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*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

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## Authority Board Special Meeting **AGENDA**

(Full packet with attachments available at [www.ccta.net](http://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

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- 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 Tarien 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 Tarien 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 Tarien Grover (925-256-4722) during regular business hours, at least 24 hours prior to the time of the meeting.

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## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** June 5, 2019

<b>Subject</b>	<b>Development of a Transportation Expenditure Plan (TEP) – Consideration of Authority Board Meetings and Action Items and Other Key Dates</b>
<b>Summary of Issues</b>	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.
<b>Recommendations</b>	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.
<b>Financial Implications</b>	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.
<b>Options</b>	The Authority could elect to conduct business relative to the development of a new TEP at its regularly scheduled meetings.

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

<b>Phase</b>	<b>Activities / Outcome</b>	<b>Due Date</b>
Authority Develops and Approves New TEP	<ul style="list-style-type: none"> <li>• Develop the “Initial Draft TEP”.</li> <li>• Circulate the “Initial Draft TEP” for review and comment by Regional Transportation Planning Committees (RTPCs), cities/towns and Contra Costa County, stakeholders and public.</li> <li>• Approve the final proposed new TEP and release for consideration of approval by cities/towns and Contra Costa County.</li> </ul>	<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"> <li>• 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.</li> <li>• Approval of the new TEP by the County Board of Supervisors.</li> </ul>	<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.

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**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)

<b>Agency</b>	<b>Action</b>	<b>Timing (legal authority)</b>
<b>APPROVE TRANSPORTATION EXPENDITURE PLAN</b>		
Authority	Prepare Transportation Expenditure Plan (TEP)	<b>Mid-April – Mid-August, 2019</b>  (Pub. Util. Code, § 180201, 180206.)
Authority	Approve proposed TEP. Circulate proposed TEP to cities/towns and County Board of Supervisors for approval.	<b>August 21, 2019</b>  <b>SPECIAL MEETING</b>  (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	<b>September/Mid-October, 2019</b>  (Pub. Util. Code, § 180206(b), (c).)
County Board of Supervisors	Approves the TEP.	<b>October 22, 2019</b>  (Pub. Util. Code, § 180206(b), (c).)
Authority	Adopt Ordinance to approve the TEP.	<b>October 30, 2019</b>

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><b>SPECIAL MEETING</b>  (Pub. Util. Code, § 180206(b).)</p>
<p><b>ADOPT TAX ORDINANCE AND CALL ELECTION – MARCH 2020</b></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><b>October 30, 2019</b>  <b>SPECIAL MEETING</b>  (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><b>October 31, 2019</b></p>

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

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**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**

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**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.

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**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.

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**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.

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**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.

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**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.

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**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



Based 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.

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**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.

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**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.

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**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.

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**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

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## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** June 5, 2019

<b>Subject</b>	<b>Development of a Transportation Expenditure Plan (TEP) – Proposed Public Information and Outreach Plan</b>
<b>Summary of Issues</b>	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.
<b>Recommendations</b>	Staff seeks approval of the proposed public education and outreach plan.
<b>Financial Implications</b>	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.
<b>Options</b>	<ol style="list-style-type: none"> <li>1. Modify the proposed public education and outreach plan.</li> <li>2. Defer action to a later time.</li> </ol>
<b>Attachments</b>	A. Proposed Public Information and Outreach Plan
<b>Changes from Committee</b>	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.

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

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**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](http://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.

<b>TRANSPORTATION EXPENDITURE PLAN OUTREACH BUDGET</b>	
<b>Activity Category</b>	<b>Cost</b>
<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 &amp; 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
<b>TOTAL</b>	<b>\$700,000.00</b>

**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
<b>Summary of Issues</b>	<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>
<b>Recommendations</b>	N/A – Information Only
<b>Financial Implications</b>	N/A – Information Only
<b>Options</b>	N/A
<b>Attachments</b>	<p><b>A.</b> Capital Projects with Funding Shortfalls</p> <p><b>B.</b> Metropolitan Transportation Commission (MTC) StreetSaver Analysis of 10-year Pavement Condition</p>
<b>Changes from Committee</b>	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 4<sup>th</sup> 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**

<b>Transit Agency</b>	<b>Baseline STA* Funding (FY 2016-17 Estimate)</b>	<b>MTC estimates of Net Increase in STA funding from SB1 (FY 2018-19)</b>	<b>MTC estimates of Annual Transit Capital funding via STA Formula in SB1 (FY 2017-18)</b>	<b>Measure J Program 4 Bus Services (5%) (FY 2018-19)</b>	<b>Measure J Program 16 Bus Services (4.3%) (FY 2018-19)</b>	<b>Measure J – Program 19b West Co. Add'l Bus Service (2.16%) (FY 2018-19)</b>
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	--	--	--
<b>TOTAL</b>	<b>\$27,716,695</b>	<b>\$23,113,045</b>	<b>\$9,707,279</b>	<b>\$4,494,945</b>	<b>\$3,863,964</b>	<b>\$1,978,017</b>

\* 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**

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

*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**

<b>2017 Pavement Condition Index (PCI)</b>	<b>2027 PCI with SB1 Funds</b>	<b>2027 PCI without SB1 Funds</b>
71	70	61
<b>2017 Maintenance Backlog</b>	<b>2027 Maintenance Backlog with SB1 Funding</b>	<b>2027 Maintenance Backlog without SB1 Funding</b>
\$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**

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

*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.

**CAPITAL PROJECTS WITH FUNDING SHORTFALLS\***

(\$' 000)

PROJECT NAME	CUMULATIVE PROJECT FUNDING	INVESTED TOTAL COST	CURRENT FUNDING		CURRENT FUNDING				TOTAL FUNDING	FUNDING SHORTFALL	TOTAL PROJECT COST	TOTAL FUNDING	TOTAL FUNDING SHORTFALL	PROJECT ID
			FY14	FY15	FY16	FY17	FY18	FY19						
ADAMS COUNTY PUBLIC LIBRARY	1,500,000	1,500,000	1,500,000	0	0	0	0	1,500,000	0	1,500,000	1,500,000	0	ADAMS	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	

PROJECT NAME	CURRENT FUNDING	TOTAL FUNDING	TOTAL FUNDING SHORTFALL	PROJECT ID	ADDITIONAL FUNDING SOURCES				TOTAL FUNDING
					Local	State	Federal	Other	
...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>

Notes for Table 1: This table is for informational purposes only. The data is based on the most recent information available. The funding amounts are estimates and should not be used for budgeting or financial planning.

The funding sources listed in the table are based on the most recent information available. The funding amounts are estimates and should not be used for budgeting or financial planning.

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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	\$67,588,117	\$173,632,960	\$109,551,897	60	68
Central Contra Costa County	Berkeley	64	\$1,208,700	\$49,512,045	\$17,738,919	71	79
Central Contra Costa County	Clayton	54	\$3,548,124	\$12,872,177	\$7,447,511	75	79
Central Contra Costa County	Contra Costa	63	\$294,909,201	\$438,895,077	\$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	Danville	67	\$7,968,095	\$33,661,754	\$15,041,864	73	77
Central Contra Costa County	El Cerrito	63	\$7,104,147	\$4,751,028	\$4,089,035	75	78
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	\$4,708,790	\$19,038,774	\$15,250,546	70	74
Central Contra Costa County	El Cerrito	61	\$47,701,701	\$60,804,810	\$15,974,001	50	57
Central Contra Costa County	El Cerrito	68	\$1,176,874	\$30,123,532	\$23,509,287	57	64
Central Contra Costa County	Hayward	70	\$1,724,053	\$48,388,746	\$19,914,783	64	74
Central Contra Costa County	Hayward	67	\$44,817,339	\$37,713,980	\$30,585,010	58	62
Central Contra Costa County	Hayward	65	\$12,476,753	\$19,566,016	\$28,582,447	52	61
Central Contra Costa County	Hayward	67	\$65,498,922	\$23,704,188	\$90,780,706	54	60
Central Contra Costa County	Hayward	67	\$1,011,713	\$36,495,214	\$27,934,913	64	72
Central Contra Costa County	Redwood	66	\$46,187,842	\$113,802,463	\$128,684,901	55	62
Central Contra Costa County	San Pablo	74	\$4,341,158	\$18,429,484	\$10,457,141	63	71
Central Contra Costa County	San Ramon	66	\$4,475,482	\$11,171,811	\$48,513,893	75	79
Central Contra Costa County	Walnut Creek	73	\$64,892,212	\$114,908,153	\$72,736,379	68	77

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## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** June 5, 2019

<b>Subject</b>	<b>Approval of the Transportation Expenditure Plan (TEP) Sales Tax Revenue Estimate and Regional Transportation Planning Committees (RTPCs) Funding Targets</b>
<b>Summary of Issues</b>	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.
<b>Recommendations</b>	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.
<b>Financial Implications</b>	A new half-cent sales tax would generate approximately \$3.06 billion in current dollars over a 30-year period.
<b>Options</b>	N/A
<b>Attachments</b>	<p><b>A.</b> 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>B.</b> Revenue Estimates developed by HdL Companies</p>
<b>Changes from Committee</b>	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
<b>TOTAL</b>	<b>1,085,700</b>	<b>1,123,500</b>	<b>1,172,600</b>	<b>1,224,400</b>	<b>1,280,300</b>

\* 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
<b>TOTAL*</b>	<b>100.00%</b>	<b>\$ 3,060,709</b>

\* 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.

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**Contra Costa Transportation Authority - New 0.5% Measure**  
**EXTENDED SALES AND USE TAX BUDGET ESTIMATE**



Industry Group	Actual	Projected		Projected	Projected		Projected		Projected		Projected			
	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	1	2	3	4	5
Autos And Transportation	18,900,585	19,140,012	18,124,112	18,396,012	19,131,852	20,279,764	21,496,549	22,786,342	24,153,523	4.0%	6.0%	6.0%	6.0%	6.0%
Building And Construction	9,734,834	10,124,860	9,799,460	9,946,460	10,344,318	10,964,978	11,622,876	12,320,249	13,059,464	4.0%	6.0%	6.0%	6.0%	6.0%
Business And Industry	15,391,985	16,231,348	15,921,248	16,160,048	16,564,049	17,143,791	17,743,824	18,364,857	19,007,627	2.5%	3.5%	3.5%	3.5%	3.5%
Food And Drugs	5,581,703	5,697,990	5,578,990	5,673,790	5,787,266	5,931,947	6,080,246	6,232,252	6,388,059	2.0%	2.5%	2.5%	2.5%	2.5%
Fuel And Service Stations	8,069,347	9,915,837	8,584,737	8,670,537	8,930,653	9,377,186	9,846,045	10,338,347	10,855,265	3.0%	5.0%	5.0%	5.0%	5.0%
General Consumer Goods	23,882,239	24,822,529	24,134,129	24,375,429	24,984,815	25,734,359	26,506,390	27,301,582	28,120,629	2.5%	3.0%	3.0%	3.0%	3.0%
Restaurants And Hotels	10,146,415	10,441,376	10,455,476	10,769,176	11,307,635	11,986,093	12,705,258	13,467,574	14,275,628	5.0%	6.0%	6.0%	6.0%	6.0%
Transfers & Unidentified	102,635	182,379	182,379	182,379	182,379	182,379	182,379	182,379	182,379	0.0%	0.0%	0.0%	0.0%	0.0%
Subtotal Point of Sale	91,809,743	96,556,331	92,780,531	94,173,831	97,232,968	101,600,496	106,183,568	110,993,583	116,042,574	3.2%	4.5%	4.5%	4.5%	4.5%
Administration Cost	(947,112)	(955,490)	(1,020,586)	(1,035,912)	(1,069,563)	(1,117,605)	(1,168,019)	(1,220,929)	(1,276,468)	3.2%	4.5%	4.5%	4.5%	4.5%
<b>Total</b>	<b>90,862,631</b>	<b>95,600,841</b>	<b>91,759,945</b>	<b>93,137,919</b>	<b>96,163,405</b>	<b>100,482,891</b>	<b>105,015,549</b>	<b>109,772,653</b>	<b>114,766,105</b>	<b>3.2%</b>	<b>4.5%</b>	<b>4.5%</b>	<b>4.5%</b>	<b>4.5%</b>



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)
<b>Total</b>	<b>120,008,466</b>	<b>125,512,992</b>	<b>131,293,683</b>	<b>137,365,314</b>	<b>143,743,487</b>	<b>150,444,677</b>	<b>157,486,280</b>	<b>164,886,669</b>	<b>168,354,765</b>
	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%	0.0%
	4.6%	4.6%	4.6%	4.6%	4.6%	4.7%	4.7%	4.7%	2.1%



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)
<b>Total</b>	<b>171,901,743</b>	<b>175,529,499</b>	<b>179,239,977</b>	<b>183,035,170</b>	<b>186,917,120</b>	<b>190,887,923</b>	<b>194,949,725</b>	<b>199,104,725</b>	<b>203,355,180</b>
	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)
<b>Total</b>	<b>207,703,403</b>	<b>212,151,765</b>	<b>216,702,695</b>	<b>221,358,686</b>	<b>226,122,293</b>	<b>230,996,134</b>	<b>235,982,896</b>	<b>241,085,330</b>	<b>246,306,261</b>
	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)
<b>Total</b>	<b>251,648,583</b>	<b>257,115,263</b>	<b>262,709,344</b>	<b>268,433,946</b>	<b>274,292,269</b>	<b>280,287,593</b>	<b>286,423,282</b>
	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%
	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%

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## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** June 5, 2019

<b>Subject</b>	<b>Proposed Transportation Expenditure Plan (TEP) Structure and Strategies</b>
<b>Summary of Issues</b>	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).
<b>Recommendations</b>	Staff will discuss and seek input from the Authority Board on proposed structure and strategies to develop a proposed Initial Draft TEP.
<b>Financial Implications</b>	None
<b>Options</b>	The Authority Board could direct staff to not continue with the development of a proposed Initial Draft TEP.
<b>Attachments</b>	None
<b>Changes from Committee</b>	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).

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## Contra Costa Transportation Authority **STAFF REPORT**

**Meeting Date:** June 5, 2019

<b>Subject</b>	<b>Discuss Initial Draft Transportation Expenditure Plan (TEP)</b>
<b>Summary of Issues</b>	<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>
<b>Recommendations</b>	<p>Staff seeks Authority Board comments regarding the framework, funding categories and policy statements included in the proposed Initial Draft TEP.</p>
<b>Financial Implications</b>	<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>
<b>Options</b>	<p>The Authority Board could elect to direct staff to develop the Initial Draft TEP using an alternative process.</p>

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

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### 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.

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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
<b>TOTAL</b>	<b>3060.71</b>	<b>100.0%</b>	<b>907.66</b>	<b>576.80</b>	<b>712.58</b>	<b>863.67</b>	ULL: Urban Limit Line		<b>2873.52</b>
Population Based Share	<b>3060.71</b>		<b>907.66</b>	<b>576.80</b>	<b>712.58</b>	<b>863.67</b>	MOE: Maintenance of Effort		
Population Share (2035 Estimate) of Total			29.66%	18.85%	23.28%	28.22%	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.<sup>1</sup>

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

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<sup>1</sup> 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.<sup>1</sup> 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.

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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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