SR 24. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project.



**East County Corridor
(Vasco Road and/or Byron Highway Corridors) Improvements**

\$117 million

The Authority shall provide funding to construct a new 2-lane "limited access" connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway (including a railroad grade separation) to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. For the Vasco Road corridor, the Authority shall provide funding for safety and other improvements oriented at facilitating the use of high-capacity transit and/or high occupancy carpools. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

Prior to the use of any local sales tax funds to implement capacity improvements to either or both of these corridors, the Authority Board must make a finding that the project(s) include measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily limited to, limits on roadway access in areas

outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection/acquisition of agricultural and open space or performing conservation measures required to cover this project under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCP). With the exception of the new connection between Vasco Road and the Byron Highway, funding from this category shall not be used to construct new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions.



Traffic Flow Improvements Along the SR 242 and SR 4

\$108 million

This category is intended to provide funding to improve traffic flow and reduce congestion between Concord and Brentwood along State Route 242 and State Route 4 to reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Advanced traffic management programs and/or other projects or programs that encourage the use of connected vehicle and/or autonomous vehicles in the corridor are eligible for funding from this category provided that the project sponsor can demonstrate that they reduce congestion, increase mobility and provide alternatives to single occupant vehicle travel. Projects funded from this category must be on or near the SR 242 or SR 4 corridors. Selection of final project(s) shall be based on a performance analysis of project alternatives consistent with Authority requirements.



**I-80 Interchange Improvements at
San Pablo Dam Road and Central Avenue**

\$60 million

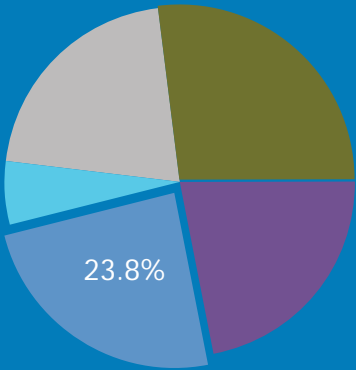
This category is intended to fund improvements of the I-80 interchanges at San Pablo Dam Road, Central Avenue, and other locations along I-80 in consultation with the subregion. The improvements of the interchanges are a priority to gain corridor traffic flow improvements.



Interstate 680/State Route 4 Interchange

\$60 million

This category is intended to fund an Interstate 680/State Route 4 interchange improvement project as necessary to improve traffic flow and enhance traffic safety along both the I-680 and SR 4 corridors. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for this project. Authority shall prioritize local funding commitments to this project in such a way as to encourage carpools and vanpools, public transit usage and other alternatives to the single occupant vehicle.



Fixing Local Streets and Roads

Benefits Key

	Reduces Congestion
	Reduces Greenhouse Gas Emissions
	Improves BART Service
	Improves Bus Service
	Expands Bicycle Access/Improves Bicycle Safety
	Improves Pedestrian Safety
	Improves Transportation Connectivity
	Provides Alternatives to Single-Occupant Vehicle Use
	Integrates New Technology
	Creates Good Local Jobs

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Local Street Maintenance & Improvements

\$664 million

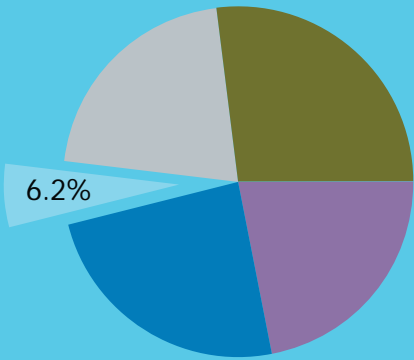
This category is intended to fund maintenance and improvement projects on local streets and roads and may be used for any eligible transportation purposes as defined under the Act. The Authority will distribute 23.1 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of \$100,000 for each jurisdiction, the balance will be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's reporting, audit and GMP requirements. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current information included in the Highway Performance Monitoring System (HPMS)

Funds shall be used by each jurisdiction to maintain and enhance existing roadway and other transportation facilities. Jurisdictions shall comply with the Authority's Maintenance of Effort (MOE) policy as well as Implementation Guidelines of this TEP. Local agencies will report on the use of these funds, such as the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements.

Additional Local Street Maintenance & Improvements











\$20 million

This subcategory is intended to fund additional maintenance and improvement projects on local streets and roads. These additional funds will be allocated to Central Contra Costa County jurisdictions based on the formula of 50 percent on relative population and 50 percent on road miles for each jurisdiction and subject to program requirements detailed above.



Providing Affordable and Safe Transportation for Children, Seniors and People with Disabilities

Benefits Key

	Reduces Congestion
	Reduces Greenhouse Gas Emissions
	Improves BART Service
	Improves Bus Service
	Expands Bicycle Access/Improves Bicycle Safety
	Improves Pedestrian Safety
	Improves Transportation Connectivity
	Provides Alternatives to Single-Occupant Vehicle Use
	Integrates New Technology
	Creates Good Local Jobs

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Safe Transportation for Children

\$64 million

This category is to provide funds to programs and projects that promote safe transportation options for children to access schools or after school programs. Eligible projects include but are not limited to reduced fare transit passes and transit incentive programs, school bus programs, and projects for pedestrian and bicycle safety that provide school-related access.

The Authority will allocate funds and will establish guidelines (in cooperation with project sponsors) to define priorities and maximize effectiveness. The guidelines may require provisions such as parent contributions; operational efficiencies; specific performance criteria and reporting requirements.



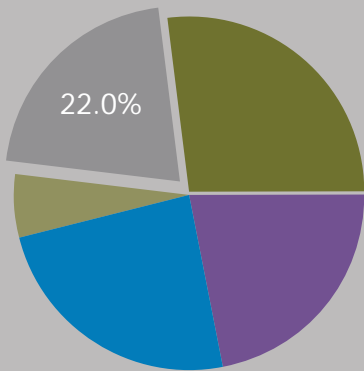
Transportation for Seniors & People With Disabilities

\$115 million

Funding in this category is to support mobility opportunities for seniors and people with disabilities who, due to age or disability, cannot drive or take other transit options.











To ensure services are delivered in a coordinated system that maximizes both service delivery and efficiency, an **Accessible Transportation Service (ATS) Strategic Plan** will be developed and periodically updated during the term of the measure. No funding under this category will be allocated until the ATS Strategic Plan has been developed and adopted. An overarching component in the development and delivery of the ATS Strategic Plan is using mobility management to ensure coordination and efficiencies in accessible service delivery. The plan will address both Americans with Disabilities Act (ADA) and non-ADA services. The plan will evaluate the appropriate model for our local structure including how accessible services are delivered by all agencies and where appropriate coordination can improve transportation services, eliminate gaps in service and find efficiencies in the service delivered. The ATS Strategic Plan would also determine the investments and oversight of the program funding and identify timing, projects, service delivery options, administrative structure, and fund leverage opportunities.

The ATS Strategic Plan will be developed by the Authority, in consultation with direct users of service, stakeholders representing seniors and people with disabilities who face mobility barriers, and non-profit and publicly operated paratransit service providers. Public operators in Contra Costa must participate in the ATS planning process to be eligible to receive funding in this category. The ATS Strategic Plan must be adopted no later than April 1, 2018. The development of the ATS Strategic Plan will not affect the allocation of funds to current operators as prescribed in the existing Measure J Expenditure Plan.



Building Sustainable Communities and Protecting the Environment

Benefits Key

	Reduces Congestion
	Reduces Greenhouse Gas Emissions
	Improves BART Service
	Improves Bus Service
	Expands Bicycle Access/Improves Bicycle Safety
	Improves Pedestrian Safety
	Improves Transportation Connectivity
	Provides Alternatives to Single-Occupant Vehicle Use
	Integrates New Technology
	Creates Good Local Jobs

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Major Streets, Complete Streets, and Traffic Synchronization Project Grants \$290 million

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 designed to smooth 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 jobs, commercial areas and transit, and the design process which includes 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). The Authority will adopt program guidelines that will include information regarding how to evaluate the

range of possible project components. 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. Twenty percent of the program funding will be allocated to four Complete Streets demonstration projects, one in each subregion, recommended by the relevant RTPC and approved by Authority, to demonstrate the successful implementation of Complete Streets projects no later than April 1, 2022.. Projects will be required to strongly pursue the use of separated bike lane facilities in the demonstration project program. The purpose of these demonstration projects is to create examples of successful complete street projects in multiple situations throughout the county.



Pedestrian, Bicycle and Trail Facilities

\$115 million

Two-thirds of the funds from this program shall be used to implement projects in the Countywide Bicycle and Pedestrian Plan, consistent with the current Measure J program. These funds shall be allocated to projects that improve safety for pedestrians and bicyclists, serve the greatest number of users and significant destinations, and remove missing segments and existing barriers to walking and bicycling. 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. The review process shall consider project feasibility and readiness and the differing needs of the sub-regions when identifying projects for funding. Funding available through this program is to be primarily used to construct and maintain bicycle, pedestrian and trail facilities, as well as to make safety or other improvements to bicycle, pedestrian and trail facilities. Planning to identify a preferred alignment for major new bicycle, pedestrian or trail connections may also be funded through this program.

One-third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject

to the review and approval of the conceptual planning/ design phase by the applicable sub-regional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this component of the funding category.

Consistent with the Countywide Bicycle and Pedestrian Plan and the complete streets policy established in this expenditure plan, project sponsors receiving funding through other funding categories in this Plan shall incorporate, whenever possible, pedestrian, bicycle, and trail facilities into their projects.



Community Development Transportation Program

\$100 million

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 existing Transportation for Livable Communities Program (TLC) with projects identified by the Authority's Regional Transportation Planning Committees (RTPCs). Funds will be allocated by the Authority on a competitive basis to transportation projects or programs that promote housing within planned or established centers that are supported by transit, or that support economic development and job creation in Contra Costa County. 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. Project sponsors must demonstrate that at least 20 percent 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 and

that have additional matching funds that have already been committed or secured. 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.



Innovative Transportation Technology/Connected Communities Program

\$65 million

This category is intended to provide funding for the planning and development of projects and programs that include innovative solutions intended to (a) develop and demonstrate transportation innovation through real-world applications, (b) reduce GHG emissions, and (c) implement connected transportation solutions. The Authority intends innovative solutions to include installing new digital and communications infrastructures, automated processes and intelligent controls, and integration with other community services, such as public safety and communications providers, to support a more integrated transportation system that promotes economic development, expanded job opportunities, increased government efficiency, reductions in consumption of nonrenewable resources, and increased sustainability, safety and mobility. Examples of eligible projects include but are not limited to expanding opportunities for zero emission vehicle charging; smart rideshare, carshare and bikeshare services; on-demand and personal transit services that complement traditional fixed-route transit; smart and automated parking; intelligent, sensor-based infrastructure; smart payment systems; and data sharing to improve mobility choices for all users. Projects are intended to promote connectivity between all users of the transportation network (cars, pedestrians,

bikes, buses, trucks, etc.) and automation technologies that collectively facilitate the transformation toward connected communities. Funding is intended to match State, federal, or regional grants and private-sector investment to achieve maximum benefits. By investing in these solutions, Contra Costa County can become a national model in sustainable, technology-enabled transportation.

A minimum of twenty-five percent is to be allocated to each sub-program (a, b and c above) over the life of the measure. The Authority will prepare guidelines and establish overall criteria for the Innovative Transportation Technology/Connected Communities Program and provide technical resources to project sponsors. All programs/projects will be selected through a competitive project selection process within each subregion with the Authority approving the final programs/projects for each of the sub-programs, allowing for a comprehensive countywide approach while recognizing subregional needs to achieve the overall program goal.

Project sponsors must demonstrate that the programs provide highly efficient services that are cost effective, integrated and responsive to the needs of the community.



Transportation Planning, Facilities and Services

\$43 million

This category is intended to provide funding to implement the countywide Growth Management Program, prepare the countywide transportation plan, and support the programming and monitoring of federal and state funds, as well as the Authority's Congestion Management Agency functions.



Regional Transportation Priorities

\$19 million

This category is intended to fund any project or program identified in the Expenditure Plan or eligible under the provisions of the Act, including activities that promote alternatives to travel in single occupant vehicles. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.



Policy Statements

The Growth Management Program

Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan Growth Management Program, which includes Attachment A: Principles of Agreement for Establishing the Urban Limit Line, is replaced in its entirety by this Growth Management Program and Attachment A: Urban Limit Line (ULL) Definitions and Compliance Requirements.

Components

To receive its share of the 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funds and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa's Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities funds and the 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds each jurisdiction must:

1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–8 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

¹ The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program Activities shall take precedence over Growth Management activities.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model

to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Continuously Comply with an Urban Limit Line (ULL)

In order to be found in compliance with this element of the Authority's Growth Management Program, all jurisdictions must continually comply with an applicable voter approved Urban Limit Line (ULL). Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV- ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein as Attachment A.

Any of the following actions by a local jurisdiction will constitute non-compliance with the Growth Management Program:

1. The submittal of an annexation request to Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements (Attachment A).

6. Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable): a hillside development policy, a ridgeline protection policy, a wildlife corridor policy and a creek development policy. Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, in need to adopt a corresponding policy. An ordinance that implements the East Contra Costa HCP/NCCP shall satisfy the requirement to have an adopted wildlife corridor policy and creek development policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) within their planning areas but outside of their city shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime Farmland and Farmland of Statewide Importance outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than April 1, 2019.

Allocation of Funds

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. 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.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funding and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds or Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Transportation for Livable Communities funds until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

Attachment A

Urban Limit Line (ULL) Definitions and Compliance Requirements

Definitions - the following definitions apply to the GMP ULL requirement:

1. Urban Limit Line (ULL): An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development
2. Local Jurisdictions: Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after April 1, 2017.
3. County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda

Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

- Local Voter ULL (LV-ULL): A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch
City of San Ramon
City of Pittsburg

- Minor Adjustment: An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.
- Other Adjustments: Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

Revisions to the ULL

- A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
- A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
- If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - Accept and approve its existing ULL to continue as its applicable ULL, or
 - Accept and approve the revised County ULL as its applicable ULL, or
 - Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
- Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - Minor adjustment shall not exceed 30 acres.
 - 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) which include:
 - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the urban limit line.
 - An objective study has determined that the urban limit line is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by state law, and the governing

elected legislative body finds that a change to the urban limit line is necessary and the only feasible means to enable the county jurisdiction to meet these requirements of state law.

- A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the urban limit line will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the urban limit line has determined, based on the criteria and factors for establishing the urban limit line set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city, town, or county growth management studies or otherwise) or circumstances have changed, warranting a change to the urban limit line.
 - An objective study has determined that a change to the urban limit line is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the county's aviation related needs; or
 - A change is required to conform to applicable California or federal law.
- c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
- 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 a minor adjustment to its applicable ULL that impacts Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law.

Conditions of Compliance

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.

Statement of Policy

Complete Streets Policy

Vision

This Plan envisions a transportation system in which each component provides safe, comfortable and convenient access for every user allowed to use it. These users include pedestrians, bicyclists, transit riders, automobile drivers and their passengers, and truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users and all projects shall be planned, designed, constructed and operated to take advantage of that opportunity.

By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the Exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context, and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

- 1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
- 2) involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
- 3) consider the complete street design standards adopted by the Authority, and
- 4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

Exceptions

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility,
2. The cost of new accommodation would be excessively disproportionate to the need or probable use, or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:
 - a. current and projected user demand for all modes based on current and future land use, and
 - b. lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exceptions findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.¹ Prior to this project sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

1. Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps).

Statement of Policy

Advance Mitigation Program

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change. The Advance Mitigation Program aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The Advance Mitigation Program will provide environmental mitigation activities specifically required under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment/Framework that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The Regional Conservation Assessment/Framework will include countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (East Contra Costa HCP/NCCP) for the areas of the county covered by the East Contra Costa HCP/NCCP. The Regional Conservation Assessment/Framework will identify mitigation opportunities for all areas of the county to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the Regional Conservation Assessment/Framework, in consultation with the RTPCs, prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program. The Assessment and estimated costs do not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program for Contra Costa County or portions of the Bay Area Including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this Program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the Program.

Projects funded from the following categories of Expenditures are eligible for inclusion in the Advance Mitigation Program:

- Major Streets, Complete Streets and Traffic Synchronization Project Grants
- East Contra Costa Transit Extension
- High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County
- Traffic Flow Improvements Along I-680 and SR 24
- Traffic Flow Improvements Along SR 242 and SR 4
- I-80 Interchange Improvements at San Pablo Dam Road and Central Ave
- I-680 and SR 4 Interchange Improvements
- East County Corridor (Vasco Road and/or Byron Highway Corridors)
- Pedestrian, Bicycle and Trail Facilities
- Community Development Transportation Program



Taxpayer Safeguards and Accountability

Governing Structure

Governing Body and Administration

The Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC) also referred to as TRANSPAC
- Two members from the East County RTPC, also referred to as TRANSPLAN
- Two members from the Southwest County RTPC, also referred to as SWAT
- Two members from the West County RTPC, also referred to as WCCTAC
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the MTC, BART and the Public Transit Operators in Contra Costa County.

The four subregions within Contra Costa: Central, West, Southwest and East County are each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Public Oversight Committee

The Public Oversight Committee (Committee) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on the:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure.
- Review of fiscal audits of Measure expenditures.
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines.
- Review of application of the Performance-based Review policy
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding.
- Review of each jurisdiction's Growth Management Checklist and compliance with the Growth Management Plan policies.

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the

Authority Board for implementing the expenditure plan. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority Website and made continuously available for public inspection at Authority offices. The report shall be composed of easy to understand language not in an overly technical format. The Committee shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee is to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPC representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the county's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council, Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the measure). About one half of the initial member appointments will be for two years and the remaining appointments will be for three year terms. Thereafter, members will be appointed to two year terms. Any individual member can serve on the Committee for no more than 6 consecutive years.

Committee members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the Committee, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The Committee shall meet up to once a month to carry out its responsibility, and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (Brown Act). Meetings shall be recorded and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the Committee by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to Authority's independent auditors, and may request Authority staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The Committee shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the expenditure plan.

The Committee shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (i.e. this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments

to this Charter should be made. The formal review will include a benchmarking of the Committee's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the Authority Board.

The Committee replaces the Authority's existing Citizens Advisory Committee.

Advisory Committees

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

The Regional Transportation Planning Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- Bus Transit Coordinating Committee

Implementing Guidelines

This Transportation Expenditure Plan (Plan) is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this Plan in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sales tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this Plan.

Duration of the Plan

The duration of the Plan shall be for 30 years from April 1, 2017 through March 31, 2047.

Administration of the Plan

1. **Funds only Projects and Programs in the Plan:** Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each Project and Program is proposed for approval.
2. **All Decisions Made in Public Process:** The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the

public will be further protected by a Public Oversight Committee, described previously in the Plan.

3. **Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one half percent (0.5%) of revenues from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Transportation Planning Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the county will be given a 45 day period to comment on any proposed Expenditure Plan amendment.
5. **Augment Transportation Funds:** Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.
6. **Jurisdiction:** The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the Transportation Expenditure Plan.

Taxpayer Safeguards, Audits and Accountability

7. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan
8. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
9. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/ Connected Communities Program. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event

that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. **Maintenance of Effort (MOE):** Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

1. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
 2. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
 3. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
 4. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the Metropolitan Transportation Commission.
11. **Annual Budget and Strategic Plan:** Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.
 12. **Requirements for Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.
 13. **Geographic Equity:** The proposed projects and programs to be funded through the Plan constitute a "balanced" distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a "balanced" distribution of funding allocations to each subregion.

Restrictions On Funds

14. **Expenditure Shall Benefit Contra Costa County:** Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.
15. **Environmental Review:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA). Prior to approval or commencement of any project or program included in the Plan, all necessary environmental review required by CEQA shall be completed.
16. **Performance-based Project Review:** Before the allocation of any measure funds for the construction of a project with an estimated capital cost in excess of \$25 million (or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved Countywide Transportation Plan (CTP), as it may be amended, 2) verify that the project is included in the Regional Transportation Plan / Sustainable Communities Strategy, and 3) require the project sponsor to complete a performance based review of project alternatives prior to the selection of a preferred alternative. Said performance based review will include, but not necessarily be limited to, an analysis of the project impacts on greenhouse gas emissions, vehicle miles travelled, goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. When appropriate, the Authority will encourage project sponsors to identify and select a project alternative that reduces greenhouse gas emissions as well as vehicle miles travelled per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2018.
17. **Countywide Transportation Plan:** State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a Countywide Transportation Plan (CTP) for the county and cities within the county. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.
18. **Complete Streets:** The Authority has adopted a policy requiring all recipients of funding through this Plan to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.
19. **Compliance with the Growth Management Program:** If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Transportation Program (CDTP) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.
20. **Local Contracting and Good Jobs:** Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa residents,

and veteran hiring policy (such as the Helmets to Hardhats program) to the extent permitted by law. The Authority, will adopt the aforementioned policy for projects and programs funded by the measure no later than April 1, 2018.

21. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.
22. **Countywide Transit Plan:** The Authority will develop a countywide transit plan identifying services and projects to be funded with this Measure. The plan will be inclusive of services and projects in adopted plans of existing transit operators which have gone through a public review process prior to adoption. The plan will be periodically reviewed and updated. Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Said performance criteria will include a review of impact on Vehicle Miles Traveled (VMT) and Green-house Gas (GHG) and shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents.

Project Financing Guidelines and Managing Revenue

23. **Fiduciary Duty:** Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.
24. **Project and Program Financing:** The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
25. **Programming of Variations from the Expected Revenue:** Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.
26. **Fund Allocations:** Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion RTPC will in priority order consider: 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion, 2) a project or program for other modes of travel in the same subregion, 3) other expenditure plan projects or programs, and 4) other projects or programs of regional significance. The new project or program or funding level may be required to be amended into the expenditure plan.
27. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Appendix

Table of Expenditure Plan Funding Allocations

Funding Category	\$ millions	%	Distribution of Funding By Subregion			
			Central (a)	Southwest (b)	West (c)	East (d)
BART Capacity, Access and Parking Improvements	300.00	10.44%	88.10	57.38	69.77	84.75
Bus Transit Enhancements in West Contra Costa	110.55	3.84%			110.55	
Bus Transit and Other Non-Rail Transit Enhancements in Central, East and Southwest Contra Costa	184.40	6.42%	61.45	61.45		61.50
East Contra Costa Transit Extension	70.00	2.44%				70.00
High Capacity Transit Improvements along the I-80 Corridor	55.00	1.91%			55.00	
Intercity Rail and Ferry Service Improvements	50.00	1.74%	8.00		35.00	7.00
Traffic Flow Improvements & High Capacity Transit Implementation Along I-680 & SR 24	250.00	8.70%	125.00	125.00		
East County Corridor (Vasco Rd and/or Byron Highway Corridors)	117.00	4.07%				117.00
Traffic Flow Improvements along SR 242 & SR 4	108.00	3.76%	44.00			64.00
I-80 Interchange Improvements at San Pablo Dam Road and Central Avenue	60.00	2.09%			60.00	
Interstate 680 and State Route 4 Interchange Improvements	60.00	2.09%	60.00			
Local Street Maintenance and Improvements	663.50	23.09%	191.96	147.53	145.63	178.38
Add'l Local Street Maintenance and Improvements	20.00	0.70%	20.00			
Transportation for Seniors and People with Disabilities	115.01	4.00%	30.80	19.30	28.15	36.76
Safe Transportation for Children	63.96	2.23%	8.72	20.03	26.12	9.09
Major Streets, Complete Streets and Traffic Synchronization Project Grants	290.00	10.09%	108.40	46.40	56.60	78.60
Pedestrian, Bicycle and Trail Facilities	115.00	4.00%	28.30	30.35	26.41	29.94
Community Development Transportation Program	100.00	3.48%	25.26	16.45	20.00	38.29
Innovative Transportation Technology / Connected Communities Grant Program	65.00	2.26%	22.10	11.00	16.70	15.20
Transportation Planning, Facilities & Services	43.05	1.50%	12.64	8.23	10.02	12.16
Regional Transportation Priorities	18.70	0.65%	5.00	3.70	5.00	5.00
Administration	14.35	0.50%	4.20	2.75	3.35	4.05
TOTAL	2873.52	100.0%	843.93	549.57	668.30	811.72
Population Based Share			843.87	549.58	668.33	811.72
Population Share (2030 Estimate) of Total			29.37%	19.13%	23.26%	28.25%

Numbers in this chart are rounded for viewing simplicity.



COMMISSIONERS Robert Taylor, Chair ● Julie Pierce, Vice Chair ● Janet Abelson ● Newell Americh ● Tom Butt ● Teresa Gerringer ● Federal Glover
 Loella Haskew ● David Hudson ● Karen Mitchoff ● Kevin Romick

ALTERNATES Candace Andersen ● Juan Banales ● Diane Burgis ● John Gioia ● David Hudson ● Renee Morgan ● Sue Noack ● Carlyn Obringer
 Renata Sos ● Roy Swearingen ● Sean Wright

EX-OFFICIOS Amy Worth, MTC ● Debora Allen, BART ● Monica Wilson, Public Transit Bus Operators

ALTERNATES Chris Kelley, Public Transit Bus Operators ● Mark Foley, BART

Executive Director Randell H. Iwasaki

Authority Board Special Meeting **AGENDA**

(Full packet with attachments available at www.ccta.net)

This meeting is scheduled to be audiocast live on the CCTA website.

Visit the Public Meetings page under “Get Involved” to tune in.



DATE: Wednesday, June 5, 2019

TIME: 6:30 p.m. (immediately following the Planning Committee regular meeting)

PLACE: Contra Costa Transportation Authority
 2999 Oak Road, Suite 110
 Walnut Creek, CA 94597

- A. CONVENE MEETING:** *Robert Taylor, Chair*
 - B. PLEDGE OF ALLEGIANCE**
 - C. PUBLIC COMMENT:** Members of the public are invited to address the Authority regarding any item that is not listed on the agenda. Please complete one of the speaker cards in advance of the meeting and hand it to a member of staff.
- 1.0 REGULAR AGENDA ITEMS:**
- 1.1 Development of a Transportation Expenditure Plan (TEP) – Consideration of Authority Board Meetings and Action Items and Other Key Dates.** Staff seeks approval of the proposed Authority Board TEP calendar, specifically with the proposed additional Special Authority Board meetings of June 12, June 19, July 10, July 17, August 7, August 14, August 21, September 18, October 16, and October 30, 2019. Staff further seeks comments on the outline of proposed topics for the Authority Board Special meetings relative to the development of a new TEP. Staff Contact: Timothy Haile (*Attachment – Action*)

- 1.2 Development of a Transportation Expenditure Plan (TEP) – Proposed Public Information and Outreach Plan.** Staff seeks approval of the proposed public education and outreach plan. Staff Contact: Linsey Willis (*Attachment – Action*)
- 1.3 Transportation Funding and Needs.** Staff will provide an overview of transportation funding and needs in Contra Costa County. Staff Contact: Hisham Noeimi (*Attachment – Information*)
- 1.4 Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committees (RTPCs) Funding Targets.** Staff seeks direction on the tax rate and duration of a new sales tax, which if approved by the voters, would take effect on July 1, 2020. Staff Contact: Hisham Noeimi (*Attachment – Action*)
- 1.5 Proposed Transportation Expenditure Plan (TEP) Structure and Strategies.** Staff will discuss and seek input from the Authority Board on proposed structure and strategies to develop a proposed Initial Draft TEP. Staff Contact: Timothy Haile (*Attachment – Action*)
- 1.6 Discuss Initial Draft Transportation Expenditure Plan (TEP).** Staff seeks Authority Board comments regarding the framework, funding categories and policy statements included in the proposed Initial Draft TEP. Contact: Don Tatzin (*Attachment – Action*)

2.0 CORRESPONDENCE AND COMMUNICATIONS

- 2.1** Article from Mass Transit dated May 24, 2019 RE: CA: Sacramento kids may soon be able to ride public transit for free (*Attachment – Information*)

3.0 ADJOURNMENT to a proposed special meeting on Wednesday, June 12, 2019 at 6:00 p.m.

*** Footnote:** In accordance with Government Code Section 84308, no Commissioner shall accept, solicit, or direct a contribution of more than two hundred fifty dollars (\$250) from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for three months following the date a final decision is rendered in the proceeding if the officer knows or has reason to know that the participant has a financial interest, as that term is used in Article 1 (commencing with Section 87100) of Chapter 7. Any Commissioner who received a contribution within the preceding 12 months in an amount of more than two hundred fifty dollars (\$250) from a party or from any participant shall disclose that fact on the record of the proceeding and the Commissioner shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before the Authority shall disclose on the record of the proceeding any contribution in an amount of more than two hundred fifty dollars (\$250) made within the preceding 12 months by the party, or his or her agent, to any Commissioner. No party, or his or her agent, shall make a contribution of more than two hundred fifty dollars (\$250) to any Commissioner during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by

the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

ANY WRITINGS OR DOCUMENTS pertaining to an open session item provided to a majority of the Authority less than 72 hours prior to the meeting shall be made available for public inspection at 2999 Oak Road, Suite 100, Walnut Creek, California, during normal business hours.

PUBLIC COMMENT: The public may comment on any matter on the agenda, or related matters not on the agenda, by completing a speaker card (available in meeting room), which should be provided to a CCTA staff member. Public comment may be limited to three minutes (or other such time period as determined by the Chair), in accordance with CCTA's Administrative Code, Section 103.4(b).

TRANSLATION SERVICES: If you require a translator to facilitate testimony to the Authority, please contact Tarienne Grover at (925) 256-4722 no later than 48 hours in advance of the scheduled meeting. Si usted requiere a un traductor para facilitar testimonio a la Authority, por favor llame Tarienne Grover al (925) 256-4722, 48 horas antes de la asamblea.

ADA Compliance: This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Tarienne Grover (925-256-4722) during regular business hours, at least 24 hours prior to the time of the meeting.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Development of a Transportation Expenditure Plan (TEP) – Consideration of Authority Board Meetings and Action Items and Other Key Dates
Summary of Issues	At its meeting on May 15, 2019, the Authority Board approved the guiding principles and work plan for development of a new TEP, and directed staff to undertake activities towards development of a new TEP that could be placed on the March 3, 2020 ballot. Staff has identified the various steps and actions required of the Authority and its partner agencies and stakeholders. The target date for Authority approval of a proposed new TEP for consideration by city/town councils and the County Board of Supervisors is August 21, 2019. The target date for Authority approval of the final TEP and request that it be placed on the ballot is October 30, 2019. Developing a new TEP in this timeline in a transparent process that encourages participation by Authority partner agencies, stakeholders and the public may require several Special Authority Board meetings.
Recommendations	Staff seeks approval of the proposed Authority Board TEP calendar, specifically with the proposed additional Special Authority Board meetings of June 12, June 19, July 10, July 17, August 7, August 14, August 21, September 18, October 16, and October 30, 2019. Staff further seeks comments on the outline of proposed topics for the Authority Board Special meetings relative to the development of a new TEP.
Financial Implications	As previously presented, the total budget for developing a proposed new TEP and placement on the March 2020 ballot is estimated to be \$2.95 million. The costs of additional Authority Board meetings is included in this budget.
Options	The Authority could elect to conduct business relative to the development of a new TEP at its regularly scheduled meetings.

Attachments	<p>A. Sample Schedule for Adopting a District Tax for March 2020 Election</p> <p>B. Proposed Authority Board Meeting Dates and Tentative Agenda and Action Items</p>
Changes from Committee	N/A

Background

At the May 15, 2019 Authority Board meeting, the Authority Board approved the guiding principles and Work Plan for development of a new TEP, and directed staff to undertake activities towards development of a new TEP that could be placed on the March 3, 2020 ballot.

The Work Plan outlined a process for developing and approving a new TEP to be placed on the March 3, 2020 election, summarized with the following phases and due dates:

Phase	Activities / Outcome	Due Date
Authority Develops and Approves New TEP	<ul style="list-style-type: none"> • Develop the “Initial Draft TEP”. • Circulate the “Initial Draft TEP” for review and comment by Regional Transportation Planning Committees (RTPCs), cities/towns and Contra Costa County, stakeholders and public. • Approve the final proposed new TEP and release for consideration of approval by cities/towns and Contra Costa County. 	<p style="text-align: center;">June 19, 2019</p> <p style="text-align: center;">June 19, 2019 through August 21, 2019</p> <p style="text-align: center;">August 21, 2019</p>
City/Town Council and County Board of Supervisors Review and Approval of the new TEP	<ul style="list-style-type: none"> • Approval of the new TEP by a majority of cities and towns representing a majority of the population in the incorporated areas of Contra Costa County. • Approval of the new TEP by the County Board of Supervisors. 	<p style="text-align: center;">October 21, 2019</p> <p style="text-align: center;">October 22, 2019</p>
Authority Board Adopts Ordinance and Resolution	Adopt ordinance to approve final TEP, tax ordinance and resolution authorizing placement of tax measure on the ballot and	October 30, 2019

	requesting the County Board of Supervisors to place the final TEP on the March 3, 2020 ballot.	
County Board of Supervisors Approves Ordinance to Place the Final TEP on Ballot	Ordinance to consolidate special election on Authority Board tax measure for the March 3, 2020 statewide election.	November 19, 2019
County Board of Supervisors Consolidates the Election	Last day to place a measure on the ballot.	December 6, 2019
ELECTION DAY		March 3, 2020

A more detailed sequence of activities with the reference to the authorizing California Code section is included in Attachment A, Sample Schedule for Adopting a District Tax for the March 3, 2020 election.

As authorized at the May 15, 2019 Authority Board meeting, Authority staff will conduct public and stakeholder outreach efforts and seek input from RTPCs, cities/towns and the Contra Costa County elected officials and staff, other partner agencies, stakeholders, and the public throughout the process leading to the Authority Board’s consideration on October 30, 2019 to approve the new TEP. The Authority Board has determined that it would like to approve the new TEP as a “committee of the whole”. Currently, the Authority Board only has its regularly scheduled monthly board meetings. Staff believes that additional Authority Board meetings are warranted to achieve a transparent process to engage all interested parties, and one that allows the Authority Board to receive reports of all input received, hear additional testimony from interested parties, and to deliberate and provide staff with necessary direction on developing the various sections of the new TEP.

A proposed schedule of Authority Board special meeting dates and potential topics and action items for each meeting is included in Attachment B. Additional Special Authority Board meetings may be required pending the discussion and outcomes of the proposed meetings. Staff seeks approval of the proposed Authority Board TEP calendar, specifically with the proposed additional Special Authority meetings of June 12, June 19, July 10, July 17, August 7, August 14, August 21, September 18, October 16, and October 30, 2019. Staff further seeks comments on the proposed meeting dates and outline of proposed topics for the Authority Board Special meetings relative to the development of a new TEP.

**CONTRA COSTA TRANSPORTATION AUTHORITY
SAMPLE SCHEDULE FOR ADOPTING A DISTRICT TAX**

Pub. Util. Code, § 180200 et seq.

Rev. & Tax. Code, § 7251 et seq.

MARCH 2020 ELECTION – MARCH 3, 2020

Deadline to Consolidate Election (place Measure on Ballot) –
December 6, 2019 (88 days prior to Election)

Agency	Action	Timing (legal authority)
APPROVE TRANSPORTATION EXPENDITURE PLAN		
Authority	Prepare Transportation Expenditure Plan (TEP)	Mid-April – Mid-August, 2019 (Pub. Util. Code, § 180201, 180206.)
Authority	Approve proposed TEP. Circulate proposed TEP to cities/towns and County Board of Supervisors for approval.	August 21, 2019 SPECIAL MEETING (Pub. Util. Code, § 180206(b), (c).)
Cities/Towns/ Public	Majority of cities/towns councils and city/town councils representing a majority of the population in the incorporated areas of Contra Costa County approve the TEP. Public review	September/Mid-October, 2019 (Pub. Util. Code, § 180206(b), (c).)
County Board of Supervisors	Approves the TEP.	October 22, 2019 (Pub. Util. Code, § 180206(b), (c).)
Authority	Adopt Ordinance to approve the TEP.	October 30, 2019

Agency	Action	Timing (legal authority)
	<p>After receiving approval from the County Board of Supervisors and a majority of cities/towns and cities/towns representing a majority of the population in the incorporated areas of Contra Costa County, it can be adopted at the same meeting where the tax ordinance is adopted and the request to call and consolidate the election is made, however, it must be approved first. (Pub. Util. Code, § 180206(b).)</p>	<p>SPECIAL MEETING (Pub. Util. Code, § 180206(b).)</p>
<p>ADOPT TAX ORDINANCE AND CALL ELECTION – MARCH 2020</p>		
<p>Authority</p>	<p>Adopts tax ordinance by 2/3 vote; Adopts resolution (i) authorizing placement of tax measure on the ballot; (ii) directing the Attorney to prepare an impartial analysis of the ballot measure; (iii) consolidating the election with the general election; and (iv) requesting the County Board of Supervisors to permit the County Elections Official to render specified services for the conduct of the election, including preparation of the election materials.</p>	<p>October 30, 2019 SPECIAL MEETING (Pub. Util. Code, § 180201; Elec. Code, § 10403.)</p>
<p>Authority</p>	<p>Clerk files with the County Board of Supervisors the resolution consolidating the election with a general election OR calling the special election, requesting election services, and setting forth the exact form of the proposition as it is to appear on the ballot.</p>	<p>October 31, 2019</p>

Agency	Action	Timing (legal authority)
County Board of Supervisors	Introduce County Ordinance to call and consolidate the special election on the Authority's tax measure with the March 3, 2020 statewide special election.	<p>November 12, 2019</p> <p>(Gov Code §25131; Pub. Util. Code, § 180201)</p>
County Board of Supervisors	Adopts County Ordinance.	<p>November 19, 2019</p> <p>(Gov Code §25131)</p>
County Board of Supervisors	Consolidates election.	<p>December 6, 2019</p> <p>The ballot proposition must be submitted not less than 88 days prior to the date of the election.</p> <p>(Elec. Code, § 10403(a))</p>
Voters	Voters consider district tax.	<p>March 3, 2020</p> <p>First Tuesday after the first Monday in November.</p> <p>(Elec. Code, § 1000(d).)</p>

Attachment B**Development of a New Transportation Expenditure Plan (TEP)****Proposed Contra Costa Transportation Authority (Authority) Board Meeting Dates and Tentative Agenda and Action Items**

June 5, 2019

Special Authority Board Meeting

Proposed Agenda

1. The TEP Development and Schedule

Staff seeks approval of the proposed Authority Board TEP calendar, specifically with the proposed additional Special Authority Board Meetings of June 12, June 19, July 10, July 17, August 7, August 21, September 18, October 16 and October 30, 2019.

2. Proposed Public Information and Outreach Plan

Staff will provide an overview of the proposed Outreach Plan for partner agencies, stakeholders and the public.

3. Transportation Funding and Needs

Staff will provide the Authority Board with a summary of transportation needs for projects and programs based on current needs and forecast documented in the 2017 Countywide Transportation Plan (CTP) and Regional Transportation Plan (RTP), and a summary and discussion of the impacts of recently approved new transportation funding including Regional Measure 3 (RM3) and Senate Bill 1 (SB1) passed in 2018.

4. Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committee (RTPC) Funding Targets

Staff seeks approval of the revenue forecast, tax rate and term for preparation of a new proposed TEP.

5. Proposed TEP Strategies

Staff seeks comments of proposed TEP structure and strategies to develop an Initial Draft TEP.

6. Discuss Initial Draft TEP

Staff will present an initial draft of project/program funding categories and possible funding amounts, and will outline the major policies contained in the 2016 TEP. Staff will outline potential changes to be considered from the 2016 TEP policies for an Initial Draft TEP. Staff seeks comments and direction on funding categories and potential policy changes.

June 12, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Performance Measures and Authorize Performance Analysis of the TEP

Staff will propose a set of performance measures that measure the TEP benefits included in the guiding principles. Staff recommends starting the performance analysis based on the Initial Draft TEP and to update and complete final performance analysis using the TEP to be approved on August 21, 2019. Staff seeks input from Authority Board of outcome-based performance analysis of the TEP.

2. Discuss Initial Draft TEP, Project/Program Categories and Funding Amounts

Staff will provide an overview of proposed additional changes made to the initial draft of project/program funding categories and amounts based on Authority Board direction and from stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

3. Discuss Proposed Policies to be Considered for a New TEP

Staff will provide an overview of the policies and an outline of proposed changes in policies to be included in the Initial Draft TEP based on Authority Board direction and stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

June 19, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Initial Draft TEP, Project/Program Categories and Funding Amounts

Based on comments received at the June 12, 2019 Authority Board meeting, staff will provide an overview of proposed changes made to the initial draft of project/program funding categories and amounts based on Authority Board direction and from stakeholder input. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

2. Discuss Proposed Policies to be Contained in the Initial Draft TEP

Based on comments received at the June 12, 2019 Authority Board meeting, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Initial Draft TEP. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.

3. Approve Performance Measures and Authorize Performance Analysis of the TEP

Based on feedback received at the June 12, 2019 Authority Board meeting, staff will recommend a set of performance measures that measure the TEP benefits included in the guiding principles. Staff recommends starting the performance analysis based on the Initial Draft TEP and to update and complete final performance analysis using the TEP to be approved on August 21, 2019. Staff seeks Authority Board approval of outcome-based performance analysis of the Initial Draft TEP.

4. Authorization to Release Initial Draft TEP for Comments

Staff will provide a summary of next steps and seek Authority Board authorization to release the Initial Draft TEP for review and comment. Staff recommends that interested parties provide comment prior to the proposed Special Authority Board meeting on August 7, 2019.

July 10, 2019

Special Authority Board Meeting (if needed)

Proposed Agenda

1. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received at the June 19, 2019 Authority Board meeting and input from stakeholders, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Final TEP. Staff seeks comments and direction on potential policy changes.

July 17, 2019

Special Authority Board Meeting

Proposed Agenda

1. Discuss Feedback Received to Date on the Initial Draft TEP

Staff will provide an overview of feedback received to date and provide the draft schedule for the Authority Board meetings in August to consider all comments and approve the TEP.

2. Discuss Possible Changes to be Included in the Final TEP

Staff will outline a series of possible changes to be made to the Initial Draft TEP, and seek Authority Board comments and direction regarding proposed changes.

August 7, 2019

Special Authority Board Meeting

Proposed Agenda

1. Summary of Feedback Received from RTPCs, Cities/Towns/PMA, Stakeholders, and Public

Staff will provide summary of feedback received regarding the Initial Draft TEP.

2. Discuss Final TEP, Project/Program Categories and Funding Amounts

Base on comments received on the Initial Draft TEP, staff will provide an overview of proposed changes of project/program funding categories and amounts based on feedback received from RTPCs, cities/towns/Public Managers Association (PMA), stakeholders and public. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

3. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received on the Initial Draft TEP, staff will provide an overview of the policies and an outline of proposed changes in the policies to be included in the Final TEP. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

4. Approval of Final TEP Format

Staff will provide a proposed Final TEP format and seek Authority Board approval.

August 14, 2019

Special Authority Board Meeting (if needed)

Proposed Agenda

1. Discuss Additional Feedback Received on Initial Draft TEP

Staff will provide a summary of feedback received to date, and any additional feedback received based on discussions from the August 7, 2019 Authority Board meeting.

2. Discuss Final TEP, Project/Program Categories and Funding Amounts

Based on comments received by the Authority Board and additional feedback on the Initial Draft TEP, staff will provide an overview of proposed changes of project/program funding categories and amounts. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

3. Discuss Proposed Policies to be Contained in the Final TEP

Based on comments received by the Authority Board and additional feedback on the Initial Draft TEP, staff will provide an overview of the policies and an outline of proposed changes in policies to be included in the Final TEP. Staff seeks comments and direction for possible additional changes to be considered in the Final TEP.

August 21, 2019

Special Authority Board Meeting

Proposed Agenda

1. Authority Approves Proposed TEP

Based on comments received, staff will provide an overview of the final project/program funding categories and amounts, and final policies to be considered by the Authority Board. Staff seeks approval of the proposed Final TEP and authorization for circulation to cities/towns and county for approval.

2. Schedule for Approval of the TEP by Cities/Towns and County Board of Supervisors

Staff will provide an overview of the proposed meeting dates of each of the cities/towns, and County Board of Supervisors for consideration to approve the Final TEP.

September 18, 2019

Special Authority Board Meeting

Proposed Agenda

1. Provide Update on Status of TEP Approval
 2. Provide Update on Performance Analysis
-

October 16, 2019

Special Authority Board Meeting

Proposed Agenda

1. Provide Update on Status of TEP Approval
2. Draft Ordinance Approving TEP, Tax Ordinance and Resolution asking the County Board of Supervisors to Call the Election

Staff and Authority Counsel will discuss the draft ordinance approving the TEP, tax ordinance, and resolution.

October 30, 2019

Special Authority Board Meeting

Proposed Agenda

1. Authority Board Adopts Ordinance Approving TEP, Adopts Tax Ordinance, and Resolution asking the County Board of Supervisors to Call the Election

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Development of a Transportation Expenditure Plan (TEP) – Proposed Public Information and Outreach Plan
Summary of Issues	At this time, the Authority Board has indicated that a TEP may be placed before voters in March 2020, and has directed staff to proceed with development of a plan. Staff has prepared a draft plan for public education and outreach activities designed to lay the groundwork for an inclusive process for the preparation of the TEP.
Recommendations	Staff seeks approval of the proposed public education and outreach plan.
Financial Implications	The proposed public information and outreach plan outlines how the \$700,000, approved by the Authority Board at the May 15, 2019 meeting, for outreach and communication activities related to development of a new TEP will be expended.
Options	<ol style="list-style-type: none"> 1. Modify the proposed public education and outreach plan. 2. Defer action to a later time.
Attachments	A. Proposed Public Information and Outreach Plan
Changes from Committee	N/A

Background

The Authority Board has signaled its intention to place a TEP before the voters in March 2020, kicking off public education and discussion about the future of transportation in Contra Costa County. This is a great opportunity to inform and engage the public about past, present and future transportation investments in Contra Costa County, and ensure that residents have the opportunity to provide input on a TEP this summer. The attached Draft Public Education and Outreach Plan (Attachment A) is a high-level overview designed to provide a framework for a public information and outreach effort this calendar year.

**CONTRA COSTA TRANSPORTATION AUTHORITY
PROPOSED PUBLIC INFORMATION AND OUTREACH PLAN
SUMMER 2019**

INTRODUCTION

With the Contra Costa Transportation Authority (Authority) embarking upon development of a new Transportation Expenditure Plan (TEP), the Authority is excited to engage with residents about the future of transportation in Contra Costa County.

A TEP is an investment plan for the future, designed to ensure that local sales tax dollars are invested in alignment with the priorities of Contra Costa County's diverse residents and businesses. More specifically, the TEP outlines a suite of cohesive projects and multi-dimensional solutions that support smart transportation planning and development in Contra Costa County, and enables the county to leverage state and federal funding sources to deliver those improvements to the public.

The Authority intends to release a first draft of a TEP to the public in June 2019 for input, with a goal of incorporating public and stakeholder feedback into a final draft completed by September 2019. This provides approximately three months to execute an outreach and engagement strategy.

TRANSPORTATION EXPENDITURE PLAN (TEP) OUTREACH TOOLS

There are many stakeholder groups involved in the development and feedback required to assemble a final draft version of the TEP including, but not limited to: the public that the Authority serves; the Regional Transportation Planning Committees (RTPCs) – and by extension the county, and cities/towns that are represented on the committees; advocacy organizations, elected officials, and partner agencies.

Authority staff has begun the process of engaging the RTPCs to solicit input and feedback on a potential TEP, and that process will continue throughout the summer. Through Don Tatzin, the Authority has also begun the process of reaching out directly to advocacy and community organizations and partner agencies to inform them of the Authority's intention to move forward with developing a new TEP. The activities and tools outlined below are intended to help solicit input directly from the public.

The Authority Board anticipates releasing a draft TEP to the public at its June 19, 2019 Authority Board meeting. At the September Authority Board meeting, the final draft TEP will be adopted and distributed to cities/towns for approval. Staff proposes using the tools shown in the table below to amplify the Authority's community engagement and education efforts. Throughout the outreach process, staff will carefully track performance metrics of the activities proposed so

that staff can make any necessary adjustments, and provide a summary report at the conclusion of this outreach period.

Staff proposes the following outreach activities to solicit direct input from the public on a draft TEP:

- **Telephone Town Halls**

This tool provides an opportunity for the public to participate via telephone from a location they prefer to learn about the draft TEP, ask questions, and answer in-call polls. Calls will be recorded and both an audio file and written transcription will be available on the Authority's website. Staff proposes to host one town hall in partnership with each RTPC in the county, and potentially one additional countywide telephone town hall, schedule-permitting.

- **Community Meetings**

Staff is proposing to host a minimum of one in-person community meeting in each subregion of the county. The goal is to co-host these meetings with local community-based-organizations to extend the Authority's outreach deeper into communities that might not normally attend a public meeting. We will try to exceed the number of proposed community meetings to the extent time and budget allow.

- **Online Engagement Survey or Tool; Potential Companion Printed Survey**

Staff will develop an option for residents to share their feedback online, providing a forum for residents to communicate their views on the draft TEP. The plan is to also create a non-electronic option as a companion to the online survey or tool for distribution to public spaces and at public events to aid in obtaining the public's point of view.

- **Development and Distribution of Informational Materials**

The draft TEP is a blueprint for the future of transportation in Contra Costa County and details strategies, projects and programs. Since the draft TEP will likely be a comprehensive document, a suite of supplemental materials will be developed to share information about proposed investments. For example, fact sheets may be created for each city, town and the County. Presentations may be developed that can be given by staff and Commissioners upon request. Newsletter articles, videos, postcards, and blog posts about the draft TEP are also examples of the types of materials that may be created.

- **Media Engagement Across a Variety of Platforms and Channels**

Today’s media landscape includes a plethora of opportunities to reach the public utilizing traditional, digital and social media platforms. Strategies for soliciting public feedback on the draft TEP could include hosting information sessions for members of the media, paid media, and tools like Reddit’s “Ask Me Anything”.

- **Updating the Authority’s Communication Channels**

One of our key tools for informing the public about the draft TEP will be a dedicated web page we create on the Authority’s website (www.ccta.net) that can serve as a hub of information about the TEP development process. The Authority has other communication channels (social media, e-newsletter, etc.) it can also use to provide regular updates to the public about the TEP development process.

- **Presentations**

Continue the Authority’s longstanding tradition of speaking upon request to interested community groups and proactively reach out to community organizations with an offer to provide a presentation on the Authority’s work and the draft TEP.

- **In-person Public Comment**

One of the most direct ways for the Authority Board to hear from the public is to ensure that the public is aware of the opportunity for in-person public comment at each of the Authority’s Board meetings. Staff will ensure this option is always presented to the public through the tools and mediums outlined above.

TRANSPORTATION EXPENDITURE PLAN OUTREACH BUDGET	
Activity Category	Cost
<p><i>Development of the Draft TEP document</i></p> <p>This portion of the budget is allocated to the development and production of the actual TEP document itself, including creation of a new document (and updates of the document for Authority Board meetings this summer) that includes substantial work on new text, graphics, maps and photography. Should the Authority move forward with placing a measure on the ballot, this line item in the budget also includes formatting the document for the ballot, including Spanish and Chinese translations.</p>	\$230,000.00
<p><i>Telephone Town Halls</i></p> <p>Budget is for 5 telephone town halls. Each town hall will be simulcast in Spanish. Audio recordings and written transcriptions will be done for each town hall. Budget figure also includes costs to purchase a list of phone numbers, invite participants in advance via telephone calls and texts,</p>	\$125,000.00

outbound dialing to approximately 25,000 residents per each call, and advertising the telephone town hall to community members in each RTPC.	
<i>Community Meetings & Events</i> Budget includes potential costs for meeting spaces, food, audio/visual, and other items that may vary by meeting partner, as well as budget to leverage summer events already scheduled (parades, festivals, etc.) to share information and survey materials with members of the public.	\$60,000.00
<i>Online Engagement Tool/Survey and Companion Printed Survey</i> Includes development costs for online tool/survey and printing costs.	\$70,000.00
<i>Informational Materials and Media Engagement</i> Cost estimate is intended to cover any development costs, printing costs, or media purchases.	\$200,000.00
<i>Updating the Authority's Communication Channels</i>	\$15,000.00
TOTAL	\$700,000.00

ADDITIONAL COMMUNICATION ACTIVITIES

The communications activities outlined above are designed to engage the public in a dialogue about the draft TEP and future of transportation in Contra Costa County. Concurrent with this effort, the Authority will continue to refine the agency's brand identity and develop communications that help tell our story to the public.

RECOMMENDATION

Staff recommends approval of the proposed public information and outreach plan.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Transportation Funding and Needs
Summary of Issues	<p>Despite the passage of Senate Bill 1 (SB1) and Regional Measure 3 (RM3) in the past two years, the need for local funding still exists in Contra Costa County to be able to provide the required matched funding to access these sources of new funding. Out of \$2.4 billion in additional funding needed to complete a number of high priority projects aimed to reduce congestion, improve safety and provide mobility options along congested corridors, staff estimates that \$1.6 billion will need to come from new funding sources. Furthermore, additional funding is still needed for local streets pavement maintenance, completion of the County’s bike and pedestrian network, and enhancing transit services.</p> <p>A new local fund source will not only help address some of those needs, but will also ensure that Contra Costa County is well positioned to attract State and federal funds that would otherwise go to other counties that are able to provide the required match for these sources.</p>
Recommendations	N/A – Information Only
Financial Implications	N/A – Information Only
Options	N/A
Attachments	<p>A. Capital Projects with Funding Shortfalls</p> <p>B. Metropolitan Transportation Commission (MTC) StreetSaver Analysis of 10-year Pavement Condition</p>
Changes from Committee	N/A

Background

Measure J, which extended the countywide transportation half-percent sales tax, was passed by Contra Costa County voters in November 2004. The 25-year Measure J became effective on

April 1, 2009 and will expire in 2034. With the passage of Measure J, the Contra Costa Transportation Authority (Authority) embarked on a three-pronged strategy to deliver Measure J capital projects years ahead of when otherwise would have been possible. The strategy consisted of advancing project funding by issuing bonds against a portion of future Measure J funds, getting projects shovel-ready, and partnering with other agencies to leverage Measure J funds. This allowed the Authority to take advantage of low interest rates, a favorable construction climate during the great recession, and one-time infusion of State and federal funds, such as Proposition 1B in 2006 and Federal Stimulus funding in 2008.

At this time, two-thirds of Measure J capital projects are complete or under construction, 14 years ahead of when Measure J expires (in 2034). Early delivery of projects not only allows providing benefits to the public sooner than otherwise possible but it also provides a better return on investment as costs escalate over time.

Completed Measure J projects include the Caldecott 4th bore, State Route 4 (SR4) widening, East Bay Area Rapid Transit (eBART) extension to Antioch, Interstate 80 (I-80) Smart Corridor, I-80/San Pablo Dam Road – phase 1, Balfour Road Interchange, Sand Creek Interchange, and others. Major projects currently under construction include I-680/SR4 – phase 3, I-680 Southbound (SB) High Occupancy Vehicle (HOV) and Express Lane, and Kirker Pass Truck Climbing Lane.

The Authority's pursuit of State and federal transportation funding has historically allowed it to leverage its limited Measure J funds at a rate of 3 to 1. Without Measure J, the Authority would not have been able to compete for many grants and programs, resulting in delayed project delivery and significant lack of transportation infrastructure in Contra Costa County.

New Transportation Revenues

Senate Bill 1 (SB1)

The transportation funding landscape in the Bay Area has improved in the past couple of years with the passage of SB1 and RM3. Both measures helped reverse the trend of eroding investments in California's transportation system. SB1 – The Road Repair and Accountability Act was passed by the legislature and signed by the Governor in 2017. It increased gas taxes and added vehicle registration fees to raise \$5 billion statewide annually in new transportation revenues. SB1 also provides for inflationary adjustments so that the purchasing power does not diminish as it has in the past. SB1 prioritizes maintenance and rehabilitation of local streets and safety improvements, where \$3 billion out of \$5 billion is set aside equally between the local jurisdictions (cities/towns/counties) and the State for such purposes. With \$1.5 billion in SB1

funds now flowing to the cities/towns/counties in California, Contra Costa County jurisdictions are expected to receive approximately \$31 million in Fiscal Year (FY) 2018-19, compared to about \$16 million from Measure J local streets maintenance funds. For larger cities, SB1 provides a larger amount of funding than what Measure J provides for local street maintenance. For medium and smaller cities, the amount provided by SB1 is equivalent to what the jurisdictions currently receive from Measure J. Table 1 provides a breakdown of funding by jurisdiction for local streets and roads from various current sources.

Table 1: Local Streets and Roads SB1 and Measure J Funding by Jurisdictions

City	League of California Cities Highway Users Tax Account (HUTA) (Gas Tax) Estimate (FY 2018-19)	League of California Cities Estimates for SB 1 Funding (FY 2018-19)	18% Return to Source - Measure J Estimate (FY 2018-19)
Antioch	\$ 2,286,160	\$ 1,920,309	\$ 1,324,213
Brentwood	\$ 1,278,794	\$ 1,070,751	\$ 976,335
Clayton	\$ 237,445	\$ 194,153	\$ 263,217
Concord	\$ 2,609,564	\$ 2,193,729	\$ 1,657,497
County	\$ 19,979,204	\$ 14,575,115	\$ 2,673,163
Danville	\$ 902,702	\$ 754,054	\$ 702,083
El Cerrito	\$ 510,817	\$ 423,582	\$ 426,067
Hercules	\$ 539,500	\$ 446,987	\$ 397,166
Lafayette	\$ 526,201	\$ 435,743	\$ 464,965
Martinez	\$ 776,157	\$ 647,067	\$ 585,811
Moraga	\$ 350,144	\$ 288,588	\$ 334,646
Oakley	\$ 849,384	\$ 708,976	\$ 621,548
Orinda	\$ 394,502	\$ 326,090	\$ 430,064
Pinole	\$ 395,245	\$ 326,719	\$ 340,302
Pittsburg	\$ 1,471,756	\$ 1,233,889	\$ 871,221
Pleasant Hill	\$ 715,305	\$ 595,620	\$ 600,067
Richmond	\$ 2,244,092	\$ 1,884,743	\$ 1,389,301
San Pablo	\$ 645,494	\$ 536,599	\$ 404,564
San Ramon	\$ 1,672,572	\$ 1,403,668	\$ 948,903
Walnut Creek	\$ 1,431,978	\$ 1,200,259	\$ 986,866
	\$ 39,817,016	\$ 31,166,641	\$ 16,397,999

In addition, SB1 provides additional funding to transit agencies. Table 2 provides a comparison of funding from various sources including Measure J and SB1 by transit agency, as estimated by MTC.

Table 2: SB1 and Measure J Funding by Transit Agency

Transit Agency	Baseline STA* Funding (FY 2016-17 Estimate)	MTC estimates of Net Increase in STA funding from SB1 (FY 2018-19)	MTC estimates of Annual Transit Capital funding via STA Formula in SB1 (FY 2017-18)	Measure J Program 4 Bus Services (5%) (FY 2018-19)	Measure J Program 16 Bus Services (4.3%) (FY 2018-19)	Measure J – Program 19b West Co. Add'l Bus Service (2.16%) (FY 2018-19)
AC Transit	\$6,938,750	\$6,494,389	\$2,727,643	\$1,797,978	\$1,437,754	\$1,608,360
Tri Delta	\$202,949	\$189,952	\$79,780	\$359,596	\$269,579	--
County Connection	\$438,211	\$410,147	\$172,262	\$1,797,978	\$1,797,192	--
WestCAT	\$229,652	\$214,945	\$90,277	\$539,393	\$359,439	\$369,657
WETA	\$943,358	\$882,945	\$370,637	--	--	--
BART	\$18,963,775	\$14,920,667	\$6,266,680	--	--	--
TOTAL	\$27,716,695	\$23,113,045	\$9,707,279	\$4,494,945	\$3,863,964	\$1,978,017

* STA: State Transit Assistance

SB1 also provides \$100 million per year in funding (available on a competitive basis) for pedestrian and bicycle facilities through the Active Transportation Program (ATP). Several other competitive categories in SB1 have restrictions on types of projects eligible (e.g. freight-related projects) and who can apply. In most cases, matching funds are either required or used as a factor to determine priority. The Authority was successful in securing \$33.6 million for I-680/SR4 - Phase 3 from one of those competitive categories (Local Partnership Program (LPP) funds) but a one-to-one match was required. The Authority would not have been able to compete for this fund source if Contra Costa voters did not approve Measure J in 2004, as it would likely not have the required matching funds.

Finally, as a reward for being a self-help county and passing Measure J in 2004, the Authority started receiving about \$2.3 million per year from the Formulaic portion of the LPP in SB1 to invest in the transportation system, which is a fraction of the \$90.8 million generated by Measure J in FY 2017-18. The formulaic LPP funds of \$2.3 million per year is the only funding from SB1 that the Authority receives without having to compete.

Regional Measure 3 (RM3)

In 2018, Bay Area approved RM3, which increases the tolls on all Bay Area bridges except for the Golden Gate Bridge. The tolls increased by \$1 in 2019, an additional \$1 in 2022, and an additional \$1 in 2025, for a total increase of \$3. After 2025, the legislation allows tolls to be increased to keep up with inflation.

Several projects in Contra Costa County were included in the RM3 project list, totaling \$360 million in funding, as follows:

- I-680/SR 4 Interchange Improvements (\$210,000,000)
- Richmond-San Rafael Bridge Access East Side Improvements (\$75,000,000)
- I-80 Transit Improvements (\$25,000,000)
- Byron Highway – Vasco Road Airport Connector (\$10,000,000)
- East Contra Costa County Transit Intermodal Center (\$15,000,000)
- I-680 Transit Improvements (\$10,000,000)

The infusion of RM3 funding in the above projects will bring them closer to reality but unfortunately does not fully fund any of them. Many other priority projects in Contra Costa County are not on the list.

In addition, RM3 provided \$500 million for additional BART cars, and had several categories (e.g. Express Lanes) that could provide funding to other projects in Contra Costa if matching funding or full funding plans can be demonstrated.

Measure RR

In 2016, residents of San Francisco, Alameda and Contra Costa Counties voted on Measure RR. The approved measure provides additional funding to BART for track improvements and modernization of the train control system. It also set aside \$135 million for access improvements at BART stations. At this time, no definitive list of specific projects in Contra Costa County is available.

Unmet Transportation Needs

Despite the passage of SB1, RM3, and Measure RR in the past two years, the need for local funding still exists in Contra Costa County. The lack of transportation investment in the past has created significant backlogs of deferred maintenance on the local system. In addition, added requirements (e.g. clean water), and higher labor and material costs are contributing to

climbing construction costs. Increases in population and employment have added additional demand on an already stressed transportation system.

The ongoing effort by the Authority to update the project list as part of the new Regional Transportation Plan (RTP) reveals a need in excess of \$7.5 billion in funding over the 30-year RTP period, of which only \$3.3 billion is expected to be available from existing sources. The list below demonstrates some of the unmet transportation needs in Contra Costa County.

Major Capital Projects Need: Attachment A lists the funding plans for a select group of major capital projects in Contra Costa County, taking into consideration recently passed funding initiatives and measures. These projects are aimed to reduce congestion, improve safety, and provide mobility options to commuters. Approximately \$2.4 billion in funding is still needed in spite of the additional funding available from SB1 and RM3. Staff estimates that \$800 million may become available over the remaining life of Measure J from current federal, State and regional fund sources if the Authority is successful in competing and has the required matching funds. This additional \$800 million would reduce the shortfall from \$2.4 billion to \$1.6 billion. A summary is provided in Table 3.

Table 3. Major Capital Projects Costs and Funding Needs

Major Capital Projects	Cost/Funding Estimate (x \$1000)
Estimated Total Cost	\$2,872,600
Estimated Current Funding	\$500,600
Current Shortfall	\$2,372,000
Potential Future Funding	\$800,000
Remaining Shortfall	\$1,572,000

Pavement Maintenance Needs: MTC estimates deferred pavement maintenance on the local street system in the Contra Costa County jurisdictions to exceed \$1.1 billion in year 2027, down from \$1.7 billion if SB1 revenues were not in place. Attachment B provides details by jurisdiction on projected pavement condition and deferred maintenance in 2027 based on MTC’s StreetSaver Pavement Management Program used by all jurisdictions in Contra Costa County. Table 4 provides a summary of Contra Costa County Pavement Needs.

Table 4. Pavement Condition and Maintenance Backlog in Contra Costa County

2017 Pavement Condition Index (PCI)	2027 PCI with SB1 Funds	2027 PCI without SB1 Funds
71	70	61
2017 Maintenance Backlog	2027 Maintenance Backlog with SB1 Funding	2027 Maintenance Backlog without SB1 Funding
\$858,559,000	\$1,133,180,981	\$1,695,696,201

Pedestrian and Bicycle Project Needs: The Countywide Bicycle and Pedestrian Plan (CBPP), completed in 2018, estimates the cost of pedestrian and bicycle projects included in the Comprehensive Transportation Project List (CTPL) at \$1.4 billion, of which \$1.2 billion in funding is needed. The plan estimates current fund sources could provide about \$0.8 billion in the future, leaving about \$0.4 billion unfunded. Table 5 provides a summary from the CBPP.

Table 5. Pedestrian/Bicycle Projects Costs and Funding

Pedestrian/Bicycle Projects	Cost/Funding Estimate (x \$1000)
Estimated Total Cost	\$1,404,069
Estimated Current Funding	\$172,000
Current Shortfall	\$1,232,069
Potential Future Funding	\$790,000
Remaining Shortfall	\$442,069

Transit Needs: With the desire to provide more frequent, secure and reliable transit service for commuters, students, seniors and people with disabilities, additional funding will be needed to enhance these services beyond what is available now. In addition, as transit agencies are required to switch their fleets to zero emission buses, more funding will be required. Currently, staff does not have an estimate of unmet transit needs.

A summary of identified unmet needs is shown below, taking into consideration SB1 and RM3 funding:

Major Capital Projects	\$1.6+ billion
Pavement Maintenance	\$1.1 billion
Pedestrian and Bicycle Network	\$0.4 billion
Transit Service	TBD

TOTAL UNMET TRANSPORTATION NEEDS: \$3.1+ billion

A new local fund source will help address some of those needs, and also ensure that Contra Costa County is well positioned to take advantage of State and federal funds that require a match to receive funding. It will also help prepare Contra Costa County's transportation system for future challenges as technology continues to impact the Bay Area transportation system.

StreetSaver 10-Year Analysis of Pavement Conditions: Current Funding vs. Prop 6 Funding

County	Jurisdiction	Network PCI 2017	Deferred in 2017	Deferred in 2027 w/Prop 6 Passage	Deferred in 2027 w/ Current Funding	Network PCI 2017 w/ Prop 6 Passage	Network PCI 2027 w/Current Funding
Central Contra Costa County	Antioch	67	\$17,588,117	\$173,632,960	\$109,551,897	60	68
Central Contra Costa County	Sonoma	64	\$1,208,700	\$49,512,045	\$17,738,919	71	79
Central Contra Costa County	Tiburon	54	\$3,548,124	\$12,872,177	\$7,447,511	75	79
Central Contra Costa County	Orinda	63	\$29,909,201	\$438,895,127	\$147,198,432	40	48
Central Contra Costa County	Contra Costa County	73	\$7,874,800	\$206,918,337	\$13,057,327	64	68
Central Contra Costa County	Daly City	67	\$7,968,025	\$33,661,754	\$15,041,864	73	77
Central Contra Costa County	El Cerrito	63	\$7,104,147	\$4,151,028	\$4,089,035	75	76
Central Contra Costa County	El Cerrito	67	\$1,105,837	\$40,075,400	\$26,224,227	52	61
Central Contra Costa County	El Cerrito	77	\$4,108,790	\$19,038,774	\$15,250,546	70	74
Central Contra Costa County	El Cerrito	61	\$41,701,701	\$60,804,810	\$45,974,001	50	57
Central Contra Costa County	Mariposa	68	\$1,176,874	\$30,123,532	\$23,569,287	57	64
Central Contra Costa County	Oakland	70	\$1,724,053	\$48,388,746	\$1,914,783	64	74
Central Contra Costa County	Oakland	67	\$44,817,339	\$37,713,980	\$30,585,010	58	62
Central Contra Costa County	Oakland	65	\$12,476,753	\$19,566,016	\$28,582,447	52	61
Central Contra Costa County	Walpole	67	\$65,498,922	\$23,704,188	\$90,780,706	54	60
Central Contra Costa County	Walpole	67	\$1,011,713	\$36,495,214	\$27,934,913	66	72
Central Contra Costa County	Walpole	66	\$46,187,842	\$113,802,463	\$128,684,901	55	62
Central Contra Costa County	Walpole	74	\$4,341,158	\$18,429,484	\$10,457,141	63	70
Central Contra Costa County	Walpole	66	\$4,875,482	\$11,171,811	\$48,513,893	75	79
Central Contra Costa County	Walpole	73	\$64,892,212	\$114,908,153	\$72,736,379	49	57

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committees (RTPCs) Funding Targets
Summary of Issues	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.
Recommendations	Staff seeks direction on the tax rate and duration of a new sales tax, which if approved by the voters, would take effect on July 1, 2020.
Financial Implications	A new half-cent sales tax would generate approximately \$3.06 billion in current dollars over a 30-year period.
Options	N/A
Attachments	<p>A. Summary of Revenue estimates from a new half-cent sales tax starting in July 1, 2020 (March 2020 Ballot) under various scenarios</p> <p>B. Revenue Estimates developed by HdL Companies</p>
Changes from Committee	N/A

Background

At its meeting of May 15, 2019, the Authority Board directed staff to undertake tasks to develop a TEP for possible consideration on a ballot as early as March 2020. The TEP work plan calls for the Authority to release an initial draft of the TEP at the June 19 Authority Board meeting. The Authority plans to seek input from all affected stakeholders, including the RTPCs, Authority standing advisory committees, and the public on the Initial Draft TEP prior to adopting a final version at its August 21, 2019 meeting. An important element of developing a TEP is the estimate of funding that a new sales tax would generate.

New Measure Time Frame and Revenue Estimates

Staff seeks direction on the terms of a new sales tax measure. The new Measure would start on July 1, 2020 if passed in March 2020. Attachment A provides the revenue estimates for 14 years (to coincide with expiration of Measure J), as well as 20, 25, 30, 35 and 40-year ½ cent sales tax measures along with their expiration dates, assuming a start date of July 1, 2020. For a start date of July 1, 2020 (March 2020 ballot), a new ½ cent 30-year Measure is estimated to generate \$3.06 billion.

The Authority retained HdL Companies (HdL) to develop the revenue estimates (Attachment B). The revenue estimate uses the same financial assumptions proposed for the development of the *2019 Measure J Strategic Plan* through 2034. These assumptions included a near term flattening of revenue growth (possible modest recession) with a recovery thereafter. For the remaining longer portion of the estimate (years 2034 through 2060), HdL used a slower growth assumption as increases in population will likely soften compared to Contra Costa County's most recent history when more areas are fully developed, and future economic conditions will likely include additional uncertainties and recessionary periods that make using a more conservative approach prudent.

For a 30-year measure, the forecast for the average nominal growth rate is still a healthy 3.1%. However, this rate is lower than actual rate experienced in the last 28 years (1990 – 2018) of 3.48%.

Under Measure J, each subregion share of projected revenues was based on its population at the midpoint of the measure. Staff recommends applying the same methodology to establish subregional equity for the proposed new measure. Based on the Association of Bay Area Governments (ABAGs') Projection 2013, each subregion population was estimated at 5-year intervals starting in 2015. For a new 30-year measure, year 2035 represents the midpoint of a new measure.

Population estimates for each subregion under different horizon years are shown in Table 1, while Table 2 shows each subregion share of revenues from a new 30-year ½ cent 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.

**East County Transportation Planning (TRANSPLAN) Committee, Transportation Partnership and Cooperation (TRANSPAC), West Contra Costa Transportation Advisory Committee (WCCTAC), and Southwest Area Transportation Committee (SWAT)

Table 2: Revenue Targets By Subregion – July 1, 2020 Start Date

Subregion	2035 Percentages POPULATION	30-year New Sales Tax Measure REVENUE ESTIMATE (x 1,000 in constant 2018 dollars)
TRANSPLAN	28.22%	\$ 863,671
TRANSPAC	29.66%	\$ 907,658
WCCTAC	23.28%	\$ 712,584
SWAT	18.85%	\$ 576,796
TOTAL*	100.00%	\$ 3,060,709

* may not add up due to rounding

Staff seeks direction on the tax rate and duration of a new sales tax, which if approved by the voters, would take effect on July 1, 2020.



Industry Group	6 Projected FY 2026-27	7 Projected FY 2027-28	8 Projected FY 2028-29	9 Projected FY 2029-30	10 Projected FY 2030-31	11 Projected FY 2031-32	12 Projected FY 2032-33	13 Projected FY 2033-34	14 Projected FY 2034-35
Autos And Transportation	25,602,734	27,138,898	28,767,232	30,493,266	32,322,862	34,262,234	36,317,968	38,497,046	39,459,472
Building And Construction	13,843,031	14,673,613	15,554,030	16,487,272	17,476,508	18,525,099	19,636,605	20,814,801	21,439,245
Business And Industry	19,672,894	20,361,446	21,074,096	21,811,690	22,575,099	23,365,227	24,183,010	25,029,416	25,530,004
Food And Drugs	6,547,760	6,711,454	6,879,240	7,051,221	7,227,502	7,408,190	7,593,394	7,783,229	7,938,894
Fuel And Service Stations	11,398,028	11,967,929	12,566,326	13,194,642	13,854,374	14,547,093	15,274,448	16,038,170	16,198,552
General Consumer Goods	28,964,248	29,833,175	30,728,171	31,650,016	32,599,516	33,577,502	34,584,827	35,622,372	36,156,707
Restaurants And Hotels	15,132,166	16,040,096	17,002,502	18,022,652	19,104,011	20,250,252	21,465,267	22,753,183	23,322,012
Transfers & Unidentified	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379
Subtotal Point of Sale	121,343,241	126,908,991	132,753,976	138,893,138	145,342,252	152,117,975	159,237,897	166,720,595	170,227,265
Administration Cost	(1,334,776)	(1,395,999)	(1,460,294)	(1,527,825)	(1,598,765)	(1,673,298)	(1,751,617)	(1,833,927)	(1,872,500)
Total	120,008,466	125,512,992	131,293,683	137,365,314	143,743,487	150,444,677	157,486,280	164,886,669	168,354,765
	4.6%	4.6%	4.6%	4.6%	4.6%	4.6%	4.7%	4.7%	2.1%
	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	2.5%
	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.0%
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.0%
	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	2.0%
	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	1.0%
	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	1.5%
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
	4.6%	4.6%	4.6%	4.6%	4.6%	4.7%	4.7%	4.7%	0.0%
	4.6%	4.6%	4.6%	4.6%	4.6%	4.7%	4.7%	4.7%	0.0%



Industry Group	15 Projected FY 2035-36	16 Projected FY 2036-37	17 Projected FY 2037-38	18 Projected FY 2038-39	19 Projected FY 2039-40	20 Projected FY 2040-41	21 Projected FY 2041-42	22 Projected FY 2042-43	23 Projected FY 2043-44
Autos And Transportation	40,445,959	41,457,108	42,493,536	43,555,874	44,644,771	45,760,890	46,904,912	48,077,535	49,279,474
Building And Construction	22,082,422	22,744,895	23,427,242	24,130,059	24,853,961	25,599,580	26,367,567	27,158,584	27,973,352
Business And Industry	26,040,604	26,561,416	27,092,644	27,634,497	28,187,187	28,750,931	29,325,950	29,912,469	30,510,718
Food And Drugs	8,097,672	8,259,625	8,424,817	8,593,314	8,765,180	8,940,484	9,119,293	9,301,679	9,487,713
Fuel And Service Stations	16,360,537	16,524,142	16,689,384	16,856,278	17,024,841	17,195,089	17,367,040	17,540,710	17,716,117
General Consumer Goods	36,699,058	37,249,544	37,808,287	38,375,411	38,951,042	39,535,308	40,128,338	40,730,263	41,341,217
Restaurants And Hotels	23,905,063	24,502,689	25,115,257	25,743,138	26,386,716	27,046,384	27,722,544	28,415,608	29,125,998
Transfers & Unidentified	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379
Subtotal Point of Sale	173,813,694	177,481,798	181,233,546	185,070,950	188,996,077	193,011,045	197,118,023	201,319,237	205,616,967
Administration Cost	(1,911,951)	(1,952,300)	(1,993,569)	(2,035,780)	(2,078,957)	(2,123,121)	(2,168,298)	(2,214,512)	(2,261,787)
Total	171,901,743	175,529,499	179,239,977	183,035,170	186,917,120	190,887,923	194,949,725	199,104,725	203,355,180
	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%



Industry Group	24 Projected FY 2044-45	25 Projected FY 2045-46	26 Projected FY 2046-47	27 Projected FY 2047-48	28 Projected FY 2048-49	29 Projected FY 2049-50	30 Projected FY 2050-51	31 Projected FY 2051-52	32 Projected FY 2052-53
Autos And Transportation	50,511,461	51,774,247	53,068,603	54,395,318	55,755,201	57,149,081	58,577,808	60,042,253	61,543,310
Building And Construction	28,812,553	29,676,929	30,567,237	31,484,254	32,428,782	33,401,645	34,403,695	35,435,805	36,498,880
Business And Industry	31,120,932	31,743,351	32,378,218	33,025,782	33,686,298	34,360,024	35,047,224	35,748,169	36,463,132
Food And Drugs	9,677,467	9,871,016	10,068,437	10,269,806	10,475,202	10,684,706	10,898,400	11,116,368	11,338,695
Fuel And Service Stations	17,893,278	18,072,211	18,252,933	18,435,463	18,619,817	18,806,016	18,994,076	19,184,016	19,375,857
General Consumer Goods	41,961,335	42,590,755	43,229,616	43,878,060	44,536,231	45,204,275	45,882,339	46,570,574	47,269,133
Restaurants And Hotels	29,854,148	30,600,501	31,365,514	32,149,652	32,953,393	33,777,228	34,621,659	35,487,200	36,374,380
Transfers & Unidentified	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379
Subtotal Point of Sale	210,013,552	214,511,390	219,112,937	223,820,714	228,637,303	233,565,353	238,607,579	243,766,765	249,045,765
Administration Cost	(2,310,149)	(2,359,625)	(2,410,242)	(2,462,028)	(2,515,010)	(2,569,219)	(2,624,683)	(2,681,434)	(2,739,503)
Total	207,703,403	212,151,765	216,702,695	221,358,686	226,122,293	230,996,134	235,982,896	241,085,330	246,306,261
	2.5%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	3.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2.1%	2.1%	2.1%	2.1%	2.2%	2.2%	2.2%	2.2%	2.2%
	2.1%	2.1%	2.1%	2.1%	2.2%	2.2%	2.2%	2.2%	2.2%



Industry Group	33 Projected FY 2053-54	34 Projected FY 2054-55	35 Projected FY 2055-56	36 Projected FY 2056-57	37 Projected FY 2057-58	38 Projected FY 2058-59	39 Projected FY 2059-60
Autos And Transportation	63,081,893	64,658,940	66,275,413	67,932,299	69,630,606	71,371,371	73,155,656
Building And Construction	37,593,846	38,721,661	39,883,311	41,079,810	42,312,205	43,581,571	44,889,018
Business And Industry	37,192,395	37,936,243	38,694,968	39,468,867	40,258,244	41,063,409	41,884,677
Food And Drugs	11,565,469	11,796,778	12,032,714	12,273,368	12,518,836	12,769,212	13,024,597
Fuel And Service Stations	19,569,615	19,765,311	19,962,964	20,162,594	20,364,220	20,567,862	20,773,541
General Consumer Goods	47,978,170	48,697,842	49,428,310	50,169,734	50,922,280	51,686,115	52,461,406
Restaurants And Hotels	37,283,739	38,215,833	39,171,229	40,150,510	41,154,272	42,183,129	43,237,707
Transfers & Unidentified	182,379	182,379	182,379	182,379	182,379	182,379	182,379
Subtotal Point of Sale	254,447,506	259,974,988	265,631,288	271,419,561	277,343,043	283,405,049	289,608,981
Administration Cost	(2,798,923)	(2,859,725)	(2,921,944)	(2,985,615)	(3,050,773)	(3,117,456)	(3,185,699)
Total	251,648,583	257,115,263	262,709,344	268,433,946	274,292,269	280,287,593	286,423,282
	2.5%	3.0%	3.0%	2.5%	2.5%	2.5%	2.5%
	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Proposed Transportation Expenditure Plan (TEP) Structure and Strategies
Summary of Issues	At its meeting on May 15, 2019, the Authority Board approved the guiding principles and work plan for development of a new proposed TEP and directed staff to undertake activities towards development of a proposed TEP that could be placed on the March 3, 2020 ballot. Staff will discuss proposed structure and strategies to develop a proposed Initial Draft TEP (target date of June 19, 2019).
Recommendations	Staff will discuss and seek input from the Authority Board on proposed structure and strategies to develop a proposed Initial Draft TEP.
Financial Implications	None
Options	The Authority Board could direct staff to not continue with the development of a proposed Initial Draft TEP.
Attachments	None
Changes from Committee	N/A

Background

At its meeting on May 15, 2019, the Authority Board approved the guiding principles and work plan for development of a new proposed TEP and directed staff to undertake activities towards the development of a proposed TEP that could be placed on the March 3, 2020 ballot. Staff has conducted public opinion polls and focus groups, received preliminary feedback from Regional Transportation Planning Committees (RTPCs) and has had initial discussions regarding placing a sales tax measure on the ballot with various stakeholders. Using this information, staff will discuss and seek input from the Authority Board on a proposed structure and strategies to develop a proposed Initial Draft TEP (target date of June 19, 2019).

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 5, 2019

Subject	Discuss Initial Draft Transportation Expenditure Plan (TEP)
Summary of Issues	<p>At its meeting on May 15, 2019, the Authority Board approved the guiding principles and work plan for development of a new proposed TEP and directed staff to undertake activities towards development of a proposed TEP that could be placed on the March 3, 2020 ballot. Staff has conducted public opinion polls and focus groups, reviewed current transportation needs and funding outlook, received preliminary feedback from Regional Transportation Planning Committees (RTPCs) and has had initial discussions regarding placing a sales tax measure on the ballot with various stakeholders. Staff has also reviewed the 2016 TEP regarding its funding amounts and policy statements, and has reviewed other countywide transportation sales tax measures that have been passed by voters in recent years. Using this information, staff has developed an initial draft of project/program funding categories and possible funding amounts as a framework for soliciting input towards development of a proposed Initial Draft TEP (target date of June 19, 2019) and a proposed final TEP (target date of August 21, 2019). Staff will outline the major policies contained in the 2016 TEP and seek input on any potential changes to be considered for a proposed Initial Draft TEP.</p>
Recommendations	<p>Staff seeks Authority Board comments regarding the framework, funding categories and policy statements included in the proposed Initial Draft TEP.</p>
Financial Implications	<p>The expected revenue from a new transportation sales tax depends on the amount and term. As an example, a new half-cent sales tax would generate approximately \$3.06 billion in current dollars over a 30-year period.</p>
Options	<p>The Authority Board could elect to direct staff to develop the Initial Draft TEP using an alternative process.</p>

Attachments	A. Proposed Initial Draft TEP, Possible Funding Categories and Amounts B. 2016 TEP Policy Statements
Changes from Committee	N/A

Background

At its meeting on May 15, 2019, staff provided a summary of the results of the public opinion poll, and the Authority Board approved the guiding principles and work plan for development of a proposed new TEP and directed staff to undertake activities towards development of a TEP that could be placed on the March 3, 2020 ballot. Staff has reviewed the results of the public opinion polls and focus groups, assessed current transportation needs and funding outlook, received initial feedback from RTPCs and has conducted initial discussions regarding placing a sales tax measure on the ballot with various stakeholders. Staff has also reviewed the 2016 TEP regarding its funding amounts and policy statements, and has reviewed other countywide transportation sales tax measures that have been passed by voters in recent years. Using this information, staff has developed a proposed Initial Draft TEP as a framework for soliciting input towards development of a proposed Initial Draft TEP (target date of June 19, 2019) and a proposed final TEP (target date of August 21, 2019).

Attachment A, Proposed Initial Draft TEP, Possible Funding Categories and Amounts, provides an initial distribution of expected sales tax measure revenues across recommended funding categories. Revenues are based on a half-cent sales tax for a 30 year period (July 2020 through June 2050). This overall revenue amount may need to be adjusted using the Authority Board’s direction from an earlier meeting agenda item. The funding categories and amounts in this proposed initial draft may need to be revised based on the prior agenda discussion on the TEP Strategies. Funding Categories, sample projects and programs, will be discussed with the Authority Board and refined to reflect sub-regional equity, as well as any proposed eligibility criteria. The proposed Initial Draft TEP to be discussed at the Authority Board meeting provides the following distribution among the Bay Area Rapid Transit District (BART) and access improvements, bike and pedestrian improvements, local street improvements, transit improvements and alternative modes, and freeway improvements.

BART	Bike/Pedestrian	Local	Transit and Alternative Modes	Freeway
7.4%	10.1%	26.3%	30.6%	21.7%

Staff will provide an overview and framework of the policy statements that were included in the 2016 TEP and discuss any potential changes to the policy statements that may be included in the a proposed new Initial Draft TEP. Attachment B contains the following policy statements that were included in the 2016 TEP:

- Growth Management Program (GMP)
- Urban Limit Line (ULL) Compliance Requirements
- Complete Streets Policy
- Advanced Mitigation Program
- Taxpayers Safeguards and Accountability

Staff will discuss factors to be considered for potential changes to the policy statements, such as effects of statutes and regulations (such as Senate Bills 375 [SB375] and SB743), the County’s recent ULL review, progress towards establishing and funding an Advance Mitigation Program, the review of other successful transportation sales tax measures and input from various stakeholders. Staff is proposing a new Transit Policy to be considered by the Authority Board based on discussions that have occurred among transit providers and the public’s perspective on improving connectivity among transit providers and future transit solutions.

Staff will provide additional information and context of the funding categories and amounts and seek direction on proposed policy statements that may be included in the proposed Initial Draft TEP for consideration at future Authority Board meetings leading up to the proposed Initial Draft TEP on June 19, 2019.

Funding Category (Improvements listed are examples and types of projects that may be funded)	\$ millions	%	Distribution of Funding by Subregion				Eligibility	Competitive Project Selection Process	2016 TEP
			Central (a)	Southwest (b)	West (c)	East (d)			
Relieve Traffic on Highways and Interchanges									
Improve Transit reliability along I-80 and I-680 Corridors	145.00	4.74%	25.00	25.00	95.00			55.00	
I-80 Transit Lane									
I-80 Shared Mobility Hubs									
Transit Connection between Richmond Ferry, BART, and Contra Costa College									
San Pablo Avenue Multimodal Improvements									
I-80 Express Bus Service Improvements									
I-680 Transit Improvements and Shared Mobility Hubs									
I-680 Part-time Transit Lane									
Incentives for alternative modes									
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%		60.00				60.00	
Innovate 80 (Enhance Smart Corridor and HOV Lane, HOV enforcement)									
I-80/San Pablo Dam Road									
I-80/Phoile Valley Road									
Incentives for alternative modes									
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%		20.00					
Extend HOV Lane on I-580									
Richmond Parkway Interchange Improvements									
Incentives for alternative modes									
Connector from I-580 to Point Molate									
Improve Traffic Flow and Interchanges along Highway 4 and State Route 242	200.00	6.53%	154.20			45.80		108.00	
Operational Improvements along Highway 4 from 242 to Bailey Road (SR4 OIP)									
I-680/Highway 4 Interchange (Future Phases)									
SR-242/Clayton Road									
SR-4 ICM and Improve HOV Lanes									
Incentives for alternative modes									
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%				150.00		117.00	
Vasco-Byron Road Connector									
Vasco Road Widening									
Interchanges at Balfour, Marsh Creek, Walnut, Camino Diablo									
Byron Airport Enhancements									
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00	95.00				230.00	
I-680 NB Express Lanes									
I-680 Advanced Technologies									
I-680/Concord Avenue									
Incentives for alternative modes									
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%		35.00				20.00	
SR-24/Camino Pablo									
Modernization and Safety Improvements of Old Bores of Caldecott Tunnel									
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable									
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%		110.55				110.55	
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00	78.00		62.00		184.40	
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%				100.00		70.00	
Transit Extension									
Brentwood Intermodal Station									
Shuttle Service and Shared Mobility Hubs									
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00	30.00		20.00		50.00	
Hercules Ferry Services									
Martinez to Antioch Ferry Services									
Hercules Regional Intermodal Station									
Connect Oakley San Joaquin Station to Antioch e-BART									
San Joaquin Rail Station and Park/Ride Lot in Oakley									
Transit Connection from Martinez Amtrak to Concord BART									

Funding Category (Improvements listed are examples and types of projects that may be funded)	\$ millions	%	Distribution of Funding by Subregion				Eligibility	Competitive Project Selection Process	2016 TEP
			Central (a)	Southwest (b)	West (c)	East (d)			
Cleaner, Safer BART	100.00	3.27%	30.00	19.00	23.00	28.00	MOE, Systemwide Match Program, No New BART Cars		
Station Modernization									
Additional Trains Cars for e-BART, Parking and Access Improvements to BART e-BART cars	100.00	3.27%	30.00	19.00	23.00	28.00	MOE, Conform to New Exp. Plan Policy for Transit		300.00
Parking and Access improvements									
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities									
Safe Transportation for Youth and Students	100.00	3.27%	13.60	31.40	40.00	15.00			63.96
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00	25.00	37.00	48.00			115.01
Local Improvements to Make Your Community Better and Protect the Environment									
Fix and Modernize Local Roads	465.23	15.20%	131.31	103.70	101.03	129.19	Growth Management Plan, MOE		683.50
Complete and improve Traffic Flow on Local Streets	290.00	9.47%	108.27	41.90	48.65	91.18	15% on Ped/bike improv., Complete Street Policy	x	290.00
Widen Ygnacio Valley Road in Concord									
Sand Creek Rd in Brentwood and Antioch									
Viera Avenue in Antioch									
San Pablo BNSF in Richmond									
Cutting Blvd at UPRR in Richmond									
Harbor Way at BNSF in Richmond									
Willow Pass Road Widening in Concord									
Alhambra Avenue Improvements in Martinez and Contra Costa County									
Kirker Pass Road Truck Climbing Lane in Contra Costa County near Pittsburg									
Saint Mary/Bollinger Canyon Road Intersection Improvements and Roundabout in Moraga									
Camino Tassajara Road Widening in Contra Costa County									
Crow Canyon Road Widening in San Ramon									
Widening O'Hara Avenue in Oakley									
Deer Valley Road in Antioch									
West Leland Road Extension in Pittsburg									
Brentwood Blvd in Brentwood									
Lone Tree Way in Brentwood									
...and Others									
Improve Walking and Biking on Streets and Trails	153.87	5.03%	38.84	39.25	35.18	40.60	\$38m to EBRPD for Trails	x	115.00
I-80/Central Avenue (Phase 3)									
23rd Street POC									
Bollinger Canyon Road POC for Iron Horse Trail									
Connect Iron Horse Trail and Contra Costa Trail									
...and Others									
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21	13.16	16.00	30.63	Conform to Expenditure Plan Advance Mitigation Policy	x	100.00
Advance Mitigation Program									
...and Others									
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00	25.40	38.60	35.00		x	65.00
Zero Emission Vehicle Program for Contra Costa									
Smart rideshare, carshare, and bikeshare services									
On-demand and guaranteed transit services									
Smart payment systems									
Data sharing to improve mobility choices									
...and Others									
Regional Transportation Priorities	18.63	0.61%	5.00	3.63	5.00	5.00			18.70
Transportation Planning, Facilities & Services Administration	91.82	3.00%	27.23	17.30	21.38	25.91			43.05
	30.61	1.00%	8.00	5.06	8.19	9.36			14.35
TOTAL	3060.71	100.0%	907.66	576.80	712.58	863.67			2873.52
Population Based Share	3060.71		907.66	576.80	712.58	863.67	ULL: Urban Limit Line		
Population Share (2035 Estimate) of Total			29.66%	18.85%	23.28%	28.22%	MOE: Maintenance of Effort		
							EBRPD: East Bay Regional Park District		

POLICY STATEMENTS

THE GROWTH MANAGEMENT PROGRAM

Goals and Objectives

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan Growth Management Program, which includes Principles of Agreement for Establishing the Urban Limit Line, is replaced in its entirety by this Growth Management Program and Urban Limit Line (ULL) Definitions and Compliance Requirements. (see page 41)

Components

To receive its share of the 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funds and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa's Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities funds and the 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds each jurisdiction must:

1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–8 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate

¹ The Authority will, to the extent possible, attempt to harmonize the Growth Management and the State-mandated Congestion Management Programs. To the extent they conflict, Congestion Management Program Activities shall take precedence over Growth Management activities.

impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Continuously Comply with an Urban Limit Line (ULL)

In order to be found in compliance with this element of the Authority's Growth Management Program, all jurisdictions must continually comply with an applicable voter approved Urban Limit Line (ULL). Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV- ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein on page 41.

Any of the following actions by a local jurisdiction will constitute non-compliance with the Growth Management Program:

1. The submittal of an annexation request to Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements (see page 41).

6. Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable): a hillside development policy, a ridgeline protection policy, a wildlife corridor policy and a creek development policy. Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa HCP/NCCP shall satisfy the requirement to have an adopted wildlife corridor policy and creek development policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) within their planning areas but outside of their city shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime Farmland and Farmland of Statewide Importance outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than April 1, 2019.

Allocation of Funds

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. 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.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of 2016 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funding and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive 2016 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds or Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Transportation for Livable Communities funds until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

URBAN LIMIT LINE (ULL) COMPLIANCE REQUIREMENTS

Definitions—the following definitions apply to the GMP ULL requirement:

1. Urban Limit Line (ULL): An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction’s future urban development
2. Local Jurisdictions: Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after April 1, 2017.
3. County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. Local Voter ULL (LV-ULL): A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction’s voters, and recognized by action of the local jurisdiction’s legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority’s GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

- City of Antioch
- City of San Ramon
- City of Pittsburg

5. Minor Adjustment: An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.
6. Other Adjustments: Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

Revisions to the ULL

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority’s GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority’s GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.

3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor adjustment 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 200606 § 3, 91-1 § 2, 90-66 § 4) which include:
 - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the urban limit line.
 - An objective study has determined that the urban limit line is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by state law, and the governing elected legislative body finds that a change to the urban limit line is necessary and the only feasible means to enable the county jurisdiction to meet these requirements of state law.
 - A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the urban limit line will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the urban limit line has determined, based on the criteria and factors for establishing the urban limit line set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city, town, or county growth management studies or otherwise) or circumstances have changed, warranting a change to the urban limit line.
 - An objective study has determined that a change to the urban limit line is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the county's aviation related needs; or
 - A change is required to conform to applicable California or federal law.
 - c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
 - 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 a minor adjustment to its applicable ULL that impacts Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.

5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law.

Conditions of Compliance

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.



COMPLETE STREETS POLICY

Vision

This Plan envisions a transportation system in which each component provides safe, comfortable and convenient access for every user allowed to use it. These users include pedestrians, bicyclists, transit riders, automobile drivers and their passengers, and truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users and all projects shall be planned, designed, constructed and operated to take advantage of that opportunity.

By making streets more efficient and safe for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the Exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context, and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

- 1) be consistent with and be designed to implement each agency's general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
- 2) involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
- 3) consider the complete street design standards adopted by the Authority, and
- 4) provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

Exceptions

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility,
2. The cost of new accommodation would be excessively disproportionate to the need or probable use, or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:
 - a. current and projected user demand for all modes based on current and future land use, and
 - b. lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exceptions findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.¹ Prior to this project sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

1. Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps).

ADVANCE MITIGATION PROGRAM

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change. The Advance Mitigation Program aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The Advance Mitigation Program will provide environmental mitigation activities specifically required under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development of a Regional Conservation Assessment/Framework that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The Regional Conservation Assessment/Framework will include countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (East Contra Costa HCP/NCCP) for the areas of the county covered by the East Contra Costa HCP/NCCP. The Regional Conservation Assessment/Framework will identify mitigation opportunities for all areas of the county to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the Regional Conservation Assessment/Framework, in consultation with the RTPCs, prior to the allocation of funds for Advance Mitigation Program.
2. Development of a Project Impacts Assessment that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program. The Assessment and estimated costs do not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program for Contra Costa County or portions of the Bay Area Including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this Program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the Program.

Projects funded from the following categories of Expenditures are eligible for inclusion in the Advance Mitigation Program:

- Major Streets, Complete Streets and Traffic Synchronization Project Grants
- East Contra Costa Transit Extension
- High Capacity Transit Improvements along the I-80 Corridor in West Contra Costa County
- Traffic Flow Improvements Along I-680 and SR 24
- Traffic Flow Improvements Along SR 242 and SR 4
- I-80 Interchange Improvements at San Pablo Dam Road and Central Ave
- I-680 and SR 4 Interchange Improvements
- East County Corridor (Vasco Road and/or Byron Highway Corridors)
- Pedestrian, Bicycle and Trail Facilities
- Community Development Transportation Program



TAXPAYER SAFEGUARDS AND ACCOUNTABILITY

GOVERNING STRUCTURE

Governing Body and Administration

The Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC) also referred to as TRANSPAC
- Two members from the East County RTPC, also referred to as TRANSPLAN
- Two members from the Southwest County RTPC, also referred to as SWAT
- Two members from the West County RTPC, also referred to as WCCTAC
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the MTC, BART and the Public Transit Operators in Contra Costa County.

The four subregions within Contra Costa: Central, West, Southwest and East County are each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Public Oversight Committee

The Public Oversight Committee (Committee) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on the:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure.
- Review of fiscal audits of Measure expenditures.
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines.
- Review of application of the Performance-based Review policy
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding.
- Review of each jurisdiction's Growth Management Checklist and compliance with the Growth Management Plan policies.

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the expenditure plan. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority Website and made continuously available for public inspection at Authority offices. The report shall be composed of easy to understand language not in an overly technical format. The Committee shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee is to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPC representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the county's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council, Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the measure). About one half of the initial member appointments will be for two years and the remaining appointments will be for three year terms. Thereafter, members will be appointed to two year terms. Any individual member can serve on the Committee for no more than 6 consecutive years.

Committee members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the Committee, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The Committee shall meet up to once a month to carry out its responsibility, and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (Brown Act). Meetings shall be recorded and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the Committee by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to Authority's independent auditors, and may request Authority staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The Committee shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the expenditure plan.

The Committee shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (i.e. this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will include a benchmarking of the Committee's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the Authority Board.

The Committee replaces the Authority's existing Citizens Advisory Committee.

Advisory Committees

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

The Regional Transportation Planning Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- Bus Transit Coordinating Committee

IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (Plan) is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this Plan in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sales tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this Plan.

Duration of the Plan

The duration of the Plan shall be for 30 years from April 1, 2017 through March 31, 2047.

Administration of the Plan

1. Funds only Projects and Programs in the Plan: Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each Project and Program is proposed for approval.
2. All Decisions Made in Public Process: The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the

Authority will be conducted in public according to state law, through publically noticed meetings. The annual budgets of Authority, strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.

3. **Salary and Administration Cost Caps:** Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one half percent (0.5%) of revenues from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
4. **Expenditure Plan Amendments Require Majority Support:** The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Transportation Planning Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the county will be given a 45 day period to comment on any proposed Expenditure Plan amendment.
5. **Augment Transportation Funds:** Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.
6. **Jurisdiction:** The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the Transportation Expenditure Plan.

Taxpayer Safeguards, Audits and Accountability

7. **Public Oversight Committee:** The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan.
8. **Fiscal Audits:** All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
9. **Performance Audits:** The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/ Connected Communities Program. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event

that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE): Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

1. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
2. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
3. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
4. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the Metropolitan Transportation Commission.

11. Annual Budget and Strategic Plan: Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

12. Requirements for Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.

13. Geographic Equity: The proposed projects and programs to be funded through the Plan constitute a "balanced" distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a "balanced" distribution of funding allocations to each subregion.

Restrictions On Funds

14. Expenditure Shall Benefit Contra Costa County: Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.
15. Environmental Review: All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA). Prior to approval or commencement of any project or program included in the Plan, all necessary environmental review required by CEQA shall be completed.
16. Performance-based Project Review: Before the allocation of any measure funds for the construction of a project with an estimated capital cost in excess of \$25 million (or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved Countywide Transportation Plan (CTP), as it may be amended, 2) verify that the project is included in the Regional Transportation Plan / Sustainable Communities Strategy, and 3) require the project sponsor to complete a performance based review of project alternatives prior to the selection of a preferred alternative. Said performance based review will include, but not necessarily be limited to, an analysis of the project impacts on greenhouse gas emissions, vehicle miles travelled, goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. When appropriate, the Authority will encourage project sponsors to identify and select a project alternative that reduces greenhouse gas emissions as well as vehicle miles travelled per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2018.
17. Countywide Transportation Plan: State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a Countywide Transportation Plan (CTP) for the county and cities within the county. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.
18. Complete Streets: The Authority has adopted a policy requiring all recipients of funding through this Plan to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users, and may require reallocating existing right of way for different uses.
19. Compliance with the Growth Management Program: If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements or Community Development Transportation Program (CDTP) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the Growth Management Program section of the Plan.

20. Local Contracting and Good Jobs: Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa residents, and veteran hiring policy (such as the Helmets to Hardhats program) to the extent permitted by law. The Authority, will adopt the aforementioned policy for projects and programs funded by the measure no later than April 1, 2018.
21. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.
22. Countywide Transit Plan: The Authority will develop a countywide transit plan identifying services and projects to be funded with this Measure. The plan will be inclusive of services and projects in adopted plans of existing transit operators which have gone through a public review process prior to adoption. The plan will be periodically reviewed and updated. Funding will be allocated by the Authority throughout the County based on input from each Regional Transportation Planning Committee and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Said performance criteria will include a review of impact on Vehicle Miles Traveled (VMT) and Green-house Gas (GHG) and shall require a finding that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa residents.

Project Financing Guidelines and Managing Revenue

23. Fiduciary Duty: Funds may be accumulated for larger or longer term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.
24. Project and Program Financing: The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.
25. Programming of Variations from the Expected Revenue: Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan.
26. Fund Allocations: Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion RTPC will in priority order consider:
 - 1) a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion,
 - 2) a project or program for other modes of travel in the same subregion,
 - 3) other expenditure plan projects or programs,
 - and 4) other projects or programs of regional significance.The new project or program or funding level may be required to be amended into the expenditure plan.
27. Leveraging Funds: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.



BUS | CA: SACRAMENTO KIDS MAY SOON BE ABLE TO RIDE PUBLIC TRANSIT FOR FREE

CA: Sacramento kids may soon be able to ride public transit for free

More than 7,700 Sacramento City Unified School District students, about 16 percent, were "chronically absent" from school last year, missing more than 10 percent of school days, according to data from the district.

THERESA CLIFT MAY 24, 2019

THE SACRAMENTO BEE

May 24-- May 24--More than 7,700 Sacramento City Unified School District students, about 16 percent, were "chronically absent" from school last year, missing more than 10 percent of school days, according to data from the district. That's higher than the statewide average of 11 percent.

Not having access to transportation is the top reason kids miss school, Sacramento City Councilman Jay Schenirer says.

That's why he is proposing to let all children in kindergarten through 12th grade who live or go to school in Sacramento ride public transit -- buses and light rail -- for free.

Sacramento would be only the second city in the country that offers K-12 students free rides yearlong without restrictions, following Washington, D.C., which launched it last year, Schenirer said.

Sacramento Regional Transit estimates the program would increase ridership to 40,000 students in its first year, a 600% increase from today, Schenirer said. The councilman hopes many children who take the free transit would continue on as transit riders as adults, which helps reduce greenhouse gases.

"The hope is you're changing culture and habit," Schenirer said. "If we have more young people riding, research shows the chance of them being public transit riders when they are adults is much higher."

Schenirer said the free passes, which would be issued with a sticker on student ID cards, would also make it easier for kids to get to part-time jobs and internships, which helps with workforce development.

The program would cost RT about \$30 million, Schenirer said. The RT board has committed \$29 million toward operations and revenue loss. The program would also cost the city \$1 million, Schenirer said. He is asking the city manager to add it to his proposed fiscal year 2019-20 budget.

That would fund the program for one year, with the expectation it would continue in the future, Schenirer said.

The RT board plans to vote on the program June 10, while the council plans to vote to adopt the budget June 11, Schenirer said.

If approved, the program could begin in the fall, Schenirer said.

Councilwoman Angelique Ashby said she supports the idea.

"I think it's really important, especially getting around the central city and getting around Meadowview to downtown," Ashby said. "I think that's critical."

Schenirer plans on including the Jibe express buses in the program, he said. Those buses run from North Natomas in Ashby's district to downtown for \$2 per ride.

Researchers at the University of Texas at Austin have tentatively agreed to do a study, for about \$80,000, on how the free transit will affect kids getting to school and after-school enrichment activities, as well as the impact on their attitudes toward public transit in general.

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Contra Costa County: Paratransit Policies/Guidance 2004 - 2013

Highlighted policies/recommendations have not been implemented.

Measure J 2008 Transportation Expenditure Plan - Excerpts

Transportation for Seniors & People with Disabilities funds shall be available for
(a) managing the program,
(b) retention of a mobility manager,
(c) coordination with non-profit services,
(d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and
(e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Paratransit Improvement Study 2004 - Excerpts

"At this time, the consulting team recommends the continued delivery of ADA paratransit services in Contra Costa under the current decentralized model. Under the current model, improvements to service efficiency and service quality are possible through the implementation of selected elements from the following "toolbox" of service strategies."*

***County Staff Note:** The approach recommended in the 2004 study, "...continued delivery...under the current decentralized model...improvements to service efficiency...service quality" was subsequently identified as a flawed approach in the 2013 Study, "...lack of a structural platform...major impediment to action..."

6.4.2 ESTABLISHMENT OF A SEPARATE OPERATING ENTITY TO COORDINATE TRANSFERS

6.4.4 STANDARDIZATION OF ADMINISTRATIVE, OPERATIONAL AND SERVICE DELIVERY POLICIES AND PROCESSES

6.4.4.1 *Standard Policies Regarding Scheduling Parameters (including advance booking times, application of scheduling windows, etc.)*

6.4.4.2 *Automating Scheduling of Inter-Agency Transfers*

6.4.4.3 *Allocate a Dedicated Fleet of Vehicles for Inter-Agency Transfers*

6.4.8 COORDINATION OF COMMUNITY-BASED AGENCY TRANSPORTATION

A mobility manager is a transportation organization serving the general public that responds to and influences the demands of the market by undertaking actions and supportive strategies, directly or in collaboration with others.

The mobility management function may assume one or more of the following responsibilities:

Centralized information dissemination and referral service -
Support services
Brokerage service

6.4.9 TECHNOLOGY ROLE

Trip Planning

AVL Implementation

MDT Implementation

Coordinated Client Data Management

IVR implementation

Contra Costa Mobility Management Plan 2013 - Excerpts

The plan has broad support from CCTA, Contra Costa transit operators, and human service agencies.

This Plan recommends the formation of an organization to take the lead in implementing a broad range of mobility management strategies. Specifically, a Consolidated Transportation Services Agency (CTSA) is recommended for Contra Costa County. Further, careful consideration has been given to alternative legal structures for a CTSA. The result of that dialog has been the agreement to pursue a non-profit corporation model. The principal basis for recommending this structural model is the level of success in other communities that have adopted this structure.

The planning process identified that a major impediment to action is the lack of a structural platform to serve as the vehicle through which action is accomplished. That vehicle has now been identified as a Consolidated Transportation Services Agency (CTSA).

Of the models presented above the non-profit agency model has historically been the most notable in terms of implementing programs with long-term sustainability. Non-profit agencies such as Outreach¹ and Escort, Ride-On, and Paratransit, Inc. have delivered successful coordinated transportation programs throughout California for many years. Each of these organizations continues to evolve to meet the needs of the communities they serve. Non-profit organizations have typically been the most successful CTSA model for a number of specific reasons.

¹ Relative to the claims of fraud by the Valley Transportation Authority and subsequent raid by the FBI of Outreach Paratransit in 2016, an audit in 2018 by the County of Santa Clara found no wrongdoing. No charges were filed.

Community Development Transportation Program

In order to provide more places for Contra Costa County residents to work closer to where they live, improve their commute options, and have a better quality of life, 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 existing Transportation for Livable Communities Program (TLC) with projects identified by the Authority's Regional Transportation Planning Committees (RTPCs). No less than half the funds in this program will be allocated by the Authority on a competitive basis to transportation capital projects that support and sustain existing and new jobs in Contra Costa County. The remainder of funds will be allocated by the Authority on a competitive basis to transportation capital projects that promote access to affordable infill housing within The funds must be spent on infrastructure (on- or off-site) that directly improve multimodal access to the employment or housing site(s). Examples of potentially eligible use of funds (for illustrative purposes only) include new or upgraded rail crossings to "unlock" development potential, freight rail improvements, multilevel or underground parking structures, bike lanes and bike facilities in industrial parks and on routes from transit stations to industrial areas or other underserved areas.

All projects will be selected through a competitive process, either within each subregion with the Authority approving the final program of projects, or by the Authority for projects of countywide significance, allowing for a comprehensive approach while recognizing subregional needs to achieve the overall program goal – improved jobs-housing balance in Contra Costa County. Project sponsors must demonstrate that at least 20 percent of the project costs are funded from non-local transportation sales tax revenue; unless sponsor demonstrates the project is of regional significance by its inclusion in regional plans and/or support from agencies in other subregions. Additional priority will be given to projects that create new employment opportunities along the Highway 4 corridor, in order to decrease congestion and commute times and use the counter-commute transit capacity, and to housing and jobs projects located in jurisdictions that have met at least a pro-rata portion of their RHNA targets, and are compliant with annual Housing Element reporting requirements as determined by the State of California.

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, 20XX.