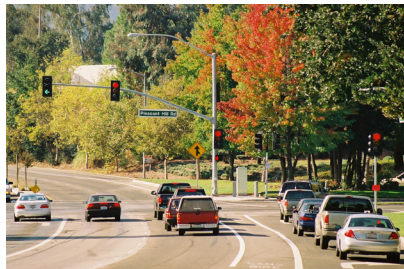


Measure J

CONTRA COSTA'S TRANSPORTATION SALES TAX EXPENDITURE PLAN



Adopted November 2, 2004, as amended
through November 7, 2011

PREFACE

On November 2, 2004, Contra Costa voters approved Measure J, which extended the half-percent local transportation sales tax first established by Measure C in 1988 for another 25 years. As with Measure C, the new measure included an expenditure plan that outlined how the expected revenues from the sales tax would be spent.

The following update of the Measure J Expenditure Plan incorporates changes made to it since its adoption in 2004. These changes were made through the adoption of three ordinances:

- **Ordinance 06-04**, adopted November 15, 2006, which revised and clarified the requirement in the Growth Management Program for compliance with a voter-approved Urban Limit Line. This ordinance modified paragraph 5, “Adopt an Urban Limit Line (ULL)”, of the components of the Growth Management Program (see page 27) and Attachment A, “Principles of Agreement for Establishing the Urban Limit Line” (see pages 29 and 30)
- **Ordinance 09-01**, adopted June 17, 2009, which revised and clarified how Regional Transportation Planning Committees may develop guidelines and allocate funds for Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities programs. This ordinance modified the description of Subregional Projects and Programs (see page 19) as well as the descriptions of Project 19a, “Additional Bus Service Enhancements”, and Project 20a, “Additional Transportation Services for Seniors and People with Disabilities”, for Central

County (TRANSPAC) (see pages 19–20) and Project 19b, “Additional Bus Service Enhancements”, and Project 20b, “Additional Transportation Services for Seniors and People with Disabilities”, for West County (WCCTAC) (see page 21)

- **Ordinance 09-03**, adopted July 15, 2009, which expanded the limits of the State Route 4 East widening project by shifting the western terminus of the project from Somersville Road to Loveridge Road (see page 11)
- **Ordinance 11-01**, adopted September 19, 2011, which modified the changes made by Ordinance 09-01 to Project 19b, “Additional Bus Service Enhancements”, and Project 20b, “Additional Transportation Services for Seniors and People with Disabilities”, for West County (WCCTAC) (see page 21)

The estimated revenues and percentage shares allocated to each project and program in the Expenditure Plan are in 2004 dollars. The changes in economic conditions that have occurred since 2004, however, have resulted in significant reductions in revenues. While the percent allocations remain unchanged, the actual allocation of funding will be different. Please see the most recent Measure J Strategic Plan for up-to-date allocations.

A line on the outside of a paragraph indicates where changes from the original 2004 Expenditure Plan have been made. A version of the document showing detailed changes is also available.

EXECUTIVE SUMMARY

At the November 8, 1988 general election, the voters of Contra Costa approved a half-cent local transportation sales tax that would be in place for 20 years. The major capital projects envisioned by the voters are largely complete. The funds that go to the cities, towns and the County to maintain local streets and roads, help fund transportation services for the elderly and persons with disabilities, and provide bus transit services will continue until the current measure sunsets in 2009.

Recognizing that Contra Costa's population is expected to increase from 1 million to 1.25 million over the next 25 years, and the broad support for continued investment in Contra Costa's transportation systems, the Contra Costa Transportation Authority considered what transportation projects and programs would be possible if the transportation

sales tax were extended. The Authority, together with the 19 cities of Contra Costa, and the Contra Costa County Board of Supervisors invested two years to assemble a Transportation Expenditure Plan for consideration by the voters. The Plan that follows is a result of those efforts. It reflects the competing interests and priorities inherent in the diverse communities of Contra Costa. It includes highways, arterials, transit facilities and services, bicycle and pedestrian facilities, and transportation projects that support all alternative modes of travel and reflects projects and programs of countywide, sub-regional, and local interest.

A summary of the projects and programs is shown below. A more detailed description of these projects and programs is contained in the balance of this booklet.

Summary of Projects and Programs

Capital & Maintenance Investments

Caldecott Tunnel Fourth Bore
 BART – East Contra Costa Rail Extension
 State Route 4 East Widening
 Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez
 East County Corridors: Vasco Rd, SR4 Bypass, Byron Hwy, Non Freeway SR4
 Interchange Improvements on I-680 & State Route 242
 I-80 Carpool Lane Extension and Interchange Improvements
 I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements
 Richmond Parkway
 BART Parking, Access and Other Improvements

Local Streets Maintenance & Improvements
 Transportation for Livable Communities Project Grants
 Pedestrian, Bicycle and Trail Facilities
 Major Streets: Traffic Flow, Safety and Capacity Improvements

Programs

Bus Services
 Transportation for Seniors & People with Disabilities
 Express Bus
 Commute Alternatives
 Congestion Management, Transportation Planning, Facilities & Services
 Safe Transportation for Children
 Ferry Service in West County
 Subregional Transportation Needs
 Growth Management Program

THE CONTRA COSTA TRANSPORTATION SALES TAX EXPENDITURE PLAN

The projects and programs that follow constitute the Transportation Expenditure Plan for the extension of the transportation sales tax initially authorized by the passage of Contra Costa Measure C in November 1988. As required under the Local Transportation Authority and Improvement Act (SB 142, Chapter 786, Statutes of 1987: Sections 180000 *et seq.* of the Public Utilities Code), the expenditures are “for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems”, including paratransit services (California Public Utilities Code §180205), and for specific efforts supporting such investments.

All of the following projects are necessary to address current and future transportation needs in Contra Costa, and the proposed projects and programs constitute a “fair share” distribution of funding allocations to each subregion. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may recommend to the Authority that funds be reassigned to another project in the same subregion so that the “fair share” allocation is maintained.

Contents

| | |
|---|----|
| Executive Summary..... | I |
| Table of Expenditure Plan Allocations..... | 4 |
| Summary of Projects and Programs..... | 6 |
| Detailed Project And Program Descriptions.. | 11 |
| The Growth Management Program..... | 25 |
| Attachment A: Principles of Agreement for Establishing the Urban Limit Line..... | 29 |
| Summary of the Contra Costa Transportation for Livable Communities Program | 31 |

Table of Expenditure Plan Allocations

| | | | Distribution of Funding By Subregion | | | |
|--|-------------|-------|--------------------------------------|-------------|------------------|-------------|
| | \$ millions | % | Central (a) | West (b) | Southwest (c) | East (d) |
| CAPITAL IMPROVEMENT PROJECTS ¹ | | | | | | |
| 1 Caldecott Tunnel Fourth Bore | 125 | 6.3% | 62.5 | | 62.5 | |
| 2 BART - East Contra Costa Rail Extension | 150 | 7.5% | | | | 150.0 |
| 3 State Route 4 East Widening | 125 | 6.3% | | | | 125.0 |
| 4 Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez | 15 | 0.8% | 7.5 | 7.5 | | |
| 5 East County Corridors: Vasco Rd, SR4 Bypass, Byron Hwy, Non Freeway SR4 | 94.5 | 4.7% | | | | 94.5 |
| 6 Interchange Improvements on I-680 & State Route 242 | 36 | 1.8% | 36.0 | | | |
| 7 I-80 Carpool Lane Extension and Interchange Improvements | 30 | 1.5% | | 30.0 | | |
| 8 I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements | 100 | 5.0% | 75.0 | | 25.0 | |
| 9 Richmond Parkway | 16 | 0.8% | | 16.0 | | |
| SUBTOTAL | 691.5 | 34.6% | 181.0 | 53.5 | 87.5 | 369.5 |
| COUNTYWIDE CAPITAL AND MAINTENANCE PROGRAMS | | | | | | |
| 10 BART Parking, Access and Other Improvements | 41 | 2.1% | 12.0 | 15.0 | 3.0 | 11.0 |
| 11 Local Streets Maintenance & Improvements ² | 360 | 18.0% | 108.0 | 82.8 | 79.2 | 90.0 |
| 12 Transportation for Livable Communities Project Grants ² | 100 | 5.0% | 29.0 | 24.0 | 18.0 | 29.0 |
| 13 Pedestrian, Bicycle and Trail Facilities ³ | 30 | 1.5% | 2.5 | 2.5 | 2.5 | 2.5 |
| SUBTOTAL | 531 | 26.6% | 151.5 | 124.3 | 102.7 | 132.5 |
| OTHER COUNTYWIDE PROGRAMS | | | | | | |
| 14 Bus Services ⁴ | 100 | 5.0% | 24.0 | 52.0 | 15.0 | 9.0 |
| 15 Transportation for Seniors & People with Disabilities ⁴ | 100 | 5.0% | 25.0 | 35.0 | 17.0 | 23.0 |
| 16 Express Bus ⁴ | 86 | 4.3% | 20.0 | 40.0 | 20.0 | 6.0 |
| 17 Commute Alternatives | 20 | 1.0% | 5.8 | 4.8 | 3.6 | 5.8 |
| 18 Congestion Management, Transportation Planning, Facilities & Services | 60 | 3.0% | | | | |
| SUBTOTAL | 366 | 18.3% | 74.8 | 131.8 | 55.6 | 43.8 |
| SUBREGIONAL PROJECTS AND PROGRAMS | | | | | | |
| 19 Additional Bus Transit Enhancements ⁴ | 68.5 | 3.4% | 24.0 | 44.5 | | |
| 20 Additional Transportation for Seniors and People with Disabilities ⁴ | 23 | 1.2% | 10.0 | 13.0 | | |

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

| | | | Distribution of Funding By Subregion | | | |
|--|--------------|---------------|--------------------------------------|--------------|------------------|-------------|
| | \$ millions | % | Central (a) | West (b) | Southwest (c) | East (d) |
| 21 Safe Transportation for Children ⁴ (Lamorinda and San Ramon Valley School Bus Programs, West County Low Income Student Bus Pass Program, Central County School Access Programs, Pedestrian and Bicycle Improvements, etc.) | 90.9 | 4.5% | 10.0 | 14.5 | 66.4 | |
| 22 Ferry Service in West County ⁴ | 45 | 2.3% | | 45.0 | | |
| 23 Additional Local Streets and Roads Maintenance & Improvements | 41.8 | 2.1% | 20.0 | 11.0 | 10.8 | |
| 24 Major Streets: Traffic Flow, Safety and Capacity Improvements | 80.4 | 4.0% | 48.0 | | 14.4 | 18.0 |
| 25 Additional Transportation for Livable Communities Project Grants ⁵ | 8 | 0.4% | | 8.0 | | |
| 26 Additional Pedestrian, Bicycle and Trail Facilities | 0.8 | 0.0% | | 0.8 | | |
| 27 Capitol Corridor Rail Station Improvements at Martinez | 2.5 | 0.1% | 2.5 | | | |
| 28 Subregional Transportation Needs | 30.6 | 1.5% | 16.2 | 6.0 | 4.7 | 3.7 |
| SUBTOTAL | 391.5 | 19.6% | 130.7 | 142.8 | 96.3 | 21.7 |
| OTHER | | | | | | |
| 29 Administration | 20 | 1.0% | | | | |
| TOTAL | 2,000 | 100.0% | | | | |

| | | Central | West | Southwest | East |
|---|-------|---------|-------|-----------|--------|
| Specific Projects and Programs (Total) ⁶ | 1,900 | 538.0 | 452.4 | 342.1 | 567.5 |
| Population Share (2020 Estimate) of Total | | 29.0% | 24.0% | 18.0% | 29.0% |
| % allocated to Projects and Programs in subregion | | 28.3% | 23.8% | 18.0% | 29.9% |
| % of "Fair Share" of Projects and Programs | | 97.6% | 99.2% | 100.0% | 103.0% |

1: Funding is for both capital improvements and costs incurred to accelerate delivery into the early years of the program (2009–10 through 2015–16)

2: Actual funding levels will be determined by formula: For 18% Local Street Maintenance and Improvements funds, annually; for TLC, every three to five years.

3: Pedestrian and bicycle facilities improvements are also eligible to be funded from the Transportation for Livable Communities Project Grants, Local Streets and Roads Maintenance & Improvements, and Major Streets: Traffic Flow, Safety, and Capacity Improvements categories. \$20 million out of the \$30 million to be made available countywide. Remainder (\$10 million) to be divided by sub-region.

4: Transit Operators are required to set aside up to 3% of their annual allocation as a reserve to offset potential future revenue downturns.

5: A summary of the Transportation for Livable Communities (TLC) program is included in Part IV.

6: "Total" excludes \$20 million for Pedestrian, Bicycle and Trail facilities, \$60 million for Congestion Management, Transportation Planning, Facilities & Services, and \$20 million for Administration

SUMMARY OF PROJECTS AND PROGRAMS

Capital Improvement Projects

- 1 *Caldecott Tunnel Fourth Bore* \$125 million
Construct a two-lane fourth bore to match the through-lane capacity on both sides of the tunnel to reduce delays and improve the predictability of travel in the non-peak direction.
- 2 *BART – East Contra Costa Rail Extension*..... \$150 million
Extend rail or other high-speed transit service from the Pittsburg/Bay Point BART station eastward to the cities of Antioch, Oakley, Brentwood and the community of Byron.
- 3 *State Route 4 East Widening* \$125 million
Complete the widening of State Route 4 in East Contra Costa to provide a total of four lanes (including bus/carpool and auxiliary lanes) in each direction to State Route 160.
- 4 *Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez* \$15 million
\$7.5 million is available to construct a new station at Hercules and may be used for Capitol Corridor operations. \$7.5 million is available to construct parking and pedestrian facilities at the Martinez Rail Station.
- 5 *East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, and Non-Freeway SR 4)* \$94.5 million
Construct capacity and safety enhancements to Vasco Road, the State Route 4 Bypass, Byron Highway and the existing Route 4 through Brentwood and Oakley.
- 6 *Interchange Improvements on Interstate 680 and State Route 242* \$36 million
Construct improvements at the following interchanges: I-680/SR4, SR 242/Clayton Rd, I-680/Marina Vista, and/or SR 4/Willow Pass Road.
- 7 *Interstate 80 Carpool Lane Extension and Interchange Improvements*..... \$30 million
Construct improvements at the I-80/San Pablo Dam Road and I-80/Central Avenue interchanges; complete the bus/carpool lane to the Carquinez Bridge.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- 8 *Interstate 680 Carpool Lane Gap Closure / Transit Corridor Improvements* \$100 million
Extend existing bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242. Construct bus/carpool on- and off-ramps at Norris Canyon Rd and/or Sycamore Valley Road, and other transit corridor improvements.
- 9 *Richmond Parkway*..... \$16 million
Upgrade the Richmond Parkway by constructing intersection and interchange improvements, and/or provide funds to maintain the roadway.

Countywide Capital and Maintenance Programs

- 10 *BART Parking, Access, and Other Improvements*..... \$41 million
Construct improvements to the BART system such as additional parking, station access, capacity, safety and operational improvements.
- 11 *Local Streets Maintenance & Improvements*..... \$360 million
Eighteen percent of annual revenues are allocated to local jurisdictions on a formula basis for transportation projects to be determined locally, including street and road maintenance, subject to compliance with the Growth Management Program (GMP).
- 12 *Transportation for Livable Communities Project Grants (CC-TLC)*..... \$100 million
Five percent of sales tax revenues are to be used to implement specific transportation projects that encourage the use of alternatives to the single occupant vehicle such as: pedestrian, bicycle and streetscape facilities, traffic calming and transit access improvements. Allocations are subject to compliance with the GMP, as outlined in the CC-TLC Summary included as Part IV of this Expenditure Plan.
- 13 *Pedestrian, Bicycle and Trail Facilities*..... \$30 million
One and a half percent of revenues are for construction of pedestrian and bicycle facilities including regional trails throughout Contra Costa.

Other Countywide Programs

- 14 *Bus Services* \$100 million
Five percent of annual revenues are for bus service provided by all Contra Costa bus transit operators to alleviate traffic congestion and improve regional or local mobility for Contra Costa.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- 15 Transportation for Seniors & People with Disabilities.....\$100 million**
Five percent of revenues are for Transportation Services for Seniors & People with Disabilities.
- 16 Express Bus..... \$86 million**
Provide express bus service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers.
- 17 Commute Alternatives \$20 million**
Provide and promote alternatives to commuting in single-occupant vehicles, including carpools, vanpools and transit.
- 18 Congestion Management, Transportation Planning, Facilities & Services \$60 million**
Implement the countywide GMP, prepare the countywide transportation plan, and support the programming and monitoring of projects that are to be funded with federal and state funds, as well as the Authority's Congestion Management Agency functions.

Subregional Projects and Programs

There are four subregions within Contra Costa: Central, West, Southwest and East County. The objective of the subregional Projects & Programs category is to recognize the diversity of each subregion by including projects/programs that are critical to addressing local transportation needs. 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.

- 19 Additional Bus Transit Enhancements.....\$68.5 million**
In addition to the \$100 million for bus transit improvements countywide, additional funding is allocated for bus transit improvements in two subregions: Central County (\$24 million) and West County (\$44.5 million).
- 20 Additional Transportation for Seniors & People with Disabilities \$23 million**
In addition to the \$100 million for transportation services for seniors and people with disabilities under the countywide program, additional funding is allocated

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

for transportation for seniors and people with disabilities in two subregions: Central County (\$10 million) and West County (\$13 million).

- 21 Safe Transportation for Children..... \$90.9 million**
In Central County, \$10 million is for projects to provide transportation to schools such as transit incentive programs, and pedestrian and bicycle facilities. In West County, \$14.5 million is for a low-income student transit fare subsidy program. In Southwest County \$26.4 million is for the Lamorinda School Bus Program, and \$40 million is for a San Ramon Valley School Bus Program and school-related access.
- 22 Ferry Service in West County..... \$45 million**
Funds for ferry service in West County from Richmond, and Hercules or Rodeo to San Francisco.
- 23 Additional Local Streets Maintenance & Improvements..... \$41.8 million**
In addition to the 18% of annual revenues that are allocated to all jurisdictions (\$360 million) for transportation projects to be determined locally, additional funding is allocated to jurisdictions in three subregions: Central County (\$20 million), West County (\$11 million), and Southwest County (\$10.8 million).
- 24 Major Streets: Traffic Flow, Safety and Capacity Improvements..... \$80.4 million**
Improvements to major thoroughfares such as traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, installation of bike facilities, sidewalks, bus turnouts, curbs and gutters. The funds are allocated as follows: Central County (\$48 million), Southwest County (\$14.4 million) and East County (\$18 million).
- 25 Additional Transportation for Livable Communities Project Grants \$8 million**
In addition to the \$100 million available on a countywide basis, \$8 million is available for projects specific to West County.
- 26 Additional Pedestrian, Bicycle, and Trail Facilities..... \$ 0.8 million**
In addition to the \$30 million available countywide, \$0.8 million is available for projects specific to West County.
- 27 Capitol Corridor Rail Station Improvements at Martinez \$2.5 million**
In addition to funds provided under the Capitol Corridor Improvement Project, an additional \$2.5 million is to be allocated specifically to Martinez Rail Station improvements.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

28 Subregional Transportation Needs \$ 30.6 million

Each subregion will identify projects and/or programs to address its current and future needs. The funds are allocated as follows: Central County (\$16.2 million), West County (\$6.0 million), Southwest County (\$4.7 million) and East County (\$3.7 million).

DETAILED PROJECT AND PROGRAM DESCRIPTIONS

All of the following projects are necessary to address current and future transportation needs in Contra Costa, and the proposed projects and programs constitute a “fair share” distribution of funding allocations to each subregion. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may recommend to the Authority that funds be reassigned to another project in the same subregion so that the “fair share” allocation is maintained.

Capital Improvement Projects

- 1 **Caldecott Tunnel Fourth Bore** \$125 million
Construct a fourth bore with two traffic lanes to match the through-lane capacity on both sides of the tunnel, and thereby significantly reduce delays and improve the predictability of travel in the non-peak direction. Final project will be subject to compliance with the California Environmental Quality Act (CEQA).
- 2 **BART - East Contra Costa Rail Extension (e-BART)** \$150 million
Extend rail or other high-speed transit service from the Pittsburg/Bay Point BART station eastward to the cities of Antioch, Oakley, Brentwood and the community of Byron. Subject to environmental review and assessment of alternatives, the likely preferred alignment will occupy the State Route 4 median up to the Loveridge Road interchange and utilize existing rail right-of-way thereafter to Byron. BART, diesel multiple-unit trains and other guideway transit modes may be evaluated in determining the most appropriate near-term and long-term investments.
- 3 **State Route 4 East Widening** \$125 million
Widen State Route 4 in East Contra Costa to provide four lanes (including a bus/carpool lane) in each direction from Loveridge Road to State Route 160, including auxiliary lanes between interchanges. Project components will be staged to provide congestion relief as quickly as possible with available funding.
- 4 **Capitol Corridor Improvements Including Rail Stations at Hercules and Martinez** \$15 million
\$7.5 million is available to construct 425 parking spaces at the Martinez Rail Station including pedestrian, vehicular and potentially landside ferry access im-

provements as well as track improvements/equipment in the vicinity of the station and Ozol Yard. \$7.5 million is available to construct the Hercules Rail Station improvements (including relocating railroad tracks, constructing station platforms and plaza, and a parking structure) and may be used for Capitol Corridor track improvements, rolling stock, or for rail operations on the Capitol Corridor line in Contra Costa County.

5 East County Corridors (Vasco Rd, SR4 Bypass, Byron Hwy, Non-Freeway SR4)\$94.5 million

This project will provide funds to assist in the completion of capacity and safety enhancements to Vasco Road, the SR 4 Bypass, Byron Highway, and the existing Route 4 through Brentwood, Oakley and unincorporated areas.

For corridors lying outside of the 2004 boundary of the Contra Costa County ULL, in effect as of May 26, 2004 (the ULL), local sales tax funds may be allocated by the Authority only to fund environmental reviews, route adoption studies, right of way protection and safety improvements. For such investments, allocations may be made by the Authority upon a determination that the project Sponsor has agreed to include the following in the scope of the relevant studies or projects:

- Assessment as to their potential for inducing additional development and identification of measures to minimize or prevent such inducement;
- Identification of appropriate project-related mitigations, including consideration of the purchase of abutters' rights of access, preservation of critical habitat and/or open space acquisition; and
- Investments affecting facilities in Alameda County will be done in partnership with Alameda County jurisdictions.

Subject to the above conditions, potential improvements include:

- 5.1 Vasco Road from the SR 4 Bypass to Interstate 580 in Alameda County. Funds shall not be allocated for the construction of capacity enhancing projects outside of the ULL. Funds may be used to fund safety and operational improvements, and potentially consider realignment where warranted.
- 5.2 Widening and safety improvements (including safety-related capacity improvements) to the non-freeway portion of SR 4 from Main Street in Oakley to the eastern edge of Discovery Bay. This project also includes alignment and safety improvements to the two-lane levee road between Discovery Bay and the Contra Costa-San Joaquin Bridge.
- 5.3 Completion of the SR4 Bypass project. The project includes the upgrade of Marsh Creek Road and interchanges at the following locations: SR4/SR4 By-

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

pass/ SR160; Laurel Road; Lone Tree Way; Sand Creek Road; Balfour Road; Marsh Creek Road; and Vasco Road at Walnut Boulevard.

5.4 Improvements to Byron Highway between Delta Road northeast of the City of Brentwood, and the Contra Costa-Alameda County line.

6 Interchange Improvements on Interstate 680 and State Route 242 \$36 million

Construct improvements to reduce congestion and improve safety at (1) I-680/SR 4 interchange, (2) SR 242/Clayton Road Interchange northbound on-ramp and southbound off-ramp, (3) I-680/Marina Vista Interchange, and/or (4) SR 4/Willow Pass Road ramps.

7 Interstate 80 Carpool Lane Extension and Interchange Improvements..... \$30 million

Projects eligible for funding in this category include (with priority given to the San Pablo Dam Road and Central Avenue interchanges):

7.1 If supplemental funding beyond the Regional Measure 2 commitment is needed, help construct an eastbound carpool lane extension along I-80 from State Route 4 to the Carquinez Bridge approach.

7.2 Project development and construction of the I-80/San Pablo Dam Road interchange to improve traffic operations and safety and accommodate both pedestrians and bicyclists.

7.3 Project development and construction of the I-80/Central Avenue interchange to reduce traffic backups on Central Avenue.

7.4 Project development and/or preliminary engineering towards the construction of the SR 4/I-80 interchange and approaches.

7.5 Other interchange improvements may be considered for funding subject to WCCTAC concurrence.

8 Interstate 680 Carpool Lane Gap Closure/Transit Corridor Improvements \$100 million

Projects eligible for funding in this category include:

- Extend existing bus/carpool lanes along I-680 in the southbound direction from North Main Street to Livorna Road, and in the northbound direction from North Main Street to north of SR 242.
- Construct bus/carpool on- and off-ramps at Norris Canyon Rd and/or Sycamore Valley Road.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- Transit corridor improvements that address congestion and/or increase people throughput along the I-680 corridor.

9 Richmond Parkway..... \$16 million

Upgrade the Richmond Parkway to facilitate transfer of ownership to the California Department of Transportation, including potential intersection and interchange upgrades, and/or provide funds to maintain the roadway. The Richmond Parkway is the priority project for this funding; however, funds not expended for this project may be reprogrammed at the City of Richmond's request for Richmond ferry service.

Countywide Capital and Maintenance Programs

10 BART Parking, Access, and Other Improvements..... \$41 million

Construct improvements to BART such as additional parking, station access, capacity, safety and operational improvements. Projects funded by this category are subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority.

11 Local Streets Maintenance & Improvements..... 18% (\$360 million)

Funds may be used for any transportation purpose eligible under the Act and to comply with the GMP requirements. This existing program will continue distributing 18 percent of the annual sales tax revenues to all local jurisdictions with a base allocation of \$100,000 for each, the balance to be distributed based 50 percent on relative population and 50 percent on road miles for each jurisdiction, subject to compliance with the Authority's revised GMP. Population figures used shall be the most current available from the State Department of Finance. Road mileage shall be from the most current State Controller's Annual Report of Financial Transactions for Streets and Roads. Pedestrian and bicycle facilities are an important part of the regional transportation system. Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects.

12 Transportation for Livable Communities Project Grants..... 5% (\$100 million)

The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking,

bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program.

Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority. Eligible projects will be recommended to the Authority by each subregion based on a three- or five-year funding cycle, at the option of the RTPCs. Subregional programming targets will be based on the relative population share of each in 2009, and adjusted every five years thereafter. Criteria are to include flexibility so that urban, suburban and rural communities can be eligible.

A summary of the Transportation for Livable Communities program is included in Part IV.

13 Pedestrian, Bicycle and Trail Facilities..... 1.5% (\$30 million)

Pedestrian, bicycle, and trail facilities, including regional trails are an important component of the regional transportation system. Two-thirds of the funds are to complete projects in the Countywide Bicycle and Pedestrian Plan. Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants. Moreover, where it is appropriate, routine accommodation for pedestrians and bicyclists should be incorporated in construction projects funded from these other categories.

One third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation equally in each subregion, subject to the review and approval of the applicable subregional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this category.

Other Countywide Programs

The following programs will be available to fund countywide operational programs, based on a specific percentage of annual revenues received. With respect to transit operations (bus, transportation for seniors and people with disabilities, and express bus), the Authority will allocate funds on an annual basis and will establish guidelines (in cooperation with transit operators through the Bus Transit Coordinating Coun-

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

cil) so that the additional revenues will fund additional service in Contra Costa. The guidelines may require provisions such as maintenance of effort; operational efficiencies including greater coordination; promoting and developing a seamless service; a specified minimum allowable farebox return on sales tax extension funded services; and reserves for capital replacement.

For the transit operating programs (Bus Services, Transportation for Seniors & People with Disabilities, and Express Bus) for years in which sales tax revenues increase at or above the change in the Consumer Price Index, the Authority will require that each recipient/operator retain up to 3 percent of its annual allocation to accumulate in a reserve. The reserve would be available as a contingency for application when one or more periods of decline in sales tax revenues, in inflation-adjusted dollars, requires application of the funds to “smooth out” the flow of revenues. The reserves would be available to sustain operations in the event of such economic downturns.

14 Bus Services 5% (\$100 million)

This program provides funding for bus service provided by Contra Costa transit operators to alleviate traffic congestion and improve regional or local mobility for Contra Costa. Funds can be used to purchase transit vehicles, service operations, maintenance and capital programs to assist operators in the implementation of adopted plans.

The percentage of program funding now allocated to the bus transit operators will continue. Reflecting the current distribution among the four parts of the county, the percentage of annual sales tax revenues will be distributed as follows, provided that the bus transit operators jointly consult and collectively report to the Authority each year on any proposed changes to the services that are currently funded from Measure C revenues, and the Authority concurs with the change:

- AC Transit, 2% (\$40 million);
- County Connection, 2% (\$40 million);
- Tri-Delta Transit, 0.4% (\$8 million);
- WestCAT, 0.6% (\$12 million);
- Golden Gate Transit Service from Richmond to Marin shall be funded at the discretion of WCCTAC and West County operators from the West Contra Costa transit funds.

Under the subregional programs category, additional increments of 2.2% and 1.2% of annual sales tax revenues are available for West and Central County, respectively.

15 Transportation for Seniors & People With Disabilities..... 5% (\$100 million)

Transportation for Seniors & People With Disabilities or “Paratransit” services can be broadly divided into two categories: (1) services required to be provided by transit operators under the Americans with Disabilities Act (ADA) to people with disabilities; and (2) services not required by law but desired by community interests, either for those with disabilities beyond the requirements of the ADA (for example, extra hours of service or greater geographic coverage), or for non-ADA seniors.

All current recipients of Measure C funds will continue to receive their FY 2008–09 share of the “base” Measure C allocation to continue existing programs if desired, subject to Authority confirmation that services are consistent with the relevant policies and procedures adopted by the Authority. Revenue growth above the base allocations will be utilized to expand paratransit services and providers eligible to receive these funds.

Paratransit funding will be increased from the current 2.97% to 3.5% of annual sales tax revenues for the first year of the new program, FY 2009–10. Thereafter, the percentage of annual sales tax revenues will increase by 0.10 % each year, to 5.9% in 2034 (based on a 25-year program). In 2003 dollars, this averages to 4.7% over the life of the program, which has been rounded to 5% to provide some flexibility and an opportunity to maintain a small reserve to offset the potential impact of economic cycles. The distribution of funding will be as follows:

- West County paratransit program allocations will start at 1.225% of annual sales tax revenues in FY 2009–10, and grow by 0.035% of annual revenues each year thereafter to 2.065% of annual revenues in FY 2033–34. (An additional increment of 0.65% of annual revenues is available for West County under its subregional program category.) In addition to the current providers, paratransit service provided by AC Transit and BART (East Bay Paratransit Consortium) in West County is an eligible recipient of program funds.
- Central County paratransit program allocations will start at 0.875% of annual sales tax revenues in FY 2009–10 and grow by 0.025% of annual revenues each year thereafter to 1.475% of annual revenues in FY 2033–34. (An additional increment of 0.5% of annual revenues is available for Central County under its subregional program category.)
- Southwest County paratransit program allocations will start at 0.595% of annual sales tax revenues in FY 2009–10 and grow by 0.017% of annual revenues each year thereafter to 1.003% of annual revenues in FY 2033–34.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- East County paratransit program allocations will start at 0.805% of annual sales tax revenues, and increase by 0.023% of annual revenues thereafter to 1.357% of annual revenues in FY 2033–34.

Transportation for Seniors & People with Disabilities funds shall be available for (a) managing the program, (b) retention of a mobility manager, (c) coordination with non-profit services, (d) establishment and/or maintenance of a comprehensive paratransit technology implementation plan, and (e) facilitation of countywide travel and integration with fixed route and BART specifically, as deemed feasible.

Additional funding to address non-ADA services, or increased demand beyond that anticipated, can be drawn from the “Subregional Transportation Needs Funds” category, based on the recommendations of individual subregions and a demonstration of the financial viability and stability of the programs proposed by prospective operator(s).

16 Express Bus..... 4.3% (\$86 million)

Provide express bus service and Bus Rapid Transit (BRT) service to transport commuters to and from residential areas, park & ride lots, BART stations/transit centers and key employment centers. Funds may be used for bus purchases, service operations and/or construction/management/operation of park & ride lots and other bus transit facilities. Reserves shall be accumulated for periodic replacement of vehicles consistent with standard replacement policies.

17 Commute Alternatives 1% (\$20 million)

This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit.

Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects. Program and project recommendations shall be made by each subregion for consideration and funding by the Authority.

18 Congestion Management, Transportation Planning, Facilities and Services..... 3% (\$60 million)

Implementation of the Authority’s GMP and countywide transportation planning program; the estimated incremental costs of performing the Congestion Management Agency (CMA) function currently billed to local jurisdictions; costs for programming federal and state funds; project monitoring; and the facilities and services needed to support the Authority and CMA functions.

Subregional Projects and Programs

The objective of the Subregional Projects and Programs category is to recognize the diversity of the county by allowing each subregion to propose projects and programs critical to addressing its local transportation needs. There are four subregions within Contra Costa: Central, West, Southwest and East County, each represented by a Regional Transportation Planning Committee (RTPC). Central County (the TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (the WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (the SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (the TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Each subregion has identified specific projects and programs which include: school bus programs, safe routes to school activities, pedestrian and bicycle facilities, incremental transit services over the base program, incremental transportation services for seniors and people with disabilities over the base program, incremental local street and roads maintenance using the population and road-miles formula, major streets traffic flow, safety, and capacity improvements, and ferry services.

With respect to the Additional Bus Service Enhancements and Additional Transportation Services for Seniors and People with Disabilities Programs, the Authority will allocate funds on an annual basis. The relevant RTPC, in cooperation with the Authority, will establish subregional guidelines so that the additional revenues will fund additional service in Contra Costa. The guidelines may require reporting requirements and provisions such as maintenance of effort, operational efficiencies including greater coordination promoting and developing a seamless service, a specified minimum allowable farebox return on sales tax extension funded services, and reserves for capital replacement, etc. The relevant RTPC will determine if the operators meet the guidelines for allocation of the funds.

For an allocation to be made by the Authority for a subregional project and program, it must be included in the Authority's Strategic Plan.

CENTRAL COUNTY (TRANSPAC)

19a Additional Bus Service Enhancements..... 1.2% (\$24 million)

Funds will be used to enhance bus service in Central County, with services to be jointly identified by TRANSPAC and County Connection.

In years when revenues have declined from the previous year, funds may be used for enhanced, existing, additional and/or modified bus service; in years when funding allows for growth in service levels, these funds would be used

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

for bus service enhancements; and if County Connection's funding levels are restored to 2008 levels, these funds shall be used to enhance bus service. TRANSPAC will determine if the use of funds by County Connection or other operators meets these guidelines for the allocation of these funds.

20a Additional Transportation Services for Seniors and People & Disabilities..... 0.5% (\$10 million)

Funds will be used to supplement the services provided by the countywide transportation program for seniors & people with disabilities and may include provision of transit services to programs and activities. Funds shall be allocated annually as a percentage of total sales tax revenues, and are in addition to funds provided under the base program as described above.

In years when revenues have declined from the previous year, funds may be used for supplemental, existing, additional or modified service for seniors and people with disabilities; in years where funding allows for growth in service levels, these funds would be used for service enhancements for seniors and people with disabilities; and if funding levels are restored to 2008 levels, these funds shall be used to enhance services for seniors and people with disabilities. TRANSPAC will determine if the use of funds proposed by operators meets these guidelines for the allocation of these funds.

21a Safe Transportation for Children..... 0.5% (\$10 million)

TRANSPAC will identify specific projects which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.

23a Additional Local Streets Maintenance and Improvements..... 1% (\$20 million)

These funds will be used to supplement the annual allocation of the 18% "Local Streets Maintenance & Improvements" program funds for jurisdictions in Central County. Allocations will be made to jurisdictions in TRANSPAC on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24a Major Streets: Traffic Flow, Safety and Capacity Improvements..... 2.4% (\$48 million)

Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities, etc.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

27a Capitol Corridor Rail Station Improvements at Martinez 0.1% (\$2.5 million)

Additional funding to supplement the \$7.5 million identified for the project under Capitol Corridor Rail Station Improvements for the Martinez Intermodal Station and ferry landside improvements.

28a Subregional Transportation Needs 0.81% (\$16.2 million)

TRANSPAC will propose programming funds for any project or program identified in the Expenditure Plan, and to meet other future transportation needs of Central County eligible under the provisions of the Act.

WEST COUNTY (WCCTAC)

19b Additional Bus Service Enhancements 2.2% (\$44.5 million)

Funds will be used to enhance local bus service in West County, as determined by WCCTAC and the west county bus operators. Funds will be used to operate new service, including new bus lines, expanded service hours, improved frequency, expanded days of the week, etc. At least \$4 million of the \$44.5 million total would go to WestCAT.

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional funds to maintain services that are eligible for funding under Program 14. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, or increases in insurance and fuel costs.

20b Additional Transportation for Seniors and People with Disabilities 0.65% (\$13 million)

As determined by WCCTAC, funds will be used to supplement the services provided by the countywide transportation program for seniors and people with disabilities and may include, but are not limited to, provision of dedicated shuttles to specific programs and activities, as well as sedan/taxi service, supplemental service provided by the cities, the County or transit agencies, expanded subsidies for fares, etc. ADA and non-ADA service will qualify. Funds shall be allocated annually as a percentage of total sales tax revenues, and in addition to funds provided under the base program as described above.

As determined by WCCTAC, certain conditions beyond the control of the operators may warrant the use of the additional funds to maintain services that are eligible for funding under Program 15. Such circumstances could include, but not be limited to declines in sales tax revenues, revenues used for transit operations or other supplemental revenues, increases in demand beyond that assumed in Program 15, or increases in insurance and fuel costs.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

- 21b Safe Transportation for Children: Low Income Student Bus Pass Program.....0.7% (\$14.5 million)**
Establishment and operation of a program to expand the subsidy for bus transit fares for low-income students.
- 22b Ferry Service in West County..... 2.3% (\$45 million)**
Funds for ferry service in West County from Richmond, and Hercules or Rodeo to San Francisco (with potential stops in-between). The funds may be used for capital improvements (landside improvements, parking, lighting, etc.), operating the service, transit feeder service, way-finder signs, and/or other components of ferry service to be determined by WCCTAC and the San Francisco Bay Area Water Transit Authority (WTA), the agency authorized by the State to provide a comprehensive water transit system for the Bay Area. If the WTA is not able to use these funds, WCCTAC and the Authority will designate alternative recipient(s). Funding priority should be given to routes that demonstrate long-term sustainability.
- 23b Additional Local Streets Maintenance and Improvements..... 0.5% (\$11 million)**
These funds will be used to supplement the annual allocation of the 18% “Local Streets Maintenance & Improvements” program funds for local jurisdictions in West County. Allocations will be made to jurisdictions in WCCTAC on an annual basis in June of each fiscal year for that ending fiscal year, subject to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.
- 25b Additional Funding for Livable Communities (CC-TLC).....0.4% (\$8 million)**
This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified by WCCTAC. WCCTAC will propose programming specific projects through the Authority’s Strategic Plan. Grants will be provided subject to compliance with the Authority’s GMP.
- 26b Additional Pedestrian, Bicycle and Trail Facilities0.04% (\$0.8 million)**
WCCTAC will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County.
- 28b Subregional Transportation Needs 0.3% (\$6 million)**
WCCTAC will propose programming these funds to any project or program eligible under the provisions of the Act. Such projects may include: (1) planning work or environmental studies for a project; (2) implementation of recommended transportation projects in a regional study or plan (including, but not limited to, the El Sobrante Transportation and Land Use Plan, the Richmond-

Area Community-Based Transportation Plan, the El Portal Gateway Plan, the Montalvin Manor Community Plan, the Safe Communities Program, etc.); (3) bus and/or BART improvements; (4) neighborhood traffic calming improvements; (5) transportation/transit information in languages other than English; and/or (6) other eligible transportation investments. WCCTAC will coordinate with the appropriate local jurisdictions/agencies to plan and implement the projects in this category.

SOUTHWEST COUNTY (SWAT)

21c Safe Transportation for Children: School Bus Program.....3.3% (\$66.4 million)

Eligible projects include the continued operation of the Lamorinda School Bus Program (\$26.4 million), and the inauguration of a San Ramon Valley School Bus Program or other projects in the San Ramon Valley that reduce school related congestion, or improve the safety of children traveling to and from schools (\$40 million). These programs, which provide congestion relief where capacity improvements are not feasible, also collect user fees from parents as well as other grant funding to cover operational expenses. In consultation with the affected jurisdictions the Authority may establish criteria for the services including but not limited to farebox return/parental contribution.

23c Additional Local Streets Maintenance and Improvements.....0.5% (\$10.8 million)

These funds will be used to supplement the annual allocation of the 18% “Local Streets Maintenance & Improvements” program funds for jurisdictions in Southwest County. Allocations will be made to jurisdictions in SWAT on an annual basis in June of each fiscal year for that ending fiscal year, without regard to compliance with the GMP. Each Jurisdiction shall receive an allocation using a formula of 50% based on population and 50% based on road miles.

24c Major Streets:Traffic Flow, Safety and Capacity Improvements.....0.7% (\$14.4 million)

Improvements to major thoroughfares including but not limited to installation of bike lanes, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, curb and gutter, and bus transit facility enhancements such as bus turnouts and passenger amenities.

28c Subregional Transportation Needs0.24% (\$4.7 million)

SWAT will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Act.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

EAST COUNTY (TRANSPLAN)

24d Major Streets: Traffic Flow, Safety and Capacity Improvements.....0.9% (\$18.0 million)

Improvements to major thoroughfares including, but not limited to, installation of bike lanes, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, curb and gutter, and bus transit facility enhancements such as bus turnouts and passenger amenities.

28d Subregional Transportation Needs.....0.19% (\$3.7 million)

TRANSPLAN will propose programming these funds to any project or program identified in the Expenditure Plan or eligible under the provisions of the Act.

Other

29 Administration.....1% (\$20 million)

This category funds the salary and benefits costs of administering the Measure C extension, consistent with program requirements.

Program and Project Management

The Transportation Expenditure Plan envisions building on the Authority's practice of charging the costs of program and project management to the various plan categories, rather than identifying a separate category for such charges. Costs that will be covered include, but are not limited to, program management, consulting, financial advisory services, bond counsel, project management staff, and similar costs associated with managing the overall program, periodically preparing and adopting the Strategic Plan, and reviewing and processing invoices.

THE GROWTH MANAGEMENT PROGRAM

Goals and Objectives

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

The objectives of the Growth Management Program are to:

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

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

Components

To receive its share of Local Transportation Maintenance and Improvement funds and to be eligible for Contra Costa Transportation for Livable Communities 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 2–7 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

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

2. ADOPT A DEVELOPMENT MITIGATION PROGRAM

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

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

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:

1. Comparing the number of housing units approved, constructed or occupied within the ju-

risdiction 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

2. 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
3. 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 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. ADOPT AN URBAN LIMIT LINE (ULL)

Beginning on April 1, 2009, each jurisdiction must continuously comply with an applicable, voter approved ULL ("applicable ULL") defined as one of the following:

- (i) A new mutually-agreed upon countywide ULL (MAC-ULL) approved by the voters countywide; or
- (ii) A Contra Costa County, voter approved ULL ("County ULL") that has also been approved by a majority of the voters voting on the measure in the local jurisdiction seeking to rely upon the line as the growth boundary for local development, provided that the local jurisdiction's legislative body has adopted the County ULL before or after the election at which the "County ULL" was approved; or
- (iii) A measure placed on the ballot and approved by a majority of the voters within a local jurisdiction fixing a local voter approved ULL ("LV-ULL") or equivalent urban growth boundary for the jurisdiction. A jurisdiction may establish or revise its LV-ULL with local voter approval at any time prior to or during the term of Measure J. The LV-ULL will be used as of its effective date to meet the Measure J GMP ULL requirement.

Each of the above options is more fully defined in the Principles of Agreement, which are attached and incorporated by reference as Attachment "A".

Submittal of an annexation request by a local jurisdiction to LAFCO outside the applicable ULL will constitute non-compliance with the Measure J Growth Management Program.

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.

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 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 local street maintenance and improvement 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 Contra Costa Transportation for Livable Communities until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

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

ATTACHMENT A

PRINCIPLES OF AGREEMENT FOR ESTABLISHING THE URBAN LIMIT LINE

An applicable ULL shall be defined as 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 area, including future urban development.

Initial Action

1. The Board of Supervisors shall have, with the concurrence of each affected city, adjusted the existing County ULL on or before September 30, 2004, or as expeditiously as possible given the requirements of CEQA, to make the existing County ULL coterminous with city boundaries where it previously intruded inside those incorporated boundaries.

Establishing a Mutually Agreed-Upon Countywide Urban Limit Line ("MAC-ULL")

2. The process to develop a MAC ULL shall have begun by July 1, 2004 with meetings in each sub region between one elected representative of each city and the county. The subregional meeting(s) will be followed by meetings between all of the cities and the county, each being represented by one elected representative. The discussion will include both the suggested ULL as well as criteria for establishing the line and future modifications to the ULL.
3. On or before December 31, 2004, the County and the cities will cooperate in the development of a new MAC-ULL and criteria for future modifications. To be considered a final proposal, the plan must be approved by 4 members of the Board of

Supervisors and $\frac{3}{4}$ of the cities representing $\frac{3}{4}$ of the incorporated population.

4. The County will be the lead agency in connection with any required environmental review and clearance on the proposed MAC-ULL.
5. After completion of the environmental review process, the proposal shall be submitted to the voters for ratification by November 2006.
6. The MAC-ULL will include provisions for periodic review (5 years) as well as provisions for minor (less than 30 acres) nonconsecutive adjustments.
7. If there is a MAC-ULL, and a Town or City disagrees with that MAC-ULL, it may develop and submit a "LV- ULL" (see 8.b, below), or rely upon an existing voter approved ULL.

Alternatives If There Is No Voter Approved MAC-ULL or If a Local Jurisdiction Chooses Not to Concur with a Voter-Approved MAC-ULL

8. If no MAC-ULL is established by March 31, 2009, only local jurisdictions with one of the following applicable voter approved ULLs will be eligible to receive the 18% return to source funds or the 5% TLC funds.
 - a. County ULL. A ULL placed on the ballot by the Contra Costa County Board of Supervisors, adopted at a countywide election and in effect through the applicable GMP compliance period, as its boundaries apply to the local jurisdiction, if: :

- (i) That ULL was approved by a majority of the local jurisdiction's voters, either through a separate ballot measure or as part of the countywide election at which the measure was approved;
 - (ii) The legislative body of the City or Town has accepted and approved, for purposes of compliance with the Measure J GMP, the County ULL boundaries for urban development as its applicable, voter approved ULL;
 - (iii) Revisions to a City or Town's adopted County ULL boundary requires fulfillment of provisions (8.a.i) and (8.a.ii) above in their entirety; and
 - (iv) A City or Town may adopt conditions for revising its adopted County ULL boundary by action of the City or Town's legislative body, provided that the conditions limit the revisions of the physical boundary to adjustments of 30 or fewer acres, and/or to address issues of un-constitutional takings, or conformance to state and federal law. Such conditions may be adopted at the time of adoption of the County ULL, or subsequently through amendment to the City or Town's Growth Management Element to its General Plan.
- b. *Local Voter ULL (LV-ULL).* A local 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. A jurisdiction may revise or establish a new LV-ULL at any time using the procedure defined in this paragraph.
- c. *Adjustments of 30 Acres or Less.* A local jurisdiction can undertake adjustments of 30 acres or less to its adopted ULL, consistent with these Principles, without voter approval. However, any adjustment greater than 30 acres requires voter approval and completion of the full County ULL or LV-ULL procedure as outlined above.

Conditions of Compliance

9. Submittal of an annexation request by a local jurisdiction to LAFCO outside of an applicable voter approved ULL will constitute non-compliance with the new Measure J Growth Management Plan.
10. For each jurisdiction, an applicable ULL shall be in place through each Measure J Growth Management Program compliance period in order for the local jurisdiction to be eligible to receive the 18% return to source and the TLC funds for that period.

SUMMARY OF THE CONTRA COSTA TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM

The Contra Costa Transportation for Livable Communities (CC-TLC) Program would fund transportation enhancement projects in urban, suburban and rural communities, would support a balanced transportation system, would foster the creation of affordable housing, and would help make Contra Costa's communities more pedestrian-, bicycle-, and transit-friendly.

The CC-TLC program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or integrated into transit networks. This type of development provides residents with a broad range of housing choices, easy access to public facilities, and alternatives to the use of the automobile for commuting, shopping or recreation. Finally, the CC-TLC program can strengthen existing communities through infill development and discourage the loss of open space and agricultural land on the urban fringe. These principles can be applied throughout Contra Costa, not only in existing urban areas but also in suburban and rural parts of the county.

CC-TLC Goals

The goals of the CC-TLC Program are to support transportation enhancement projects and planning that will:

- Help create walkable, pedestrian-friendly neighborhoods and business districts;
- Promote innovative solutions, including compact building design and context-sensitive site planning that is integrated with the transportation system;

- Help create walkable, pedestrian-friendly access linking housing and job centers to transit;
- Help create affordable housing;
- Encourage a mixture of land uses and support a community's development or redevelopment activities; and
- Provide for a variety of transportation choices to enhance a community's mobility, identity, and quality of life.

The CC-TLC Incentive Program can aid proponents of affordable or workforce housing projects that may need specific transportation improvements as a condition of project approval and would be expected to be a catalyst that might assist communities with infill and transit-oriented development.

To ensure that all jurisdictions can compete for the funds, project definitions include projects for urban, suburban, and rural land use types.

What Will the CC-TLC Incentive Program Fund?

The CC-TLC Incentive Program would fund both planning and capital grants. Planning grants would support development of community-oriented plans that link transportation investments with land-use decisions. Capital grants would fund transportation-related improvements, such as streetscapes, plazas and squares, transit access, parking and bicycle facilities, traffic calming programs and related infrastructure improvements. More specifically, incentive funds would be available for the planning and construction of the following types of transportation-related

infrastructure improvements to catalyze, facilitate or support projects that meet the CC-TLC program's goals:¹

- Local transit facilities
- Intersection improvements and pedestrian facilities
- Pedestrian plazas, walkways and other streetscape improvements that encourage walking
- Traffic calming measures
- Bicycle facilities

While sales tax funds cannot be used to directly fund housing, office, or commercial developments, as noted above, the program could fund the infrastructure necessary to support affordable housing and other development desired by local communities.

Program Funding

Funding would be allocated to the subregions and then distributed to individual, qualifying projects after Authority approval. It would not be allocated to local jurisdictions on an "as-of-right" formula basis. Funds available to the subregion for programming would be based upon the population of each subregion at the beginning of each five-year funding cycle.

Working with the RTPCs, the Authority would prepare guidelines and establish overall criteria for the program. The RTPCs would review project proposals and make funding recommendations to the Authority. The Authority review the recommendations of the RTPCs, and authorize expenditures through the Authority's Strategic Plan.

Preference would be given to projects that maximize transportation benefits linked to providing affordable housing near transit or in downtown areas. Details would be worked out by the RTPCs. The application process would be on a three- or five-year cycle, at the option of the RTPCs. Applications would only be accepted by the RTPCs from local jurisdictions or transit operators, and the RTPCs would forward recommended programs to the Authority. Non-profit corporations and other entities could also be eligible for transportation funding but would need a public sponsor.

Eligibility of Sponsors for Funds

Jurisdictions are eligible for CC-TLC funds if the Authority has found them in compliance with the GMP at the time of grant approval.

¹ The program is expected to emphasize investments that support program goals; however, where appropriate, a limited portion of the grants may be used for project-related betterments, such as undergrounding utilities.



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