

TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

Meeting Location:

Antioch City Hall, 3rd Floor Conference Room
Tuesday, May 21, 2013, 1:30 to 3:30 p.m.

AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

Action/Discussion Items (see attachments where noted [♦])

1:30 Item 1: Measure J Strategic Plan: *The Contra Costa Transportation Authority approved the framework for the development of the 2013 Strategic Plan Update on April 17, 2013. Attached is the Authority's official request for Regional Transportation Planning Committee's input. ♦ Page 2*

2:30 Item 2: 2013 Update for the East County Action Plan for Routes of Regional Significance: *CCTA staff, the Action Plan Consultant team and the TAC will discuss several topics for the Action Plan Development process. A copy of the 2009 East County Action Plan can be found [here](#). The summary of the April TAC discussion and project work scope is also attached.*

Correspondence:

- *Growth Management Program (GMP) Compliance Checklist Submittal Status. ♦ Page 45*

3:30 Item 3: Adjourn to Tuesday, June 18, 2013 at 1:30 p.m.

The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at jamar.stamps@dcd.cccounty.us.

g:\transportation\committees\transplan\tpplan_year\2012-13\meetings\tac\05_may 2013\tac agenda may2013.doc

ITEM 1
MEASURE J STRATEGIC PLAN



COMMISSIONERS

April 18, 2013

Janet Abelson, Chair

Kevin Romick,
Vice Chair

Re: 2013 Measure J *Strategic Plan*

Newell Arnerich

Dear Regional Transportation Planning Committee (RTPC) Managers:

Tom Butt

David Durant

At its April meeting, the Contra Costa Transportation Authority initiated work on the 2013 update to the Measure J *Strategic Plan*. The *Strategic Plan* guides the timing of sales tax expenditures on projects included in the voter approved expenditure plan. The 2013 update will prioritize projects through FY2019.

Federal Glover

Dave Hudson

Mike Metcalf

The *Strategic Plan* is based on assumptions about future Measure J revenues, debt service costs on proposed bonds, and project schedules and Measure J expenditures. Every two years, the Authority adjusts those assumptions as part of the update to the *Strategic Plan* based on actual data.

Karen Mitchoff

Julie Pierce

Robert Taylor

To expedite high priority projects throughout Contra Costa, the Authority recently had a successful sale of \$427.5 million in bonds, locking in historically low interest rates on both the new bonds and refinance of existing ones. As a result of reduced bond costs and improved revenue projections, the Authority is now projecting to have an additional programming capacity for capital projects through FY2034.

Randell H. Iwasaki,
Executive Director

Funding Available for Capital Projects by Sub-region

During the development of the Measure J Expenditure Plan in 2004, each sub-region placed different emphasis on *Programs* versus *Project Categories*. In West County, for example, greater emphasis was placed on *Programs*, while in East County the emphasis was placed on *Capital Projects*. During the development of the 2007, 2009 and 2011 Measure J *Strategic Plans*, each RTPC was requested to provide its *Capital Project* priorities within a funding target. The funding target was based on each sub-region's proportional share of *Capital Project Categories* in the Measure J Expenditure Plan.

Consistent with the Authority's policy, the allocation of additional programming capacity by sub-region in the 2013 *update* will be based on the same percentages as shown in the following table:

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Additional Programming Capacity by Sub-region (Bid Pots)
 (in millions of nominal dollars)

	Through FY19	FY20 – FY34	Total
Central County (TRANSPAC: 29.7%)	\$20.0	\$34.0	\$54.0
East County (TRANSPLAN: 48.5%)	\$43.0	\$56.0	\$99.0
Southwest County (SWAT: 12.8%)	\$9.5	\$14.5	\$24.0
West County (WCCTAC: 9.0%)	\$6.5	\$10.5	\$17.0

The amounts shown above will be used as a guide for programming the additional capacity through FY2034. However, the Authority will give project readiness a priority for programming funds through FY2019.

Request for RTPCs Input

The Measure J *Expenditure Plan* included specific funding amounts and descriptions for specific projects (e.g. Caldecott Tunnel Fourth Bore) and general project categories (e.g. Major Streets Traffic Flow and Safety Improvements). To propose Measure J funding for a project, the project must 1) fit within the description(s) included in the Measure J *Expenditure Plan*; 2) overall Measure J funding (in 2004 dollars) for each project/project categories shall not exceed 90% of the funding amount in the Measure J *Expenditure Plan*.

Taking into consideration current programmed funding, the following tables show remaining capacity to program in each project category assuming a 90% funding cap.

Central County (TRANSPAC)

(x \$1,000 in current dollars)

Project Category	Remaining Capacity
Caldecott Tunnel Fourth Bore	\$ 4,995
Capitol Corridor Improvements - Martinez Intermodal Station	\$ -
Interchange Improvements on I-680 and SR242	\$ 23,911
I-680 Carpool Lane Gap Closure and Transit Corridor Improvements	\$ 49,815
BART Parking, Access and Other Improvements	\$ -
Major Streets, Traffic Flow and Safety Improvements	\$ -
Capitol Corridor Rail Station Improvements at Martinez	\$ -

East County (TRANSPLAN)

(x \$1,000 in current dollars)

Project Category	Remaining Capacity
BART - East Contra Costa Extension	\$ 44,217
State Route 4 East Widening	\$ 20,289
East County Corridors	\$ 9,848
BART Parking, Access and Other Improvements	\$ 11,880
Major Streets, Traffic Flow and Safety Improvements	\$ 19,440
Transportation for Livable Communities - East County	\$ 31,133
Sub-regional Transportation Needs - East County	\$ 3,909

Southwest County (SWAT)

(x \$1,000 in current dollars)

Project Category	Remaining Capacity
Caldecott Tunnel Fourth Bore	\$ 4,995
I-680 Carpool Lane Gap Closure & Transit Corridor Improvements	\$ 17,040
BART Parking, Access and Other Improvements	\$ 2,045
Major Streets, Traffic Flow and Safety Improvements	\$ 9,815

West County (WCCTAC)

(x \$1,000 in current dollars)

Project Category	Remaining Capacity
Capitol Corridor Improvements	\$ 2,421
I-80 Carpool Lane Extension and Interchange Improvements	\$ 9,684
Richmond Parkway	\$ 5,165
BART Parking, Access and Other Improvements	\$ 4,842
Additional Bus Transit Enhancement	\$ 201

Each RTPC is requested to provide the following by **Wednesday, July 31, 2013**:

1. Subject to the above requirements, a list of new or current Measure J eligible projects proposed to be funded by the RTPC "bid pot" through FY2019 and through FY2034. Funding priority should be given to projects that leverage other fund sources and can start construction by FY2019. RTPCs can also recommend retaining a part of their bid pots as a reserve for future programming beyond FY2019 if projects cannot be identified at this time.

2. For new projects, provide the following information:

- A. Detailed description of the project scope to be funded by Measure J.
- B. Milestone schedule indicating start and end date for each project phase (preliminary engineering & environmental clearance, design, right-of-way clearance and utility relocation, construction).
- C. Project cost estimate in current dollars (if not current, specify when the estimates were developed).
- D. Project funding plan identifying which sources have already been secured (programmed in a *Strategic Plan*, listed in the STIP, shown in an agreement, etc.) and the likelihood of securing remaining funds by FY2019.
- E. Map identifying project location.
- F. Anticipated Measure J cashflow needs by year.

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at hnoeimi@ccta.net.

Sincerely,



Randall H. Iwasaki
Executive Director

Attachments:

- Fact Sheet Template
- Measure J *Expenditure Plan* Project Descriptions

PROJECT NO.

PURPOSE AND NEED

SCHEDULE

DESIGN:
CONSTRUCTION
COMPLETION:

LOCATION

SPONSOR / CONTACT

DESCRIPTION

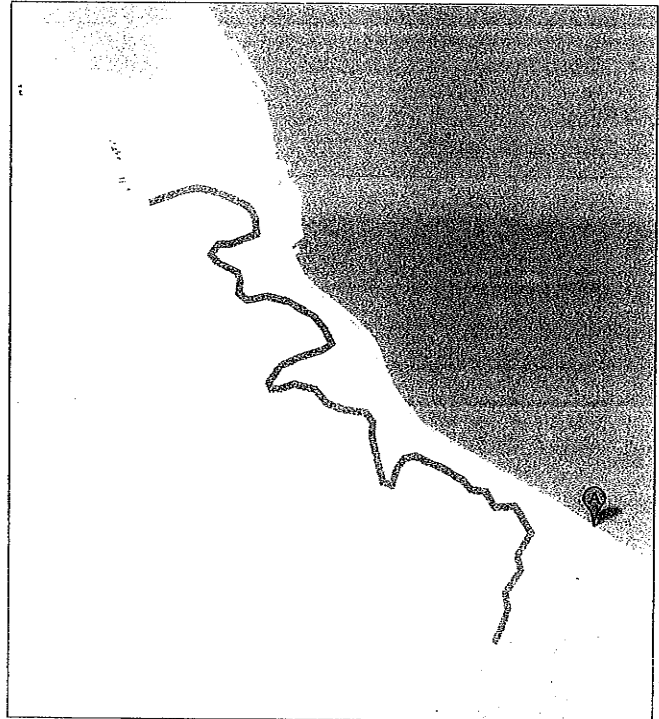
STATUS AND ISSUES

FUNDING PLAN

Source

Amount

Total Project Cost



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-

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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,

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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.

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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 Facilities**0.04% (\$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-

MEASURE J TRANSPORTATION SALES TAX EXPENDITURE PLAN

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 Needs.....0.24% (\$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.

Administration and Projects Committee **STAFF REPORT**

Meeting Date: April 4, 2013

Subject	2013 Update to the Measure J Strategic Plan: Overall Approach and Development Schedule
Summary of Issues	<p>The 2013 <i>Update</i> to the Measure J <i>Strategic Plan</i> comes during improved economic conditions that resulted in higher than projected sales tax revenues for FY2011 and FY2012, and lower than anticipated debt service costs. Staff is proposing to initiate the <i>Update</i> now to reassess sales tax revenue projections, cash flow needs, and debt service costs. Based on this assessment, the timing and size of future bond issuances will be re-evaluated.</p> <p>The 2013 <i>Update</i> will cover the period between FY2013 and FY2019, and will have four major components:</p> <ul style="list-style-type: none"> • Sales tax revenue projections • A “Program of Projects” commitment of funding schedule for specific projects through FY2019 • Cashflow projections to ensure funding needs are met • A policy section to guide the <i>Update</i> to the <i>Strategic Plan</i>.
Recommendations	Staff seeks approval of key policy issues that will guide the development of the upcoming update to the <i>Strategic Plan</i> , which is targeted to be adopted in December 2013.
Financial Implications	Measure J sales tax revenues are now estimated to total \$2.707 billion (\$1.675 billion in 2004 dollars) over the life of Measure J, compared to the \$2.45 billion projected in 2011 <i>Strategic Plan</i> .
Options	The Authority could defer any action pending further deliberations.
Attachments (See APC Packet dated 4/4/13 for Attachment A.)	<p>A. EPS baseline revenue estimate of Measure J sales tax</p> <p>B. <i>New Attachment - April 4, 2013 APC Meeting PowerPoint Presentation: 2013 Measure J Strategic Plan</i></p>
Changes from Committee	None

Background

Measure J – a continuation of a half-percent countywide sales tax for transportation – was passed by Contra Costa voters in November 2004. The Measure started on April 1, 2009 and

will be in effect for 25 years. The *Strategic Plan* is the blueprint for delivering the voter-approved projects included in Measure J Expenditure Plan. It provides details on when and how much funding will be available for the various projects, taking into consideration revenue growth, inflation and debt service costs. The last Measure J *Strategic Plan* was adopted in July 2011, covering the period between FY2011 and FY2015.

Recognizing that there will be economic cycles and that project development might falter, the Authority committed to update the *Strategic Plan* approximately every two years. Updates to the *Strategic Plan* are necessary to revisit assumptions relative to revenue growth and inflation, and to ensure that project commitments do not exceed projected Measure J revenues.

This 2013 update to the *Strategic Plan* comes during improved economic conditions that resulted in higher than projected revenues for FY2011 and FY2012. The historically low interest rates have also resulted in favorable financing terms and lower than anticipated debt service costs on issued bonds, allowing the Authority to utilize more of Measure J revenues to fund projects as opposed to paying interest costs.

Sales Tax Revenue Projections

Because forecasting sales tax revenues 25 years into the future is inherently uncertain, the Authority updates its forecast every two years. Revenue projections play a major role in shaping the *Strategic Plan*. The Measure J expenditure plan was compiled assuming \$2 billion (in 2004 dollars) in sales tax revenues over 25 years. The Authority carried forward the revenue estimate of \$3.7 billion (or \$1.98 billion in 2004 dollars) in its first Measure J Strategic Plan in 2007. Due to the great recession, the 2009 and 2011 *Strategic Plans* reduced revenue projections significantly to \$2.55 billion (\$1.55 billion in 2004 dollars) and \$2.45 billion (\$1.50 billion in 2004 dollars), respectively, resulting in the imposition of funding caps on project categories.

In July 2012, the Authority contracted with Economic & Planning Services (EPS) to develop a methodology and alternative scenarios for updating the Authority sales tax revenue forecast. The sales tax forecast, which takes into consideration macroeconomic conditions, was intended to support the Authority's financing plan for the 2012 Bonds and future updates to the *Strategic Plan*.

Three revenue scenarios were developed by EPS:

Baseline Scenario: The baseline scenario reflects an economic future marked by a gradual economic recovery followed by a modest trend line growth rate in taxable sales. Over medium to long term, real taxable sales are driven by modest county population growth, consistent with Department of Finance (DOF) demographic forecasts.

Conservative Scenario: The conservative scenario assumes no economic change from FY2012 conditions and envisions a future where real growth is driven by modest county population growth. Real growth in taxable sales reflects county population growth at about 75 percent of Department of Finance forecasts, below the latest Sustainable Communities Strategies (SCS) forecast produced by the Association of the Bay Area Governments (ABAG).

Optimistic Scenario: The optimistic scenario assumes a strong economic recovery with ongoing increases in taxable sales reflecting continued economic growth in the county. The Caltrans forecasts for Contra Costa County were used as the basis of this scenario as they fit this general description and include estimates of population, taxable sales, and other economic factors.

Table 1: Summary of Projections by Scenario

	Baseline	Conservative	Optimistic
Total Sales Tax Revenues (\$1,000s, 2009-2034)			
2004 dollars	\$1,675,000	\$1,529,000	\$1,974,000
Nominal dollars	\$2,707,000	\$2,375,000	\$3,023,000
Sales Tax Growth Rate (2012-2033)			
Nominal dollars	4.1%	3.2%	5.1%

Source: Economic & Planning Systems, Inc.

Policy Issues to guide the development of the 2013 *Measure J Strategic Plan*

Several policy issues need to guide the development of the 2013 *Measure J Strategic Plan*, as follows:

Revenue Forecast – In September 2012, the Authority adopted EPS baseline revenue forecast of \$2.707 billion (or \$1.675 billion in 2004 dollars) over the life of Measure J. This compares favorably to the \$2.45 billion (or \$1.5 billion in 2004 dollars) estimated in the last *Strategic Plan*.

Issue 1: *Does the Board wish to use EPS baseline revenue projections for the development of the 2013 Strategic Plan? The Board may wish to consider the conservative or the optimistic scenarios.*

Staff Recommendation: *With revenues for FY2013 poised to exceed the EPS baseline estimate (\$72.6 v. \$70.9 million), staff recommends using EPS baseline revenue forecast for the 2013 Strategic Plan (Attachment A).*

Financial Capacity to Issue Bonds – To expedite high priority projects throughout Contra Costa, the Authority issued \$200 million fixed rate Bond Anticipation Notes (BANs) in September 2009, which were refinanced to Floating Rate Notes (FRNs) on October 1, 2010. The *2011 Strategic*

Plan anticipated two additional bond issues of \$221 million (including \$22.2 million to be held in reserve until 2034) and \$67 million in FY2012 and FY2014, respectively.

In December 2012, the Authority refinanced the 2010 FRNs at a lower interest rate and issued an additional \$225 million in fixed-rate bonds with very favorable financing terms (low interest rates and no reserve requirements).

The EPS baseline revenue projection and improved financial markets provide the potential to increase bond capacity from the capacity available using the 2011 *Strategic Plan* projections. The revised bond capacity provides the opportunity to increase the size of the 2014 bond issuance from \$67 million to \$100 million bond and an opportunity for a new \$67 million bond issuance in FY2018 (based on the EPS baseline revenue projection). The conservative revenue projection would not provide this opportunity, while the optimistic projection would support even larger bond issuances.

Issue 2: *Does the Board wish to utilize the increased bond capacity to deliver projects earlier, or adopt a “pay-as-you-go” strategy to fund projects as Measure J funds become available?*

Staff Recommendation: *Use full bond capacity based on EPS baseline revenue estimate to establish maximum funding availability in earlier years. The Authority can revisit the size and timing of the FY2018 bond and the potential for future bonds in the 2015 Strategic Plan update based on an updated analysis of the Authority’s financial capacity.*

Subregional Equity – During the development of the Measure J Expenditure Plan, each sub-region placed different emphasis on *Programs* versus *Project Categories*. In West County, for example, greater emphasis was placed on *Programs*, while in East County the emphasis was placed on *Capital Projects*. During the development of the 2007, 2009 and 2011 Measure J *Strategic Plans*, each RTPC was requested to provide its *Capital Project* priorities within a funding target. The funding target was based on each sub-region’s proportional share of *Capital Project Categories* in Measure J Expenditure Plan (% shown is for the life of Measure J):

Central County (TRANSPAC): 29.7%

East County (TRANSPLAN): 48.5%

West County (WCCTAC): 9.0%

Southwest County (SWAT): 12.8%

In return for dedicating the last bond issue to eBART, which skewed the above percentages in the 2011 *Strategic Plan* period in favor of East County, the Authority adopted a policy to focus programming of three STIP cycles (beginning in 2012 STIP) primarily on Measure C and Measure J projects in West, Central and Southwest County.

Due to higher revenue projections and lower than anticipated debt service costs, a significant

programming capacity will be available for capital projects. However, only a portion of the additional programming capacity will be available within the 2013 *Strategic Plan* period (FY2013 - FY2019).

Issue 3: *Does the board wish to use the above percentages as a guide for the programming additional capacity through FY2019?*

Staff Recommendation: *Use the above percentages to program additional capacity through FY2034; however, project readiness and ability to leverage other fund sources should dictate which projects to program through FY2019. It is possible that project readiness may result in specific RTPCs getting more than the percent shown above in the period prior to FY2020. In this case, sub-regional equity would be re-established during the years after FY2019. Should everything be equal, programming of funds through FY2019 shall adhere to the above percentages.*

Limits on Expenditure Caps – As a first step in implementing Measure J, the Authority adopted a financial framework in May 2006 that segregated Measure J annual revenues earmarked for *Capital Projects* from those dedicated to *Programs*. By committing an “off-the-top” percentage of annual revenues to each *Program*, the ongoing needs of operating programs are addressed. With this adopted framework, *Programs* receive an annual distribution of the Measure J revenue stream based on percentages set in the Expenditure Plan. Fluctuations in sales tax revenues on a year to year basis are reflected in the annual *Program* distributions.

On the other hand, for *Capital Projects* the need for Measure J funding is essentially dictated by the project delivery schedule and ability to secure other funds. The availability of Measure J revenue to fund projects is based on a combination of pay-as-you-go revenue and bond proceeds. The Authority’s financial policies include the use of bonding against future revenues to accelerate project delivery, and that issuance and interest costs would be funded across all projects in the program. The remaining project revenues (bond proceeds and pay-as-you-go revenues in excess of that needed for debt service) are made available for capital projects. The amount of funding for any project category (or individual projects in a category) is controlled by the amount of the Measure J Expenditure Plan and may also be capped to address funding shortfalls or to adhere to sub-regional equity in combination with other projects in the sub-region.

In the 2007 Measure J *Strategic Plan*, the Authority imposed a 90% cap on all project categories to recover cost of programming, pay for program management costs, and provide a cushion for potential downturns in the economy. In the 2011 Measure J *Strategic Plan*, the overall “Expenditure Cap” was tightened to 62% to address a 25% projected reduction in Measure J revenues and higher debt service costs, however, individual projects had an “Expenditure Cap” that were higher or lower than this overall target.

With the improved sales tax projections and reduced borrowing costs, the Authority will need to loosen the overall expenditure cap to approximately 75% to program the additional capacity. Individual projects may have expenditure caps higher or lower than the overall 75%.

Issue 4: *Can a project category have an expenditure cap in excess of 90%?*

Staff Recommendation: *To ensure that all projects are paying their share of the financing and program management costs, no funding cap shall exceed 90%.*

Method to distribute available programming capacity to RTPCs – Due to declining revenue projections over the prior two Strategic Plan updates, funding available to the RTPCs to program on projects decreased each cycle. Funding was reduced by tightening the “expenditure caps” for all projects. The 2013 Measure J Strategic Plan update provides an opportunity to add funds to projects that require additional funding to complete, or to identify new eligible Measure J projects. This can be accomplished by loosening the “expenditure caps” to 75% as previously discussed and providing each RTPC with a “bid pot” for the period prior to and including FY2019 at a specific funding level based on the percentages identified under Issue 3. Projects sponsors can then make a “bid” to the RTPCs to program a portion of their bid pot on the sponsor’s project. Based on the policy established under Issue 3, RTPCs should give priority using project readiness as the prime criteria. RTPCs should be encouraged to propose programming at a level slightly over their bid pot through FY2019 in the event other RTPCs are not able to use all available funding for this time period. RTPCs should also be encouraged to leverage Measure J funding with local or other funds to maximize the number of project that can be fully funded by FY2019.

Issue 5: *How should the Authority distribute the increased programming capacity to projects?*

Staff Recommendation: *Provide each RTPC with a bid pot with direction to use readiness as a major criterion in selection of projects to receive funds from the additional funding capacity. In the event an RTPC is not able to use their full bid pot capacity, one or more RTPCs will be given slightly higher than their funding target.*

Policy to Escalate to 2004 Dollars – In adopting its policies related to expenditure caps and sub-regional equity, the Authority established the practice to maintain funding for projects in constant 2004 dollars, and to then escalate to nominal dollars in the actual year-of-expenditure (or years of expenditures when project spending occurs over a number of years). As a result, if nominal dollars are not spent in a particular year and are rescheduled to be spent the year after, the nominal dollars available to a project increases based on escalation using the San Francisco Bay Area Consumer Price Index (CPI). If this practice is used in the 2013 Strategic Plan update, approximately \$26 million in programming capacity will be consumed by escalation, including a large amount for projects in construction.

Issue 6: *Should the Authority continue with its current escalation practice, or consider another option?*

Options:

1. Continue with existing practice. If funds are not expended per the schedule in the 2011 Strategic Plan, the amount of nominal dollars available to projects will automatically increase.

2. Use the nominal funding amounts from the 2011 Strategic Plan as a commitment in the 2013 Strategic Plan update, and increase (or decrease) funding based on a specific request from the project sponsor and recommendation by the RTPCs to fund increases from their programming bid pots.

3. Provide for formula escalation for projects not yet in construction, and use the nominal funding amounts from the 2011 Strategic Plan as a commitment in the 2013 Strategic Plan for projects in construction. In theory, projects in construction have a full funding plan and contingency per Authority policy. In the event construction projects require additional funding, an increase would be considered based on a specific request from the project sponsor and recommendation by the RTPCs to fund increases from their programming bid pots.

Staff Recommendation: *Option 3 recognizes escalated costs for delays in project delivery by escalating funds (increasing nominal dollars) to projects that are not in construction. Option 3 also provides an option for sponsors to request additional funding for projects in construction to address realized construction cost increases.*

Programmatic Reserve for Construction Contingency – Authority policies encourage sponsors to maximize the use of state, federal or other funds in the award of construction contracts. In situations where the Measure J funds (alone or in combination with other funds) programmed for construction exceed the amount needed to award the construction contract including allowable contingencies, Authority policies allow the excess funds to remain committed to the project in the event cost increases occur. Upon project completion, any unused funds are made available to the RTPC to program in the next strategic plan update. However, not all projects have this reserve available. Cost increases, if they occur, must be funded by the project sponsor using other funds or from the RTPC's share of available Measure J revenues. Considering the size of the current construction program, staff believes the Authority should consider reserving a portion of the funding capacity through FY2019 as a reserve for unforeseen cost increases.

Issue 7: *Does the Board wish to establish a programmatic reserve for Measure J projects under construction?*

Options:

1. *No action. Some projects already have reserves due to cost savings or use of other funds. Unforeseen cost increases on other projects would be the responsibility of the project sponsor to fund with non-Measure J funds or to seek an increase in Measure J funding through a strategic plan amendment. Such an amendment would need to decrease Measure J funding on another project.*

2. *Change Authority policy to require all funds in excess of that needed to award construction contracts be deprogrammed under a strategic plan amendment and held in an overall programmatic reserve. If needed, funds would be committed from this reserve to cover cost increases through a strategic plan amendment.*

3. *Hold 5% (or a different % as directed by the Board) of the new funding available through FY2019 in a programmatic reserve. If needed, funds would be committed from this reserve to cover cost increases through a strategic plan amendment.*

Staff Recommendation: *Option 3, establish a programmatic reserve using 5% of the new funds available through FY2019.*

Coordination with the 2014 State Transportation Improvement Program (STIP) – The 2014 STIP fund estimate is expected to be released in June/July 2013. The Authority is expected to receive between \$20 and \$30 million to program in FY2018 and FY2019 as its share of the 2014 STIP.

In return for dedicating the 2014 bond issue to eBART, the Authority adopted a policy to focus programming of three STIP cycles (beginning in 2012 STIP) primarily on Measure C and Measure J projects in West, Central and Southwest County.

Currently, project development activities are underway for I-680 SB HOV Gap Closure, I-80/San Pablo Dam Road reconstruction, I-680 Direct HOV ramps in San Ramon, I-680/SR 4, and others. All of the above mentioned projects have significant funding shortfalls.

Issue 8: *Does the Board wish to pre-commit STIP funds to specific Measure C/J projects, or shall the Authority have a separate STIP process with added bonus points for Measure C/J projects?*

Staff Recommendation: *Develop a separate STIP process with added bonus points for Measure C/J projects. By delaying the adoption of the 2013 Strategic Plan, the Authority can react to the outcome of the STIP process. For example, if the competitive STIP process results in eliminating the funding shortfall on a Measure C/J project, excess Measure J funds can be redirected to other projects in the 2013 Strategic Plan.*

Restoration of de-funded Project Categories/Programs in East County – In response to the downturn in the economy in late 2007, the Authority working with TRANSPLAN shifted funding

in the 2009 *Strategic Plan* from two programs (TLC and Sub-regional Transportation Needs) and two project categories (Major Streets, BART Access and Parking) to fully fund eBART and SR4 East. The increased programming capacity provides an opportunity for East County to recommend restoring some of the funding to those programs and project categories.

Issue 9: *Does the Board wish to weigh-in on project categories and/or programs to restore?*

Staff Recommendation: *TRANSPLAN should decide based on an assessment of East County funding needs from the different categories.*

Proposed Schedule for the Development of the 2013 Strategic Plan

- April 17, 2013: Authority approves overall approach and development schedule
- May – July 2013: Work with RTPCs and project sponsors to determine project priorities and cashflow needs for projects through FY2019
- June 11, 2013: Caltrans releases draft 2014 STIP fund estimate
- September 18, 2013: Authority adopts recommendations for 2014 STIP
- September 18, 2013: Authority discusses policies for the 2013 Measure J *Strategic Plan*
- November 20, 2013: Authority reviews draft 2013 Measure J *Strategic Plan*
- December 18, 2013: Authority adopts 2013 Measure J *Strategic Plan*

2013 Measure J *Strategic Plan*

Approach and Development Schedule

Presentation to the APC
April 4, 2013

1

Big Picture

- Three years of revenue growth (5.3 – 5.9% per year)
- Favorable financing terms on \$225M bond in December 2012
- Favorable construction bids on major projects creating Measure J savings
- Reduced demand on Measure J by securing \$107M+ in other fund sources

(\$50M - SR4/160, \$33M - Sand Creek, \$4.2M - 680 Aux, \$1M - SR4E, \$11M - Caldecott, \$8M - 80/SPDR)

→ **INCREASED CAPACITY TO FUND PROJECTS**

2

Presentation Outline

- Background
- Revenue Projections
- Policy Issues
- Development Schedule

3

Measure J

BACKGROUND

- Approved by Contra Costa voters in November 2004
- Extends **½ cent Transportation Sales Tax** for 25 years
- **Effective April 1, 2009** through March 31, 2034
- Originally Measure J projected to generate an estimated **\$2 Billion** (in 2004 \$) in sales tax revenues for transportation projects/ programs
- **Assigns funding** for specific projects in Expenditure Plan (in 2004 dollars)
- Sub-regional Funding in **Expenditure Plan** was based on projected 2020 population

4

Measure J Capital Projects in Expenditure Plan (2004 \$)

Funding Categories	Millions \$	Distribution of Funding by Sub-region			
		Central (a)	West (b)	SW (c)	East (d)
1. Caldecott Tunnel Fourth Bore	\$125	\$62.5		\$62.5	
2. BART - East Contra Costa Rail Extension	150				150
3. State Route 4 East Widening	125				125
4. Capitol Corridor Improvements including Rail Stations at Hercules and Martinez	15	7.5	7.5		
5. East County Corridors: Vasco, SR4 Bypass, Byron Hwy, Non Freeway SR4	94.5				94.5
6. Interchange Improvements on I-680 & State Route 242	36	36			
7. I-80 Carpool Lane Extension and Interchange Improvements	30		30		
8. I-680 Carpool Lane Gap Closure/ Transit Corridor Improvements	100	75		25	
9. Richmond Parkway	16		16		
10. BART Parking, Access and Other Improvements	41	12	15	3	11
12. Transportation for Livable Communities Project Grants	28.8				28.8
19. Additional Bus Transit Enhancements	1.3		1.3		
24. Major Streets: Traffic Flow, Safety and Capacity Improvements	80.4	48		14.4	18
27. Capitol Corridor Rail Station Improvements at Martinez	2.5	2.5			
28. Subregional Transportation Needs	3.7				3.7
Total	\$849.2	\$243.5	\$69.8	\$104.9	\$431.0

BACKGROUND

5

Programs in Measure J Expenditure Plan (2004 \$)

Funding Categories	Millions \$	%	Distribution of Funding by Sub-region			
			Central (a)	West (b)	SW (c)	East (d)
11. Local Streets Maintenance & Improvements	\$360	18%	\$108	\$83	\$79	\$90
12. Transportation for Livable Communities Project Grants	71.2	3.56%	29	24	18	0.2
13. Pedestrian, Bicycle and Trail Facilities	30	1.5%	2.5	2.5	2.5	2.5
14. Bus Services	100	5%	24	52	15	9
15. Transportation for Seniors & People with Disabilities	100	5%	25	35	17	23
16. Express Bus	86	4.3%	20	40	20	6
17. Commute Alternatives	20	1%	5.8	4.8	3.6	5.8
18. Congestion Management, Transportation Planning, Facilities & Services	60	3%	n/a	n/a	n/a	n/a
19. Additional Bus Transit Enhancements	67.2	3.36%	24	43.2		
20. Additional Transportation for Seniors and People with Disabilities	23	1.15%	10	13		
21. Safe Transportation for Children	90.9	4.55%	10	14.5	66.4	
22. Ferry Service in West County	45	2.25%		45		
23. Additional Local Streets and Roads Maintenance & Improvements	41.8	2.09%	20	11	10.8	
24. Additional Transportation for Livable Communities Project Grants	8	0.4%		8		
25. Additional Pedestrian, Bicycle and Trail Facilities	0.8	0.04%		0.8		
28. Sub-regional Transportation Needs	26.9	1.35%	16.2	6	4.7	0
29. Administration	20	1%	n/a	n/a	n/a	n/a
TOTAL	\$1,150.8	57.54%	\$294.5	\$382.6	\$237.2	\$136.5

BACKGROUND

6

Programs v. Project Categories

BACKGROUND

- Programs receive annual revenue stream based on set percentages in Measure J Expenditure Plan
Fluctuations in sales tax revenues on year to year basis will be reflected in the annual program distributions.
- Project Categories receive a maximum amount (subject to funding caps) in 2004 \$. Actual or nominal funding is "inflated" using the Bay Area CPI out to the fiscal year funds are programmed.
- Expenditure Plan did not contain a line item for project financing or contingency for revenue reductions.

7

Measure J Strategic Plan

BACKGROUND

- Blueprint for delivering Measure J Capital Projects
- Anticipates funding needs and availability for next 5-7 years
- Commits funding for specific Measure J Projects in specific years – “Program of Projects”
- Authority uses “Program of Projects” to appropriate Measure J funds to Capital Projects

8

Prior Strategic Plans

- Revenues have been volatile

BACKGROUND

2007 Strategic Plan

- Provided bonding scenario that advanced funding for Caldecott, SR4 and eBART (and other projects), favoring East County
- Imposed expenditure caps on all Project Categories

2009 and 2011 Strategic Plans

- Tightened expenditure caps to reflect reduced revenues and revised bond scenario
- Bonding scenario still met funding commitments
- East County had to defund two programs and two project categories to meet commitment to eBART and SR4

9

Revenue Projections

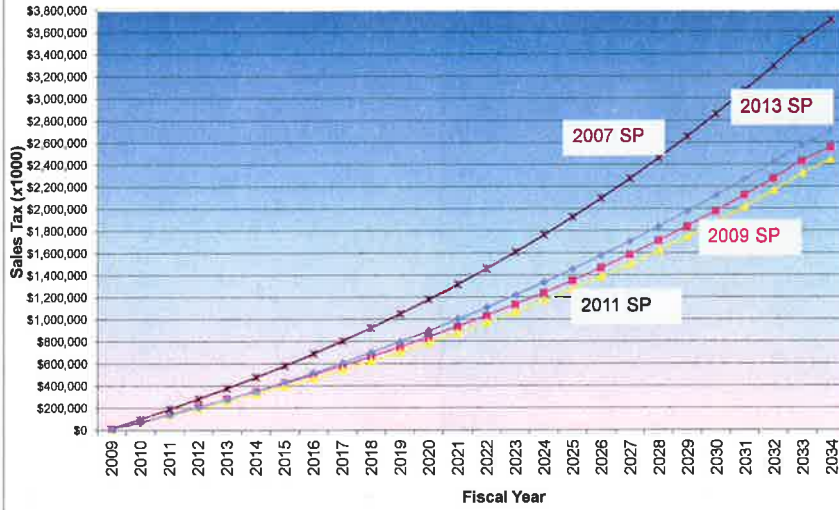
REVENUE PROJECTIONS

- Authority retained EPS in July 2012 to develop revenue projections based on macro economic data
- Three scenarios developed (nominal dollars):
 - Baseline: **\$2.707 Billion**
 - Conservative: **\$2.375 Billion**
 - Aggressive: **\$3.023 Billion**
- Authority approved use of **EPS Baseline revenue** for 2012 bond issuance and future update to the Strategic Plan

10

REVENUE PROJECTIONS

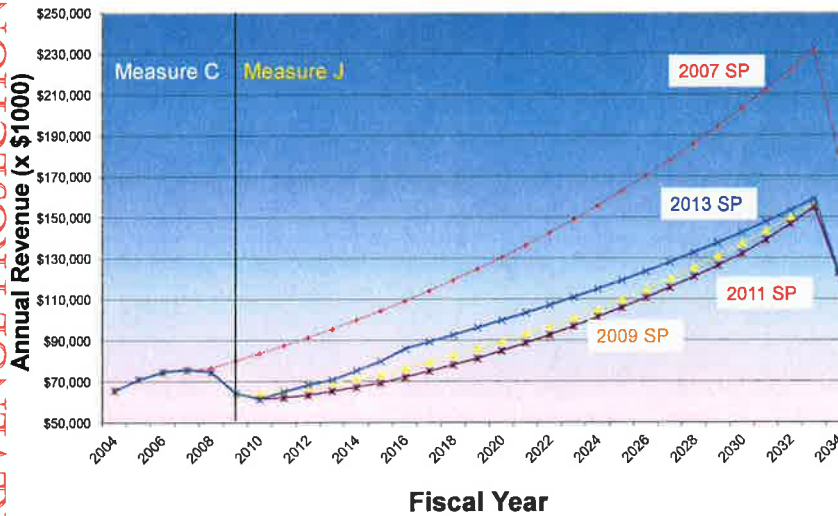
MEASURE J Cumulative Revenues (Nominal Dollars)



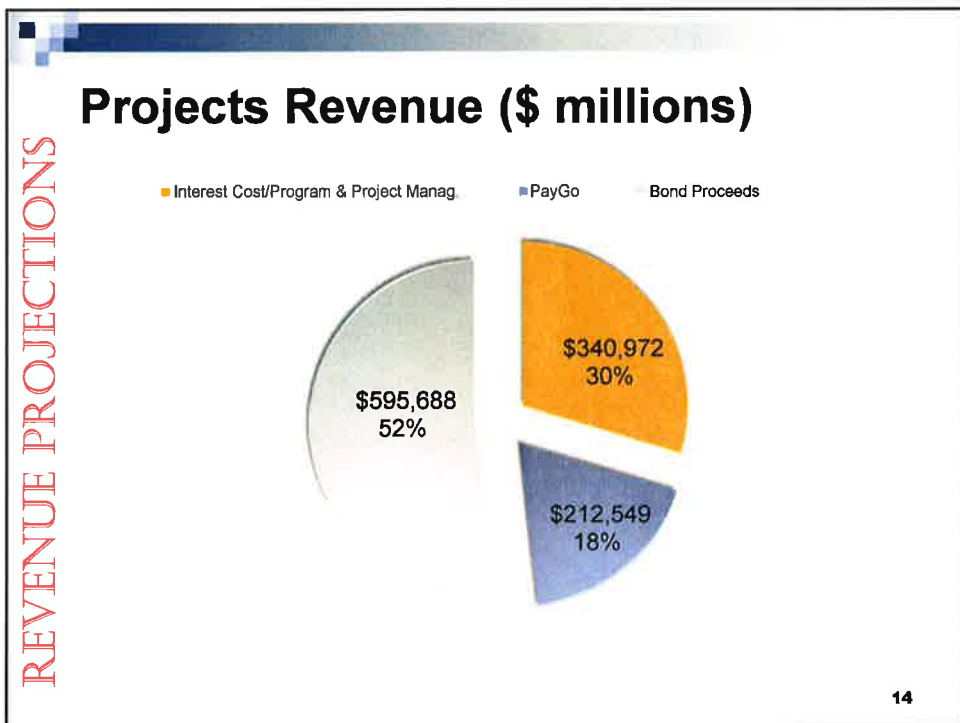
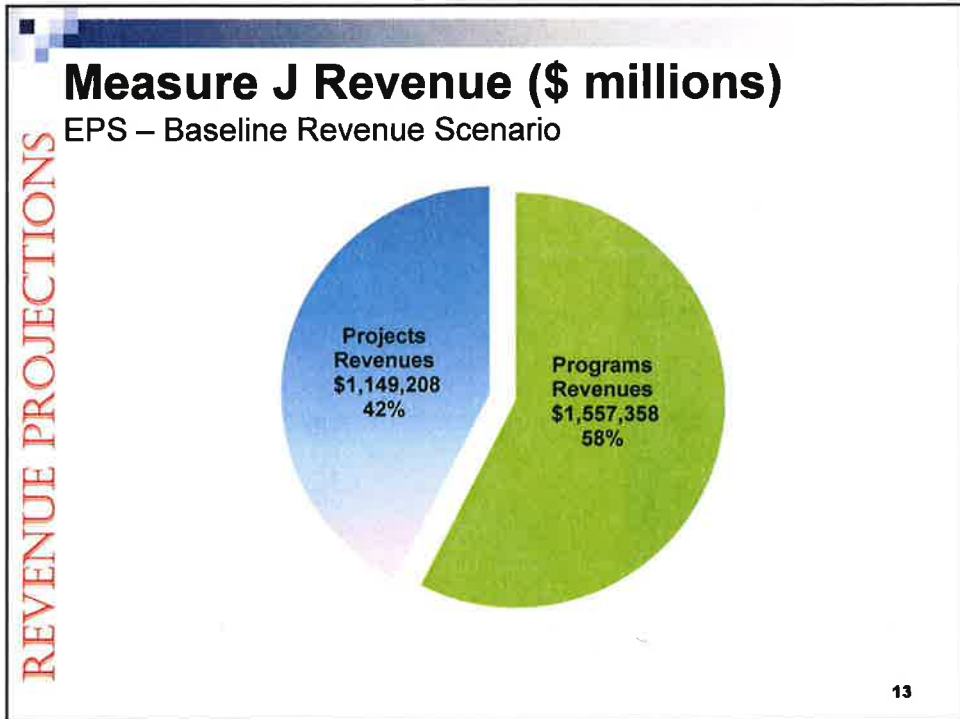
11

REVENUE PROJECTIONS

Annual Sales Tax Revenues (Nominal Dollars)

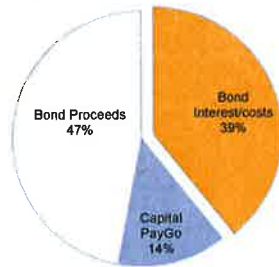


12

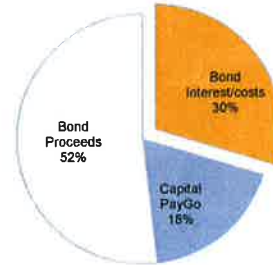


Projects Revenue (\$ millions)

2011 Strategic Plan \$1.04 Billion



2013 Strategic Plan \$1.149 Billion



	Project Revenues	Bond Interest/costs	Capital PayGo	Bond Proceeds	Sum*
2013 SP	\$ 1,149,208	\$ 340,971	\$ 212,549	\$ 595,688	\$ 808,237
2011 SP	\$ 1,040,763	\$ 408,671	\$ 142,237	\$ 489,855	\$ 632,092
Difference	\$ 108,445	\$ (67,700)	\$ 70,312	\$ 105,833	\$ 176,145

* Available to projects

Policy Issues

1. Revenue Forecast
2. Bonding Capacity
3. Sub-regional Equity
4. Limits on Expenditure Caps
5. Method to Distribute Programming Capacity to RTPCs
6. Policy to Escalate to 2004 Dollars
7. Programmatic Reserve for Construction Contingency

Policy Issues (cont'd)

POLICY ISSUES

8. Coordination with the 2014 STIP
9. Restoration of de-funded projects/programs in East County

17

Issue 1: Revenue Forecast

POLICY ISSUES

- EPS baseline projection estimates \$2.7B in revenues over life of Measure J.
- Shall the Authority use EPS baseline projections for the development of the 2013 Strategic Plan?

18

Issue 2: Bonding Capacity

- Authority refinanced \$200M Floating Rate Notes in December 2012 (\$2+ million in savings)
- Issued \$225M in low fixed-rate bonds in December 2012 (with no reserve required)
- Shall the Authority utilize the increased bond capacity to deliver projects earlier, or adopt “pay-as-you-go” strategy to fund projects as Measure J become available?

19

Issue 3: Sub-regional Equity

- Based on each sub-region’s proportional share of Capital Project Categories in Measure J Expenditure Plan.
 - Central County: 29.7%
 - East County: 48.5%
 - West County: 9.0%
 - Southwest County: 12.8%
- Does the Authority wish to continue to use the above percentages as a guide for programming additional capacity through FY2019?

20

Issue 4: Limits on Expenditure Caps

- In the first SP, the Authority imposed 90% expenditure caps on all project categories.
- In 2009 and 2011 SP, expenditure caps were tightened in response to reduced revenues and revised bond scenario
- Can a project category have an expenditure cap higher than 90%?

21

Issue 5: Distribution of Programming Capacity

- Shall the Authority establish “bid pots” for each RTPC to program projects through FY2019 and through FY2034 with a direction to use readiness as a major criterion for selection of projects?

22

Issue 6: Escalation of Measure J Funds

POLICY ISSUES

- Project Categories receive a maximum amount (subject to funding caps) in 2004 \$. Actual or nominal funding is "inflated" using the Bay Area CPI out to the fiscal year funds are programmed.
- Should the Authority continue with its current practice or change it (e.g. cease escalation of Measure J funds for projects under construction)?

23

Issue 7: Programmatic Reserves

POLICY ISSUES

- If the Authority ceases fund escalation for projects under construction, shall the Authority establish a programmatic reserve for construction contingency?

24

Issue 8: Coordination with 2014 STIP

POLICY ISSUES

- Shall the Authority have a separate STIP process with added bonus-points for Measure C/J projects? Or does the Authority wish to pre-commit STIP funds for specific Measure C/J projects?

25

Issue 9: Restoration of defunded Programs

POLICY ISSUES

- East County had to defund two project categories and two programs to backfill ECCRFFA commitment to SR4 East and fully fund eBART.
- Shall the Authority weigh-in on which projects/programs to restore with added programming capacity?

26

Schedule	
April 13:	Approve revenue scenario
May-July 13:	Determine project priorities w/ RTPCs
June 2013:	2014 STIP call for projects issued
July 2013:	2014 STIP fund estimate released
Sept 13:	Approve 2014 STIP project list & review policies for <i>2013 Strategic Plan</i>
Oct 13:	2014 STIP project list due to MTC
Nov 13:	Present draft <i>2013 Plan</i>
Dec 13:	Finalize <i>2013 Plan</i>

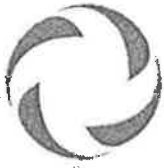
SCHEDULE

27

QUESTIONS?

28

CORRESPONDENCE



CONTRA COSTA
transportation
authority

85-741 - files -
towns?
sy

COMMISSIONERS

March 29, 2013

Janet Abelson, Chair

Kevin Romick,
Vice Chair

Newell Americh

Tom Bull

David Duran

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

To: Contra Costa City/Town Managers
cc: Contra Costa City/Town Transportation Planners

From: Martin R. Engelmann *MRE*
Deputy Executive Director, Planning

RE: Growth Management Program (GMP) Compliance Checklist Submittal
Status and Annual Urban Limit Line Policy Advisory Letter

Attached is a status report on submittals of the Calendar Year (CY) 2010 & 2011 GMP Checklist. To date, we have received eight checklists, and 12 remaining jurisdictions need to submit a Checklist. Submittal of a Checklist, and subsequent review and approval by the Authority, is necessary to receive 18 percent Local Street Maintenance and Improvement (LSM) funds and certain other funds as specified in the Measure J Expenditure Plan.

If you have not submitted your Checklist, please do so by June 30, 2013. If you are unable to submit by that date, then to remain eligible to receive the funds in the future, a Statement of Progress must be submitted to the Authority. The Statement of Progress consists of a letter approved by your Council that includes: a) progress made on compliance with the GMP; and b) a proposed schedule for submittal of a completed Checklist. The Authority will respond in writing to the Statement of Progress submittal, indicating whether a deadline extension has been granted.

The CYs 2010 & 2011 Checklist was transmitted to all Contra Costa jurisdictions in January 2012. A copy may be downloaded from the Authority's website at www.ccta.net.

Please note that Checklist Question 11, which pertains to the Urban Limit Line (ULL), refers to an Annual ULL Policy Advisory Letter that was transmitted in January 2012 to the addressees shown in the attached distribution list. We are transmitting the letter again as attached.

If you or your staff have questions about completing the Checklist, please call or e-mail (925) 256-4729/mre@ccta.net.

Attachments: CYs 2010 & 2011 GMP Checklist Submittal Status Report
Annual ULL Policy Advisory Letter

Randell H. Iwasaki,
Executive Director

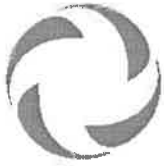
2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

**ESTIMATED PAYMENT SCHEDULE
FOR "OFF-YEAR" FY 2012-13 LOCAL STREET MAINTENANCE AND IMPROVEMENT (LSM) FUNDS
FOR THE CY 2010 - 2011 GMP
CHECKLIST REPORTING PERIOD***

JURISDICTION	DATE RECEIVED	CCTA APPROVAL DATE*	FY 2011-12 18% (First Year) LSM Allocation	FY 2012-13 18% (Off-Year) LSM Allocation	Off Year Payment Schedule
Antioch			\$979,883	\$1,008,467	
Brentwood	4/2/2012	5/16/2012	\$691,116	\$710,319	5/16/2013
Clayton	6/28/2012	9/9/2012	\$222,167	\$226,135	9/9/2013
Concord	6/14/2012	7/18/2012	\$1,253,296	\$1,290,762	7/18/2013
County	3/9/2012	7/18/2012	\$1,975,401	\$2,036,328	7/18/2013
Danville			\$536,747	\$550,936	
El Cerrito			\$335,035	\$342,670	
Hercules			\$311,964	\$318,850	
Lafayette	10/2/2012	11/28/2012	\$369,913	\$378,681	11/28/2013
Martinez			\$458,886	\$470,545	
Moraga			\$265,243	\$270,610	
Oakley			\$469,211	\$481,205	
Orinda	12/3/2012	2/26/2013	\$350,602	\$358,742	2/26/2014
Pinole			\$276,962	\$282,710	
Pittsburg			\$641,340	\$658,926	
Pleasant Hill			\$453,991	\$465,491	
Richmond			\$1,042,208	\$1,072,816	
San Pablo			\$321,604	\$328,803	
San Ramon	11/16/2012	2/20/2013	\$695,949	\$715,308	2/20/2014
Walnut Creek	1/23/2013	3/20/2013	\$719,569	\$739,696	3/20/2014
Total			\$12,371,087	\$12,708,000	

*Payment amount subject to adjustment based upon actual sales tax revenues as determined by the State Board of Equalization.

** Date of CCTA approval of the CY 2010 & 2011 GMP Compliance Checklist, authorizing allocation of First Year FY 11-12 funds.



CONTRA COSTA
transportation
authority

COMMISSIONERS

January 12, 2012

David Durant, Chair

Mayor (Addressee)

Don Tatzin,
Vice Chair

(Organization)

Janet Abelson

(Address Line 1)

Genoveva Calloway

(Address Line 2)

Jim Frazier

Subject: Measure J Implementation – Annual Urban Limit Line Policy Advisory Letter

Federal Glover

Dear Mayor (Salutation):

Dave Hudson

I am writing to explain our Urban Limit Line (ULL) policy, as established in the Measure J Growth Management Program (GMP). Each participating jurisdiction in the GMP must have a voter-approved ULL to be eligible to receive the 18 percent return-to-source funds ("Local Street Maintenance and Improvement (LSM) Funds") or the 5 percent Transportation for Livable Communities (TLC) funds, which are awarded on a discretionary basis. Local jurisdictions must acknowledge having read and understood this letter in the biennial GMP Compliance Checklist submitted to us and also indicate whether the jurisdiction has adopted and continuously complied with an applicable voter-approved ULL as a part of its General Plan.

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

In Measure J, the ULL is defined as an urban limit line, urban growth boundary, or other equivalent physical boundary that clearly identifies the physical limits of future urban development within a local jurisdiction's planning area. It must be either a "Countywide mutually agreed upon voter-approved ULL" (the so-called MAC-ULL), a "local voter-approved ULL," or the County's ULL, as approved by the voters of Contra Costa through Measure L (November 2006), and be incorporated into the General Plan through the Growth Management Element.

We recognize that local land use planning is an evolving process and that jurisdictions may seek to annex land from time to time for urban development. However, you should know that submittal of an annexation request by a local jurisdiction to LAFCO outside of an applicable voter-approved ULL will constitute non-compliance with the Measure J Growth Management Plan Program. The Authority has established a process to address such situations, which I would like to describe for you in this letter.

ULL Policy Evaluation Letter Request. At any time, a local jurisdiction may ask the Authority to evaluate a proposed local action to determine whether that action may conflict with the ULL provisions of the GMP. Similarly, a third party may request that

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

the Authority evaluate a local jurisdiction's proposed action to determine whether that action may conflict with the ULL provisions of the GMP. In response, the Authority will ask that local jurisdiction if the jurisdiction would like the Authority to analyze the proposed action to determine whether any ULL compliance issues are evident. In either scenario, if the local jurisdiction requests the referenced ULL-related evaluation, the Authority will provide the requested evaluation. The Authority will base its evaluation on the consistency of the proposed action with specified criteria which are listed below. The Authority will document the analysis of the proposed action and convey its findings to the local jurisdiction in an "Evaluation Letter." The Evaluation Letter may include recommendations that could ensure the jurisdiction's compliance with the ULL requirements of Measure J.

Subsequent Notice if a Local Action Related to a ULL is Non-Conforming. If, after receiving an Evaluation Letter, the jurisdiction subsequently approves the proposal without conforming it to the voter-approved ULL, then the Authority will send a "Final Notice of Concern," advising the jurisdiction that, subject to a detailed review of the proposed development project based on the Measure J ULL and the Authority's criteria, the jurisdiction is likely to be found out of compliance with the GMP, until it has a voter approved ULL that includes the proposal or project area.

Authority's Criteria for Assessing Compliance. The following summarizes the criteria established by the Authority for determining whether or not a proposal conforms to the ULL requirement of Measure J:¹

- The proposed development lies within the physical boundary of the voter-approved ULL; or
- The proposed development involves a non-sequential, non-contiguous adjustment to the ULL that does not exceed 30 acres in size as explicitly permitted under the voter-approved ULL; or
- The proposed development is necessary to avoid an unconstitutional taking of private property as provided in the voter-approved ULL; or
- The proposed development is necessary to comply with state or federal law;

¹ For the full text of the adopted ULL policy, please refer to Authority Ordinance 06-4 and the Growth Management Implementation Guide, July 2010.

- The proposed development is explicitly listed as an exception to the physical ULL boundary in the jurisdiction's voter-approved ULL, or the proposal is found and determined to be consistent with the definition of non-urban uses in the voter-approved ULL²; or
- The proposed development: (a) does not involve an extension or expansion of urban services (such as water or sewer) across the physical ULL boundary, unless such extension or expansion is to serve solely allowed non-urban uses; or (b) is in connection with a development proposal meeting the criteria above.

Proposed developments that do not conform to any of these criteria will be further evaluated by the Authority for possible GMP compliance issues.

Explanation of Modifications to ULL, or Development for Areas Outside of the ULL.

For modifications to the voter-approved ULL or for a major subdivision or General Plan Amendments in areas outside the ULL, a findings of consistency with the provisions of that ULL must be made by the local jurisdiction's elected governing body after holding a properly noticed public hearing, and the findings shall be publicly provided by the jurisdiction to explain its degree of consistency with the GMP (including its consistency with the jurisdiction's ULL and General Plan) and noted in the applicable Measure J Compliance Checklist, so that the Authority may determine compliance with the GMP.

Acceptable Discretionary Actions. For areas beyond the physical boundary of the applicable ULL, the following do not constitute a violation of the ULL provisions, as these actions are discretionary and do not commit a local jurisdiction to development beyond a local voter-approved ULL:

- Planning studies that result in neither administratively approved zoning changes nor general plan amendments nor specific approvals; or

² For example, rural residential and agricultural structures allowed by applicable zoning and facilities for public purposes which are necessary or desirable for the public health, safety or welfare or by state or federal law as provided in the Contra Costa County 65/35 Land Preservation Plan Ordinance.) Such determination shall be made by the local jurisdiction's elected governing body after holding a properly noticed public hearing and making findings based on substantial evidence in the record; if the governing body's decision is legally challenged, the Authority's finding of non-compliance shall be held in abeyance subject to expiration of all applicable appeals periods or exhaustion of all applicable appeals or court challenges.

- Requests for changes to a city or town's sphere of influence for purposes of considering future voter-approved changes to the applicable ULL and subsequent annexation requests.

Timing of a Finding of Non-Compliance. The Authority may find a jurisdiction out of compliance with the ULL requirements of Measure J based on its review of the jurisdiction's GMP Compliance Checklist submittal and the above criteria.

If you have any questions about these requirements, please contact Martin Engelmann at (925) 256-4729/mre@ccta.net. More information is available in Chapter 5 of the *Implementation Guide*, which you can find on the Authority's website at www.ccta.net.

We appreciate your continued participation in the Authority's programs.

Sincerely,



David E. Durant, Chair

cc:

file: 14.17.02

ULL Advisory Policy Letter
Distribution List (from January 2012)

First	Last	Agency	Title	Email
Jim	Jakel	City of Antioch	City Manager	jjakel@ci.antioch.ca.us
Ron	Bernal	City of Antioch	Public Works Director	rbernal@ci.antioch.ca.us
Christine	Wehrmeister	City of Antioch	Community Development Director	cwehrmeister@ci.antioch.ca.us
James	Davis	City of Antioch	Mayor	jd4antioch@aol.com
Mindy	Gentry	City of Antioch	Senior Planner	mgentry@ci.antioch.ca.us
Casey	McCann	City of Brentwood	Community Development Director	cmccann@ci.brentwood.ca.us
Bailey	Grewal	City of Brentwood	Public Works Director	bgrewal@ci.brentwood.ca.us
Miki	Tsubota	City of Brentwood	Assistant Director of Public Works/Engineering	tsubota@ci.brentwood.ca.us
Steve	Kersevan	City of Brentwood	Traffic Engineer	skersevan@ci.brentwood.ca.us
Paul	Eldredge	City of Brentwood	City Manager	peldredge@ci.brentwood.ca.us
Robert	Taylor	City of Brentwood	Mayor	btaylor@ci.brentwood.ca.us
Eric	Noithenius	City of Brentwood	Principal Manager	enothenius@ci.brentwood.ca.us
Gary	Napper	City of Clayton	City Manager	gnapper@ci.clayton.ca.us
Rick	Angrisani	City of Clayton	City Engineer	ricka@permcoengineering.com
David	Woltering	City of Clayton	Community Development Director	dwoltering@ci.clayton.ca.us
Howard	Geller	City of Clayton	Mayor	CouncilmanGeller@aol.com
Dan	Keen	City of Concord	City Manager	daniel.keen@ci.concord.ca.us
Ron	Leone	City of Concord	Mayor	citycouncil@ci.concord.ca.us
Danea	Gemmell	City of Concord	Public Works Director	danea.gemmell@ci.concord.ca.us
Phil	Woods	City of Concord	Principal Planner	pwoods@ci.concord.ca.us
Victoria	Walker	City of Concord	Director of Community and Economic Development	Victoria.Walker@ci.concord.ca.us
Carol	Johnson	City of Concord	Planning Manager	Carol.Johnson@ci.concord.ca.us
Cathy	Munneke	City of Concord	Principal Planner	cmunneke@ci.concord.ca.us
Ray	Kuzbari	City of Concord	Transportation Manager	ray.kuzbari@ci.concord.ca.us
Scott	Hanin	City of El Cerrito	City Manager	shanan@ci.el-cerrito.ca.us
Jerry	Bradshaw	City of El Cerrito	Public Works Director	jbradshaw@ci.el-cerrito.ca.us
Jennifer	Carman	City of El Cerrito	Development Services	jcarman@ci.el-cerrito.ca.us

ULL Advisory Policy Letter
Distribution List

First	Last	Agency	Title	Email
Bill	Jones	City of El Cerrito	Mayor	wjones@ci.el-cerrito.ca.us
Noel	Iballo	City of El Cerrito	Senior Planner	nibalio@ci.el-cerrito.ca.us
Steve	Duran	City of Hercules	City Manager	sduran@ci.hercules.ca.us
Erwin	Blancaflor	City of Hercules	Public Works Director	erwinb@ci.hercules.ca.us
Dan	Romero	City of Hercules	Mayor	danromero@ci.hercules.ca.us
Dennis	Tagashira	City of Hercules	Planning Director	dtagashira@ci.hercules.ca.us
Steven	Falk	City of Lafayette	City Manager	sfalk@lovelafayette.org
Tony	Coe	City of Lafayette	Engineering Services Manager	tcoe@lovelafayette.org
Ron	Lefler	City of Lafayette	Public Works Services Manager	rlefler@lovelafayette.org
Leah	Greenblat	City of Lafayette	Transportation Planner	lgreenblat@lovelafayette.org
Carol	Federighi	City of Lafayette	Mayor	Cfederighi@lovelafayette.ca.us
Niroop	Srivatsa	City of Lafayette	Planning Services Manager	nsvratsa@ci.lafayette.ca.us
Philip	Vince	City of Martinez	City Manager	pvince@cityofmartinez.org
Robert	Schroder	City of Martinez	Mayor	rschroder@cityofmartinez.org
Bob	Cellini	City of Martinez	Public Works Director	bcellini@cityofmartinez.org
Terry	Blount	City of Martinez	Planning Manager	tblount@cityofmartinez.org
Corey	Simon	City of Martinez	Senior Planner	csimon@cityofmartinez.org
Jason	Vogan	City of Oakley	City Engineer	vogan@ci.oakley.ca.us
Bryan	Montgomery	City of Oakley	City Manager	montgomery@ci.oakley.ca.us
Ken	Strelo	City of Oakley	Senior Planner	Strelo@ci.oakley.ca.us
Kevin	Romick	City of Oakley	Mayor	kevin@romick.net
Richard	Yee	City of Orinda	Associate Planner	ryee@cityoforinda.org
Janet	Keeter	City of Orinda	City Manager	jkeeter@ci.orinda.ca.us
Steve	Glazer	City of Orinda	Mayor	glazers@pacheil.net
Emmanuel	Ursu	City of Orinda	Planning Director	eursu@cityoforinda.org
Belinda	Espinosa	City of Pinole	City Manager	bespinosa@ci.pinole.ca.us
Dean	Allison	City of Pinole	Public Works Director	dallison@ci.pinole.ca.us

ULL Advisory Policy Letter
Distribution List

First	Last	Agency	Title	Email
Peter	Murray	City of Pinole	Mayor	pmurray@ci.pinole.ca.us
Winston	Rhodes	City of Pinole	Planning Manager	wrhodes@ci.pinole.ca.us
Joe	Sbranti	City of Pittsburg	City Manager	jsbranti@ci.pittsburg.ca.us
Ben	Johnson	City of Pittsburg	Mayor	johnben31@comcast.net
Dana	Hoggatt	City of Pittsburg	Planning Manager	dhoggatt@ci.pittsburg.ca.us
Eric	Hu	City of Pleasant Hill	Associate Traffic Engineer	Ehu@ci.pleasant-hill.ca.us
Mario	Moreno	City of Pleasant Hill	City Engineer	mmoreno@ci.pleasant-hill.ca.us
June	Catalano	City of Pleasant Hill	City Manager	jcatalano@ci.pleasant-hill.ca.us
John	Hanecak	City of Pleasant Hill	Mayor	jhanecak@dvc.edu
Troy	Fujimoto	City of Pleasant Hill	Senior Planner	Tfujimoto@ci.pleasant-hill.ca.us
William	Lindsay	City of Richmond	City Manager	bill_lindsay@ci.richmond.ca.us
Richard	Mitchell	City of Richmond	Director of Planning and Building	Richard_Mitchell@ci.richmond.ca.us
Gayle	McLaughlin	City of Richmond	Mayor	Gayle_McLaughlin@officeofthemayor.net
Jonelyn	Whales	City of Richmond	Senior Planner	jonelyn_whales@ci.richmond.ca.us
Matt	Rodriguez	City of San Pablo	City Manager	matr@ci.san-pablo.ca.us
Tina	Gallegos	City of San Pablo	City Planner	tinag@ci.san-pablo.ca.us
Cecelia	Valdez	City of San Pablo	Mayor	Cecelia_cecy_valdez@comcast.net
Adele	Ho	City of San Pablo	Public Works Director	adeleh@ci.san-pablo.ca.us
Greg	Rogers	City of San Ramon	City Manager	CityManager@sanramon.ca.gov
Bill	Clarkson	City of San Ramon	Mayor	bclarkson@sanramon.ca.gov
Maria	Fierner	City of San Ramon	Engineering Services Director	mrobinson@sanramon.ca.gov
Phil	Wong	City of San Ramon	Planning & Community Development Director	pwong@sanramon.ca.gov
Debbie	Chamberlain	City of San Ramon	Planning Services Manager	dchamberlain@sanramon.ca.gov
Lisa	Bobadilla	City of San Ramon	Transportation Manager	lbobadilla@sanramon.ca.gov
Ken	Nordhoff	City of Walnut Creek	City Manager	nordhoff@walnut-creek.org
Sandra	Meyer	City of Walnut Creek	Community Development Director	meyer@walnut-creek.org
Heather	Ballenger	City of Walnut Creek	Public Works Director	ballenger@walnut-creek.org

ULL Advisory Policy Letter
Distribution List

First	Last	Agency	Title	Email
Bob	Simmons	City of Walnut Creek	Mayor	simmons@walnut-creek.org
Andrew	Smith	City of Walnut Creek	Senior Planner/ Code Enforcement Supervisor	ASmith@walnut-creek.org
David	Twa	Contra Costa County	County Administrator	dtwa@cao.cccounty.us
Steve	Goetz	Contra Costa County	Deputy Director Transportation Planning	sgoetz@cd.cccounty.us
Gayle	Uilkema	Contra Costa County	Chair of Board of Supervisors, District 2	gayle@bos.cccounty.us
Catherine	Kutsuris	Contra Costa County	Director of Conservation and Development	ckuts@cd.cccounty.us
Julie	Bueren	Contra Costa County	Director of Public Works	jbuier@pw.cccounty.us
Patrick	Roche	Contra Costa County	Planning Chief	proch@cd.cccounty.us
John	Cunningham	Contra Costa County - CD	Senior Transportation Planner	John.Cunningham@dcd.cccounty.us
Kevin	Gailey	Town of Danville	Chief of Planning	kgailey@danville.ca.gov
Candace	Andersen	Town of Danville	Mayor	candersen@danville.ca.gov
Steven	Lake	Town of Danville	Development Services Director	slake@danville.ca.gov
David	Crompton	Town of Danville	Principal Planner	dcrompton@danville.ca.gov
Andy	Dillard	Town of Danville	Transportation Engineer Associate	ADillard@danville.ca.gov
Joe	Calabrigo	Town of Danville	Town Manager	jcalabrigo@danville.ca.gov
Tai	Williams	Town of Danville	Transportation Services Director	twilliams@danville.ca.gov
Michael	Metcalf	Town of Moraga	Mayor	mmetcalf@moraga.ca.us
Jill	Mercurio	Town of Moraga	Public Works Director/Town Engineer	jmercurio@moraga.ca.us
Shawna	Brekke-Read	Town of Moraga	Planning Director	sread@moraga.ca.us
Jill	Keimach	Town of Moraga	Town Manager	jkeimach@moraga.ca.us