



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, February 6, 2012**

**3:00 p.m.**

Town of Moraga – Hacienda de las Flores, Mosaic Room  
2100 Donald Drive, Moraga, CA

*Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.*

#### **1. CONVENE MEETING/SELF INTRODUCTIONS**

#### **2. PUBLIC COMMENT:**

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

#### **3. BOARD MEMBER COMMENT**

#### **4. ADMINISTRATIVE ITEMS**

#### **5. CONSENT CALENDAR:**

**5.A Approval of Minutes:** SWAT Minutes of January 9, 2012 *(Attachment - Action)*

End of Consent Calendar

#### **6. REGULAR AGENDA ITEMS:**

**6.A Status Update on Sustainable Community Strategies (SCS)** *(Attachments - Additional comment letters from local jurisdictions, including City of Lafayette, are included under Item 7, Written Communications)*

**6.B Status Update and Discussion on OneBayArea Grant Proposal** *(Attachments – A comment letter from City of Lafayette is also included under Item 7, Written Communications)*

**6.C Consider a Recommendation of Approval for Contra Costa Transportation for Livable Communities (CC-TLC) Program Funds for Projects within the SWAT Subregion**  
(Attachments - Action)

**7. WRITTEN COMMUNICATIONS:** Consider Actions as Appropriate (Attachments)

- Comment Letters from City of Lafayette, City of San Pablo, and City of Oakley to MTC and ABAG regarding the Alternative Scenarios for the SCS
- Comment Letter from City of Lafayette to MTC regarding the proposed OneBayArea Grant Program
- CCTA summary of actions from Board meetings of 12/21/11 and 1/18/12
- TRANSPLAN summary of actions from Committee meeting of 1/12/12
- WCCTAC summary of actions from Committee meeting of 1/27/12
- City of San Ramon – Notice of Public Hearing and Intent to Adopt a Negative Declaration

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, March 5, 2012, 3:00 p.m., Town of Moraga, Hacienda de las Flores, Mosaic Room, or other meeting as deemed appropriate.

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

**Staff Contact:** Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: [adillard@danville.ca.gov](mailto:adillard@danville.ca.gov).

Agendas, minutes and other information regarding this committee can be found at: [www.cccounty.us/SWAT](http://www.cccounty.us/SWAT)

# ***SOUTHWEST AREA TRANSPORTATION COMMITTEE***

## **MEETING LOCATION MAP**

### **\*PLEASE NOTE NEW MEETING LOCATION\***

**TOWN OF MORAGA, HACIENDA DE LAS FLORES, MOSAIC ROOM  
2100 DONALD DRIVE, MORAGA, CA 94556**

#### **DIRECTIONS:**

##### **CA-24 WEST (from Walnut Creek):**

- Take the CENTRAL LAFAYETTE/MORAGA exit.
- Merge right onto DEER HILL ROAD, then merge right onto 1<sup>st</sup> STREET
- Turn right onto MT. DIABLO BLVD.
- Turn left onto MORAGA ROAD. Go approximately 3.3 miles.
- Continue on SANTA MARIA WAY, going past Orinda Way.
- Turn right onto DONALD DRIVE
- Proceed down DONALD DRIVE. The entrance to Hacienda de las Flores will be on your left. Turn left into driveway and proceed uphill to parking lot. Building will be on your immediate left.

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##### **CA-24 EAST (from Oakland):**

- Take the ORINDA/MORAGA exit
- Turn right onto CAMINO PABLO. CAMINO PABLO turns into MORAGA WAY
- Continue on MORAGA WAY for 1.3 miles
- Turn left onto GLORIETTA BOULEVARD
- Turn right onto RHEEM BOULEVARD. Go approximately 2.2 miles.
- Turn right onto MORAGA ROAD
- Turn right onto DONALD DRIVE
- Proceed down DONALD DRIVE. The entrance to Hacienda de las Flores will be on your left. Turn left into driveway and proceed uphill to parking lot. Building will be on your immediate left.



**ATTACHMENT 5.A**





# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**SUMMARY MINUTES**  
**January 9, 2012 – 3:00 p.m.**  
**Orinda City Hall**  
**Sarge Littlehale Community Room**  
**22 Orinda Way**  
**Orinda, California**

**Committee Members Present:** Amy Worth (Chair), City of Orinda; Mike Metcalf (Vice Chair), Town of Moraga; David Hudson, City of San Ramon; Don Tatzin, City of Lafayette; Karen Stepper, Town of Danville. Absent: Gayle Uilkema, Contra Costa County.

**Staff members present:** Carol Yates, District II Supervisors Office, Contra Costa County; John Cunningham, Contra Costa County; Chuck Swanson, City of Orinda; Shawna Brekke-Read, Town of Moraga; Tai Williams, Town of Danville; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Leah Greenblat, City of Lafayette; Andy Dillard, Town of Danville.

**Others present:** Hisham Noeimi, CCTA; Deidre Heitman, BART, CCCTA; Grace Schmidt, Alamo resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Worth at 3:05 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**

**5.A Approval of Minutes:** SWAT minutes of July 11, 2011

**ACTION:** Tatzin/Hudson/unanimous

End of Consent Calendar

**6. REGULAR AGENDA ITEMS:**

- 6.A Appoint the SWAT Chair and Vice-Chair for 2012:** The Committee took action to appoint the Moraga SWAT representative, Michael Metcalf, as Chair, and the San Ramon representative, David Hudson, as Vice-Chair of SWAT for 2012. Michael Metcalf stated that the next SWAT meeting will be at the Town of Moraga, Hacienda de las Flores.

**ACTION:** Hudson/Tatzin/unanimous

- 6.B Appoint the South County SWAT Representative to the CCTA:** The Committee took action to appoint the Town of Danville representative, Karen Stepper as South County SWAT representative to the CCTA through January 31, 2013. Chair Worth reaffirmed that the alternate South County SWAT representative to the CCTA is the San Ramon representative, David Hudson. As Mr. Hudson currently serves as the Mayors Conference representative, the alternate Mayors Conference representative would step in if Mr. Hudson would be required to serve as the South County alternate representative.

**ACTION:** Tatzin/Hudson/unanimous

- 6.C Re-affirm Committee Appointments to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC):** The Committee unanimously approved the following appointments to the CBPAC for a two-year term beginning January 1, 2012:

Leah Greenblat, City of Lafayette – SWAT staff representative  
Andy Dillard, Town of Danville – SWAT staff alternate representative  
John Fazel, City of Orinda resident – SWAT Citizen representative

Chair Worth recognized Mr. Fazel and thanked him for his service as the CBPAC citizen representative for SWAT.

**ACTION:** Tatzin/Hudson/unanimous

- 6.D Status Update - Call for Projects for Measure J Transportation for Livable Communities (CC-TLC) Program and the Pedestrian, Bicycle and Trail Facilities (PBTF) Program:** Andy Dillard provided a brief update on the status of the CC-TLC program application submittals and review processes. The Committee will be asked to consider a recommendation of approval of CC-TLC project applications for the SWAT sub region at its February SWAT meeting. There were a total of eight applications submitted from the SWAT sub region.

Leah Greenblat explained that the review of PBTF program applications will be the responsibility of the Countywide Pedestrian and Bicycle Advisory Committee and Technical Advisory Committee. The PBTF is a competitive, countywide program that received a total of 14 application submittals.

Don Tatzin inquired if there is a matching funds requirement for the CC-TLC program. Leah Greenblat responded that matching funds are not required, however, that a match could potentially contribute to a higher project ranking during the evaluation process.

**ACTION:** None

- 6.E Status Update – Funding for I-680 Auxiliary Lanes, Segment 2 Project:** Tai Williams provided an update on the latest funding procurement for the I-680 Auxiliary Lanes, Segment 2 Project. Williams explained that Segments 1 and 3 were completed in the mid-2000's, and that the funding gap for Segment 2 has now been secured. The Committee commended staff and expressed its appreciation to the Authority for their hard work in procuring the remaining funding shortfall which will allow the project to break ground in 2012.

**ACTION:** None

- 7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- SWAT 511 Contra Costa TDM Year in Review Report for FY2010-11
- CCTA summary of actions from Board meetings of 9/21/11, 10/19/11, and 11/16/11
- CCTA comment letter to MTC on Draft Proposal for OneBayArea Grant Program
- TRANSPLAN summary of actions from Committee meetings of 10/13/11 and 11/10/11
- WCCTAC summary of actions from Committee meeting of 10/28/11 and 12/09/11
- City of San Ramon – Notice of Project Scope Meeting – I-680 Norris Canyon HOV On and Off Ramp Project
- City of Lafayette – Notice of Public Hearing: Adoption of the Revised Draft Downtown Specific Plan

**ACTION:** None

- 8. DISCUSSION:** The next SWAT meeting is scheduled for Monday, February 6<sup>th</sup> at the Town of Moraga, Hacienda de las Flores building. The agenda will include a status update on the Sustainable Communities Strategy and a recommendation of approval of CC-TLC program applications for the SWAT sub region.

**ACTION:** None

- 9. ADJOURNMENT:** The next meeting is scheduled for **Monday, February 6th, 2012** at Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga, CA.

**ACTION: Meeting adjourned by Chair Worth at 3:25 p.m.**

**Staff Contact:**

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**ATTACHMENT 6.A**

## Planning Committee **STAFF REPORT**

**Meeting Date:** February 1, 2012

<b>Subject</b>	<b>SB375/SCS Implementation Update and Transmittal of Comment Letter on SCS Alternatives</b>
<b>Summary of Issues</b>	ABAG has requested comments from local jurisdictions on the evaluation results for the Sustainable Communities Strategy (SCS) alternative scenarios. Staff has developed general comments on the three constrained Alternative Scenarios, and has compiled comments received to date from Contra Costa jurisdictions. Staff recommends transmittal of a comment letter to MTC/ABAG on the SCS Alternatives.
<b>Recommendations</b>	Approve transmittal of comment letter to MTC/ABAG on the SCS Alternatives
<b>Financial Implications</b>	N/A
<b>Options</b>	Allow the selection of a preferred SCS alternative to proceed without further comment
<b>Attachments</b>	<p><b>A.</b> Draft comment letter to Executive Directors Steve Heminger, MTC, and Ezra Rapport, ABAG Executive Director – Authority Comments on SCS Alternative Evaluation</p> <p><b>B.</b> Comment letters from local jurisdictions regarding the SCS Alternative Scenarios</p>
<b>Changes from Committee</b>	

### Background

In response to Senate Bill (SB) 375, MTC is required to develop a Sustainable Communities Strategy (SCS) that meets the Greenhouse Gas (GHG) emission reduction targets for cars and light trucks as established by the California Air Resources Board (CARB). Work is currently underway at the regional agencies to define and evaluate a

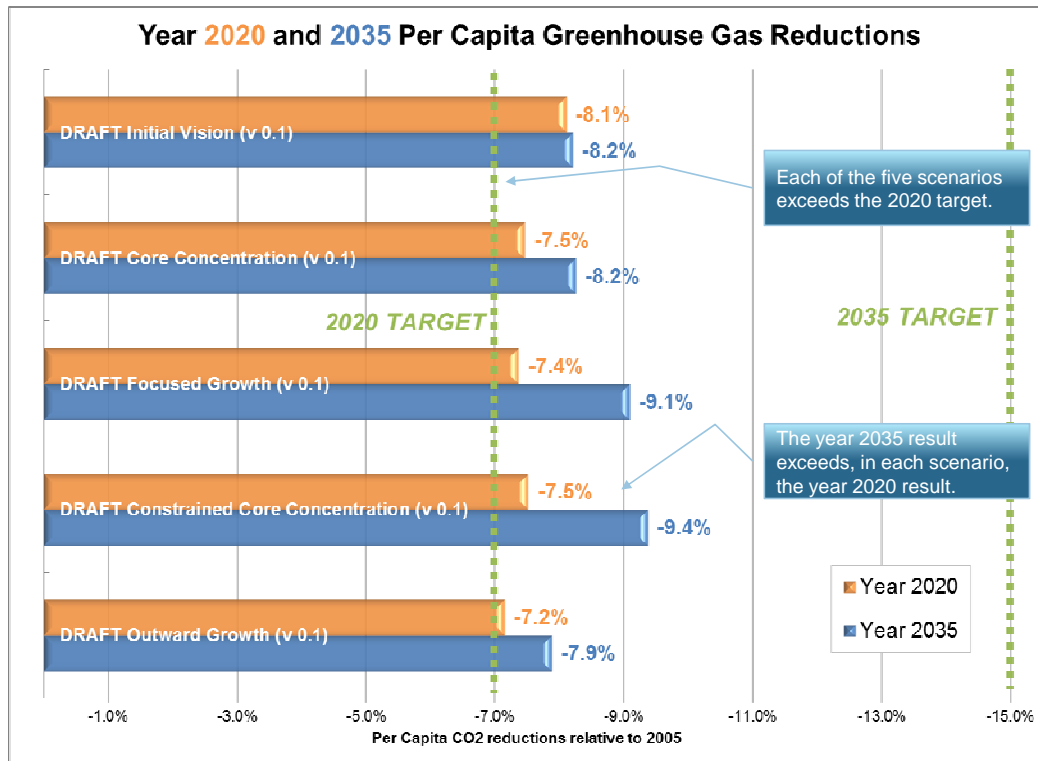
number of SCS alternatives with an objective of establishing a preferred SCS alternative by March 2012 for incorporation into the 2013 Regional Transportation Plan (the RTP, also known as *Plan Bay Area*).

### **Evaluating the Sustainable Community Strategy (SCS) Alternatives**

Work continues at the regional agencies on the analysis of five SCS alternatives:

1. *Initial Vision Scenario (IVS)*: As defined in April 2011, this scenario assumes unconstrained housing and jobs growth for the Bay Region through 2040, and focuses the majority of new growth in Priority Development Areas (PDAs).
2. *Core Concentration Unconstrained (CC-U)*: Uses the unconstrained land use forecasts from the IVS, and focuses growth more in the PDAs that are located in the inner bay areas of San Francisco, Oakland, and San Jose.
3. *Focused Growth Scenario (FG)*: This scenario is constrained and recognizes the potential of the PDAs and Growth Opportunity Areas (GOAs), with an emphasis on housing and job growth along major transit corridors.
4. *Constrained Core Concentration Growth Scenario (CCC)*: This scenario uses a constrained land use forecast, while concentrating housing and job growth at *selected* PDAs in the inner Bay Area (defined as areas along the Bay from Richmond south to San Jose and up to San Francisco), and along the region's core transit network.
5. *Outer Bay Area Growth Scenario (OBA)*: This scenario addresses higher levels of housing and jobs growth in the outer Bay Area in the context of a constrained land use forecast, shifting jobs and housing away from San Francisco.

To qualify as an SCS, the alternatives must meet a per capita GHG reduction target of 7% below 2005 emissions by 2020, and 15% below 2005 by 2035. Recently released modeling results from ABAG and MTC indicate that all of the alternatives meet the 7% GHG reduction target for 2020, but none meet the 2035 emissions reduction target of 15%. As shown below in a PowerPoint slide extracted from MTC staff's presentation, GHG reductions for 2035 range from minus 7.9% for the Outward Growth scenario, to minus 9.4% for the Constrained Core Concentration alternative.



To bridge the remaining gap, MTC proposes to introduce a series of policy initiatives that would further reduce GHG emissions across all alternatives by an additional 6.5%. The policies, when overlaid upon the SCS alternatives, would bring both the Focused Growth and the Constrained Core Concentration alternatives to the 15% target. The remaining alternative come within a fraction of a percent (for example, Outward Growth would have a 14.4% reduction, just 0.6% away from the target).

The proposed policy initiatives are outlined on the following page (also extracted from MTC staff's PowerPoint):



Policy Initiative	Per-Capita CO <sub>2</sub> Emissions Reductions (2035)
<b>Smart Driving Campaign<sup>1</sup></b> (changing driver behavior to improve fuel economy; ~\$27 m over 5 yrs)	<b>1.4%</b>
<b>Bicycle Network</b> (build out of the regional bike network; ~\$2,200 m over 28 yrs)	<b>0.5%</b>
<b>Safe Routes to Schools/ Pedestrian Network</b> (expansion of the SR2S and a continued TLC program; \$500 m over 5 yrs)	<b>0.3%</b>
<b>Vanpool Incentives</b> (significant increase in the monetary incentive; ~\$37 m over 10 yrs)	<b>0.9%</b>
<b>Electric Vehicle Strategy</b> (consumer incentives, education, and charger installations to accelerate EV adoption; ~\$170 m over 10 yrs)	<b>1.0%</b>
<b>Commuter Benefit Ordinance</b> (mandatory pre-tax transit passes or employer operated shuttles; admin cost)	<b>0.3%</b>
<b>Telecommuting</b> (no specific policies identified at this time)	<b>1.4%</b>
<b>Parking Pricing</b> (modest pricing throughout the region with higher pricing near transit; meter & enforcement cost)	<b>0.7%</b>
<b>TOTAL</b>	<b>6.5%</b>

With this information at hand, Authority staff is prepared to comment to MTC and ABAG on the SCS alternatives. A draft comment letter is shown in Attachment A, with key points summarized as follows:

- The alternatives scenario evaluation lacks a “no-build” alternative. We would like to see that alternative, formally known as “Current Regional Plans (CRP),” restored and made comparable to the SCS alternatives
- The Outward Growth scenario, which initially sounded promising, turns out not to embrace the regional job center concept that we previously requested MTC/ABAG to analyze
- The overall forecast for the region still appears to be higher than recent data would dictate, given the ripple effects of the recession, and perhaps a sixth alternative that lowers the forecast and promotes subarea jobs-housing balance should be explored
- The recently introduced policy initiatives significantly change the playing field. Depending on how aggressive they are (assuming they are in the 6% to 8% range), any of the alternative scenarios could become viable SCS options regardless of land use distribution.

### **The Importance of Maintaining “Current Regional Plans” as the “No-Build” Alternative**

The Current Regional Plans (CRP) Alternative constitutes, essentially, the “no-build” scenario for the SCS. It was developed by ABAG through extensive input from local staff and was based upon adopted general plans. The CRP was released by ABAG as draft *Projections 2011* in December 2010. Authority staff views the CRP alternative as a critical benchmark that reflects local general plans, including some preliminary SCS elements as set forth in adopted specific plans for selected PDAs.

According to MTC staff, the CRP, when tested using the T-2030 financially constrained transportation network, resulted in a 7% reduction in GHG emissions. The CRP corrected for the impacts of the recession, with significantly lower growth figures than ABAG’s *Projections 2009* from two years prior. In terms of GHG emissions, these recession corrections, when coupled with new modeling results, improved the CRP emissions

reductions for draft *Projections 2011* by minus 5% (from minus 2% to minus 7%) compared with *Projections 2009*.

Staff believes that the performance of the CRP alternative would improve slightly if it were analyzed using the same unconstrained transportation network that MTC assumed for the Constrained Core Concentration and Focused Growth alternatives, which were each tested assuming increases in transit frequency of 46% regionwide.

MTC and ABAG staff have indicated that they are no longer supportive of the CRP alternative, and that they will no longer analyze it as a “base case” for comparison to the “build” Alternatives 1 through 5. Indeed, they have also opted not to update the CRP to reflect the 2010 Census, making it cumbersome for Authority staff to attempt “apples- to-apples” comparisons with the SCS alternatives. But without the CRP, we have no benchmark with which to compare the SCS Alternatives.

We therefore, in our comment letter, request that MTC/ABAG restore the CRP as the “base case” or “no build” alternative for the SCS analysis.

### **Other Comments**

The attached comment letter points out that the proposed land use changes for the constrained SCS alternatives (FG, CCC, and OB), involve especially significant land use shifts when compared to adopted policies as reflected in the CRP. The impacts on GHG emissions, however, are marginal. This becomes acutely evident when viewed in the broader context of AB 32, which addresses total emission reductions for all sectors, including industry, manufacturing, construction, and agriculture. Because the Bay Region is a built environment, changes in future land use patterns – even the extreme changes considered in the Core Concentration Alternative – have very little impact on GHG emissions from cars and light trucks.

Although the regional forecast for the FG, CCC, and OB Alternatives is “constrained” it still assumes growth rates that are considerably higher than those experienced in the past 20 years, and it still does not fully incorporate the ripple effects of the persistent recession. We therefore have asked MTC to consider lowering the forecast. A lower

forecast would likely improve the performance of all of the alternatives, because as we have learned through the visioning exercise (the IVS and CC-U), lower population growth means less travel, less congestion, and fewer emissions.

Also noted in our letter are the effects of the recently-introduced policy alternatives (enhanced telecommuting, electric vehicles, etc.), which were brought in by MTC/ABAG to close the remaining gap between the SCS alternatives and the GHG emissions target. These have a far more significant impact on emissions than land use changes. With a 6.5% reduction, they are five times as potent as the most aggressive SCS Alternative (Core Concentration Unconstrained). Furthermore, the assumed percentage reductions that MTC assigned to each individual policy, if “tweaked” by only a couple of percentage points, result in even the CRP meeting the SCS target. Enhanced telecommuting, for example, with its direct impact on trip reduction, could move the needle several percentage points in the right direction if more aggressive policies were pursued.

We therefore at this time recommend that MTC/ABAG restore Current Regional Plans as a “no build” benchmark and perform an “apples-to-apples” comparison with the SCS alternatives. We also suggest a sixth alternative that would blend the CRP with local jurisdiction comments on the development prospects of the PDAs, and would foster the achievement of subarea jobs-housing balance in places like East County that are striving to achieve it. This new alternative, called the “Subregional Jobs-Housing Balance” alternative, could result in a reasonable, achievable SCS that has local support, is congruous with local land use plans and programs, and meets the emissions targets.



CONTRA COSTA  
transportation  
authority

Draft

COMMISSIONERS

February 15, 2012

David Durant, Chair

Don Tatzin,  
Vice Chair

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**Subject: Authority Comments on Sustainable Communities Strategy (SCS)  
Alternative Scenarios**

Dear Mr. Heminger and Mr. Rapport:

ABAG staff has recently requested local agency comments on its land use forecasts developed as part of the Bay Area's Sustainable Communities Strategy (SCS). The Authority (CCTA) acknowledges the high level of outreach with which ABAG staff has engaged the CMA's and local jurisdictions during the SCS development process, and appreciates the opportunity to provide comment on the Alternative Scenarios.

The passage and implementation of AB 32 and SB 375 set in motion a very complicated and challenging task for MTC and ABAG – to identify a Sustainable Community Strategy and demonstrate that it will reduce greenhouse gas (GHG) emissions as a part of a broader statewide effort.

MTC and ABAG staffs are to be commended on the thought and effort they have dedicated to the San Francisco Bay Region's SCS and the work here in Contra Costa County, in particular. Regional agency staff have made the rationale and assumptions of the SCS' development transparent; have made the initial and interim versions of the SCS available to the local planning agencies in a variety of formats and at several levels of geography; and have worked diligently to both elicit and respond to comments, questions, and criticisms of the proposed allocations of forecast growth to the individual communities, PDA's, and other small-area levels.

We offer the following comments as part of a continuing effort to respond to MTC and ABAG and improve the SCS process and its chances for implementation.

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Walnut Creek  
CA 94597  
PHONE:  
925.256.4700  
FAX: 925.256.4701  
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### **Initial Vision Scenario and Core Concentration (Unconstrained)**

First, we address the two unconstrained scenarios, “Initial Vision Scenario” (IVS) and “Core Concentration-Unconstrained” (CC-U). While using different transportation networks, these two scenarios are based upon the same “unconstrained” land use forecast, which we believe significantly overestimates the amount of growth in both households and jobs in Contra Costa, and the Bay Area Region. This land use forecast is unconstrained, and in our view offers neither a reasonable nor an achievable basis for developing the SCS. Furthermore, both scenarios fail to achieve the 2035 target for per-capita Greenhouse Gas (GHG) emissions reductions, and in fact are out-performed by their constrained counterparts – Focused Growth and Constrained Core Concentration.

For these reasons, further discussion of the unconstrained scenarios would be a distraction, and we will therefore no longer consider them in this letter.

### **Alternative Scenarios**

Alternative Scenarios 3, 4, and 5, while applying identical “constrained” household and job forecasts regionwide, offer significantly different land use futures for the Bay Area. “Focused Growth” (FG), “Constrained Core Concentration Growth” (CCC), and “Outward Growth” (OG) each follow a distinct pattern of distribution of the fixed increment of future regional growth.

As a county with extensive growth potential in multiple PDAs, and with communities and subregions classified as both “Inner Bay Area” and “Outer Bay Area”, the differences between the alternative scenarios are, for Contra Costa, very large indeed, and are inconsistent with the Current Regional Plans (CRP) scenario, which received an extensive review by local staff and which reflects expected growth based upon local general plans.<sup>1</sup>

We also note that the future housing growth picture has changed dramatically following the collapse of the housing bubble. Recent work performed by a nationally-recognized economics consultant reduced the 2040 housing forecast for Contra Costa by 100,000 units.<sup>2</sup> Given that the ripple effects of the recession are still being felt throughout the

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<sup>1</sup> Current Regional Plans – essentially *ABAG Projections 2011*– was extensively reviewed by the planning staff of Contra Costa’s local jurisdictions and in our view reflects the most likely land use forecast for Contra Costa.

<sup>2</sup> The 2011 Woods & Poole series projected 548,770 Contra Costa households by 2040, 17,100 less than the Initial Vision Scenario but 36,850 higher than the Outer Growth scenario. In 2012, while still recognizing the relatively strong growth potential of the Western United States, California and the San Francisco Bay Area, Woods & Poole has reduced its 2040 forecast to 448,131

region, we would encourage MTC/ABAG to consider revising the regional forecast downward to better reflect recent trends. Since lower growth leads to lower GHG emissions, this alone could significantly improve the performance of each of the “constrained” alternatives.

Turning now to the four Contra Costa sub-areas, the following table compares the Current Regional Plans (CRP) to the three alternative scenarios (FG, CCC, and OG). In reference to this table, and the supporting Tables 1 through 10 (attached), we offer the following comments.

<i>Contra Costa County Sub-Area</i>	<i>Alternative Scenarios (Compared to Current Regional Plans)</i>		
	<i>3. Focused Growth (FG)</i>	<i>4. Constrained Core Concentration (CCC)</i>	<i>5. Outward Growth(OG)</i>
<i>West County</i>	<ul style="list-style-type: none"> <li>Intensified housing growth (Table 1)</li> <li>Arbitrarily cuts job growth in half (Table 2)</li> </ul>	<ul style="list-style-type: none"> <li>Represents the closest housing growth to the CRP (Table 1)</li> <li>Arbitrarily cuts job growth in half (See Table 2)</li> </ul>	<ul style="list-style-type: none"> <li>Slightly increased housing growth (Table 1)</li> <li>Arbitrarily cuts job growth in half (Table 2)</li> </ul>
<i>Central County &amp; Lamorinda</i>	<ul style="list-style-type: none"> <li>Slight increase in housing growth (Table 3)</li> <li>Slight decrease in job growth (Table 4)</li> </ul>	<ul style="list-style-type: none"> <li>Slightly less housing growth than the CRP (Table 3)</li> <li>Fewer jobs (Table 4)</li> </ul>	<ul style="list-style-type: none"> <li>Significantly higher (38%) housing growth (Table 3)</li> <li>Job growth higher than CRP (Table 4)</li> </ul>
<i>East County</i>	<ul style="list-style-type: none"> <li>Housing growth that most closely resembles the CRP (Table 5)</li> <li>Significant (more than 50%) reduction in job growth for East County compared to the CRP (Table 6)</li> </ul>	<ul style="list-style-type: none"> <li>Reduced housing growth (Table 5)</li> <li>Significant (more than 50%) reduction in job growth for East County compared to the CRP (Table 6)</li> </ul>	<ul style="list-style-type: none"> <li>More housing growth than the CRP (Table 5)</li> <li>Significant (50%) reduction in job growth for East County compared to the CRP (Table 6)</li> </ul>
<i>Tri-Valley</i>	<ul style="list-style-type: none"> <li>Reasonable housing growth for Contra Costa, slight reduction for Alameda portion (Table 7)</li> <li>Increased jobs for Contra Costa; lower job growth for Alameda portion (Tables 8 and 10)</li> </ul>	<ul style="list-style-type: none"> <li>Significant reductions in planned housing growth</li> <li>Reasonable job growth for Contra Costa</li> <li>Significant reductions in job growth for Alameda (Table 10)</li> <li>Overall, 35% reduction in jobs (Contra Costa and Alameda combined – Table 12)</li> </ul>	<ul style="list-style-type: none"> <li>More housing growth for Contra Costa, less for Alameda portion (Tables 7 &amp; 9)</li> <li>More job growth for Contra Costa, less for Alameda portion (Tables 8 &amp; 10)</li> <li>Overall job growth similar to CRP (within 3%)</li> </ul>

households for Contra Costa County: that’s 24,100 households lower than the Constrained Core Concentration scenario comparable forecast.

*Restore Jobs to the East and West Subareas*

We are concerned about the cutback in job growth for both the East and West subareas. East County in particular is already “housing rich” and “jobs poor.” Yet all of the scenarios (FG, CCC, and OG) assume 50% fewer jobs than the CRP. Reduced job growth East County will only serve to exacerbate the congestion on Highway 4. We therefore cannot support any alternative that forces more East County residents to commute to the inner Bay to get to their jobs.

Historically, West County has had more workers than jobs, and prior to the recession the jobs-housing balance in that subarea was steadily improving. Yet all of the scenarios (FG, CCC, and OG) assume a 50% reduction in job growth. This assumption will generate congestion, especially on I-80, as more workers living in West County would be forced to commute to Oakland or San Francisco to their job.

In our previous letter, we advocated for consideration of “regional job centers.” We were initially heartened to learn that MTC/ABAG had added an Outward Growth Scenario specifically to respond to our suggestion. We are now, however, disappointed to find that the OG scenario increased housing in areas of Contra Costa that already were approaching jobs-housing balance (in Central County, for example), and reduced jobs in the places where jobs were needed the most (East and West County). We therefore request that you include an alternative that at a minimum restores job growth in West and East County to the CRP levels, and improves jobs-housing balance throughout Contra Costa.

*Central County Housing Growth Exceeds Available Capacity*

We question the housing assumptions for Central County under the OG Scenario, which adds 13,628 additional households compared with the CRP. This 38% increase assumes a growth rate of 1,646 new dwelling units per year, which would be unprecedented for Central County.

*Comments on the PDAs*

With regard to comments on individual PDA and city allocations, we defer to the attached letters received thus far from our local jurisdictions.

**Placing Land Use Changes in Context with the Overall GHG Reduction Target**

***Land use changes contribute to only a small portion of the AB-32/SB 375 target.***

After careful review of the SCS Alternatives, we feel compelled to comment on the overall GHG reduction targets and the factors that will help achieve them. Figure 3



shows the forecast of GHG emissions in the state of California over the next 40 years. During this time the target is to reduce carbon dioxide emissions to 85 million equivalent metric tons per year (tons) by the year 2050, a more than 80% reduction. By the year 2020, to return emissions to the 1990 level of 427 tons, forecast emissions of 507 tons have to be reduced by 80 tons. Of the 80 ton reduction, only three tons, or roughly four percent are to be achieved by altering land use patterns as envisioned through SB 375; the 96% balance is to be achieved from improved fuel standards, energy efficiency, industrial measures, and other methods to curb emissions from the construction, manufacturing, and agricultural sectors.

It is clear from Figure 3 that changes in regional land use patterns offer a proportionately small contribution to the overall strategy for reducing GHG emissions. Given the significant challenging regulatory, economic, and investment efforts necessary to fundamentally change land use patterns, the question of cost effectiveness arises: What are the costs of the relatively modest reductions in GHG emissions associated with variations in land use patterns? And might there be less costly, more feasible options for achieving them?

A key lesson that we have learned from the regional agencies' efforts is that GHG emissions aren't particularly sensitive to land use change. In fact, the Alternative Scenarios span from minus 7.9% to a minus 9.4%. Compared to the CRP, which received a minus 7.0%, even the most aggressive land use changes only move the needle a couple of points in the right direction. At the same time the newly introduced "policy directions" increase reductions by 6.5%. The combined effect of these directions has a reduction impact that is four times the variation among the Alternative Scenarios.

#### *Continued Support of the CRP*

We urge MTC/ABAG to restore the Current Regional Plans Scenario as a benchmark, or "Base Case" that gives us an "apples-to-apples" comparison with the SCS Alternatives. Specifically, we would like to see the CRP updated to the 2010 Census, and extended out to 2040, so it is comparable to the SCS alternatives. We would also like to see the CRP tested using the core transit network that was used to evaluate the Focused Growth and Constrained Core Concentration Scenarios. This will further inform us of the performance of the SCS alternatives, apples-to-apples.

We have attached here, our CRP forecast, and ask that you incorporate it into the SCS analysis as the "no-build" alternative.

#### *Request for a Sixth Alternative – Subregional Jobs-Housing Balance*

With the restored CRP at hand, we recommend that the regional agencies develop a sixth alternative that would blend the CRP with local plans for the development

prospects of the PDAs and other land use capacity options. This alternative, which we would call the “Subregional Jobs-Housing Balance” (SJHB) alternative, should also explore using a lower forecast that better reflects the continued ripple effects of the recession. When combined with a robust T-2040 transportation network, along with the newly introduced policy directions, the SJHB alternative should result in a reasonable, achievable SCS that has local support and is congruous with local land use plans and programs.

We look forward to continuing this very engaging and productive dialogue with you on the Bay Region’s future.

Sincerely,

**DRAFT**

Randell H. Iwasaki  
Executive Director

cc: CMA Directors  
Doug Kimsey, MTC  
Ken Kirkey, ABAG

File: 13.03.08.06

Attachments

Table 1. West County Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	88,549	26,334	114,883
3. Focused Growth	88,549	29,744	118,293
4. Core Concentration-Constrained	88,549	27,795	116,344
5. Outward Growth	88,549	29,651	118,200

\*2010 Base Normalized to 2010 Census

Table 2. West County Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	62,590	36,092	98,682
3. Focused Growth	62,590	18,775	81,365
4. Core Concentration-Constrained	62,590	18,087	80,677
5. Outward Growth	62,590	18,914	81,504

\*2010 Base Normalized to Alternative Scenarios

Table 3. Central County Household Forecasts (includes Lamorinda)

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	146,020	35,764	181,784
3. Focused Growth	146,020	39,185	185,205
4. Core Concentration-Constrained	146,020	32,920	178,940
5. Outward Growth	146,020	49,392	195,412

\*2010 Base Normalized to 2010 Census

Table 4. Central County Job Forecasts (includes Lamorinda)

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	176,455	56,873	233,328
3. Focused Growth	176,455	53,769	230,224
4. Core Concentration-Constrained	176,455	48,122	224,577
5. Outward Growth	176,455	65,632	242,087

\*2010 Base Normalized to Alternative Scenarios

Table 5. East County Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	102,962	36,286	139,248
3. Focused Growth	102,962	33,175	136,137
4. Core Concentration-Constrained	102,962	30,390	133,352
5. Outward Growth	102,962	47,355	150,317

\*2010 Base Normalized to 2010 Census

Table 6. East County Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	55,943	41,880	97,823
3. Focused Growth	55,943	17,100	73,043
4. Core Concentration-Constrained	55,943	15,565	71,508
5. Outward Growth	55,943	21,757	77,700

\*2010 Base Normalized to Alternative Scenarios

Table 7. TriValley - Contra Costa Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	37,833	8,632	46,465
3. Focused Growth	37,833	9,071	46,904
4. Core Concentration-Constrained	37,833	5,780	43,613
5. Outward Growth	37,833	10,155	47,988

\*2010 Base Normalized to 2010 Census

Table 8. TriValley - Contra Costa Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	57,882	14,819	72,701
3. Focused Growth	57,882	16,344	74,226
4. Core Concentration-Constrained	57,882	14,666	72,548
5. Outward Growth	57,882	20,001	77,883

\*2010 Base Normalized to Alternative Scenarios

Table 9. TriValley - Alameda Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	71,031	41,359	112,390
3. Focused Growth	71,031	34,060	105,091
4. Core Concentration-Constrained	71,031	28,744	99,775
5. Outward Growth	71,031	39,594	110,625

\*2010 Base Normalized to 2010 Census

Table 10. TriValley - Alameda Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	119,678	59,742	179,420
3. Focused Growth	119,678	37,941	157,619
4. Core Concentration-Constrained	119,678	33,781	153,459
5. Outward Growth	119,678	52,336	172,014

\*2010 Base Normalized to Alternative Scenarios

Table 11. TriValley - Total (CCC & AC) Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	108,864	49,991	158,855
3. Focused Growth	108,864	43,131	151,995
4. Core Concentration-Constrained	108,864	34,524	143,388
5. Outward Growth	108,864	49,749	158,613

\*2010 Base Normalized to 2010 Census

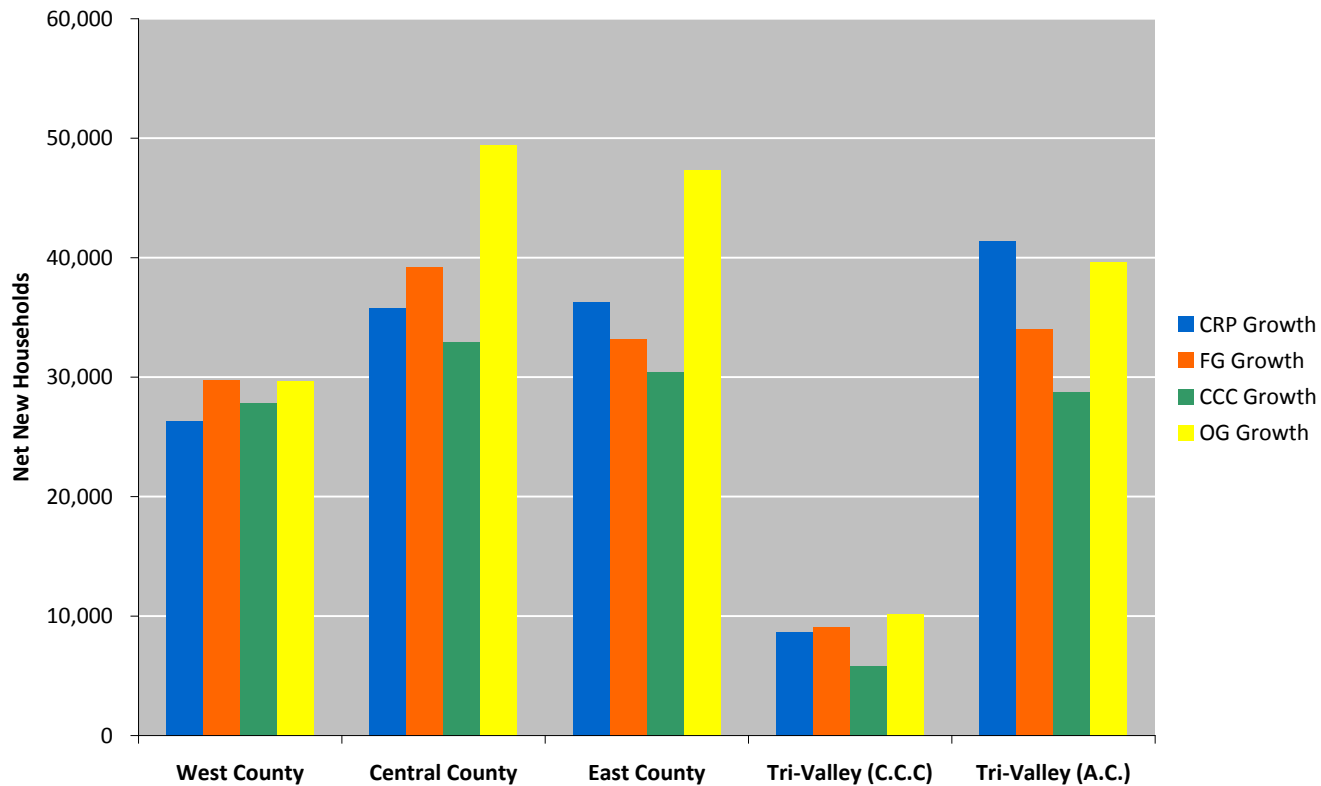
Table 12. TriValley - Total (CCC & AC) Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans*	177,560	74,561	252,121
3. Focused Growth	177,560	54,285	231,845
4. Core Concentration-Constrained	177,560	48,447	226,007
5. Outward Growth	177,560	72,337	249,897

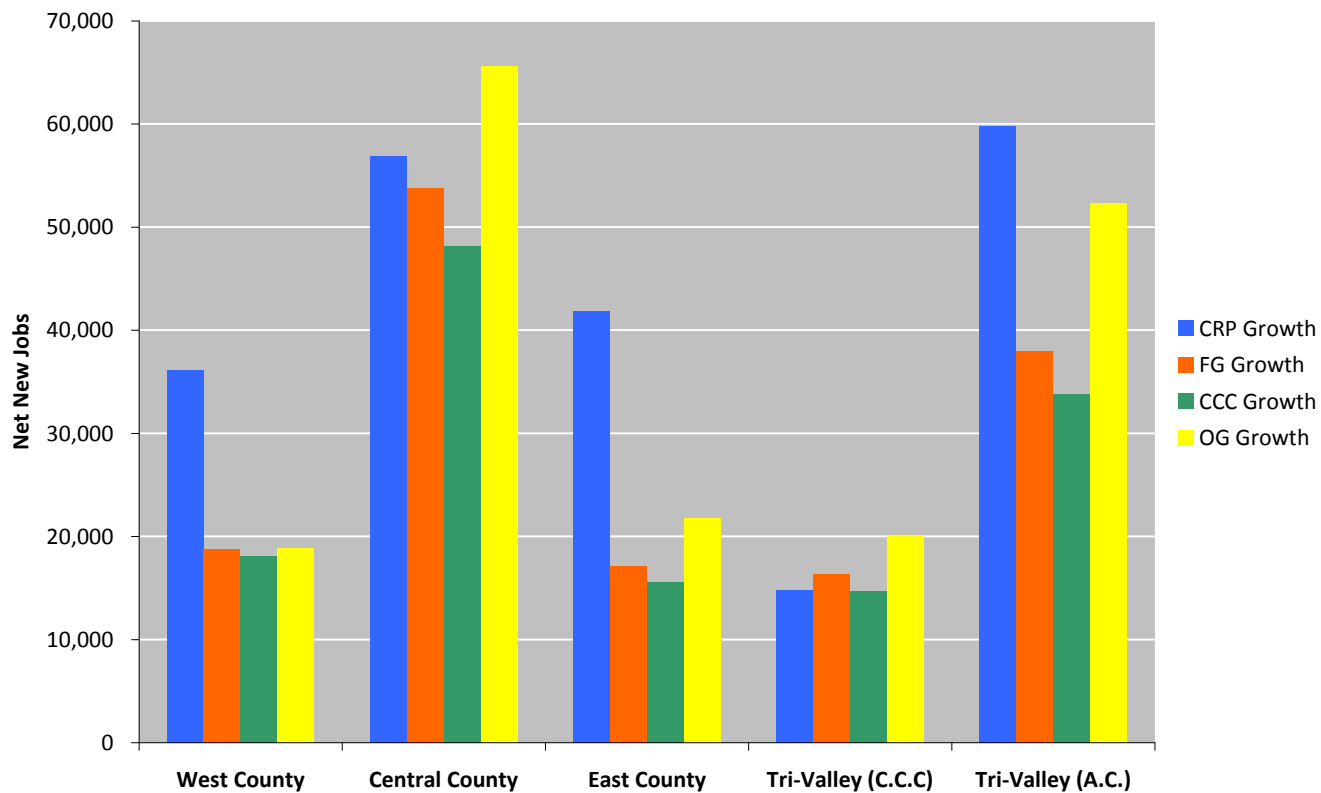
\*2010 Base Normalized to Alternative Scenarios



**Figure 1. Subregional Household Growth 2010 - 2040 by SCS Scenario**



**Figure 2. Subregional Job Growth 2010 - 2040 by SCS Scenario**



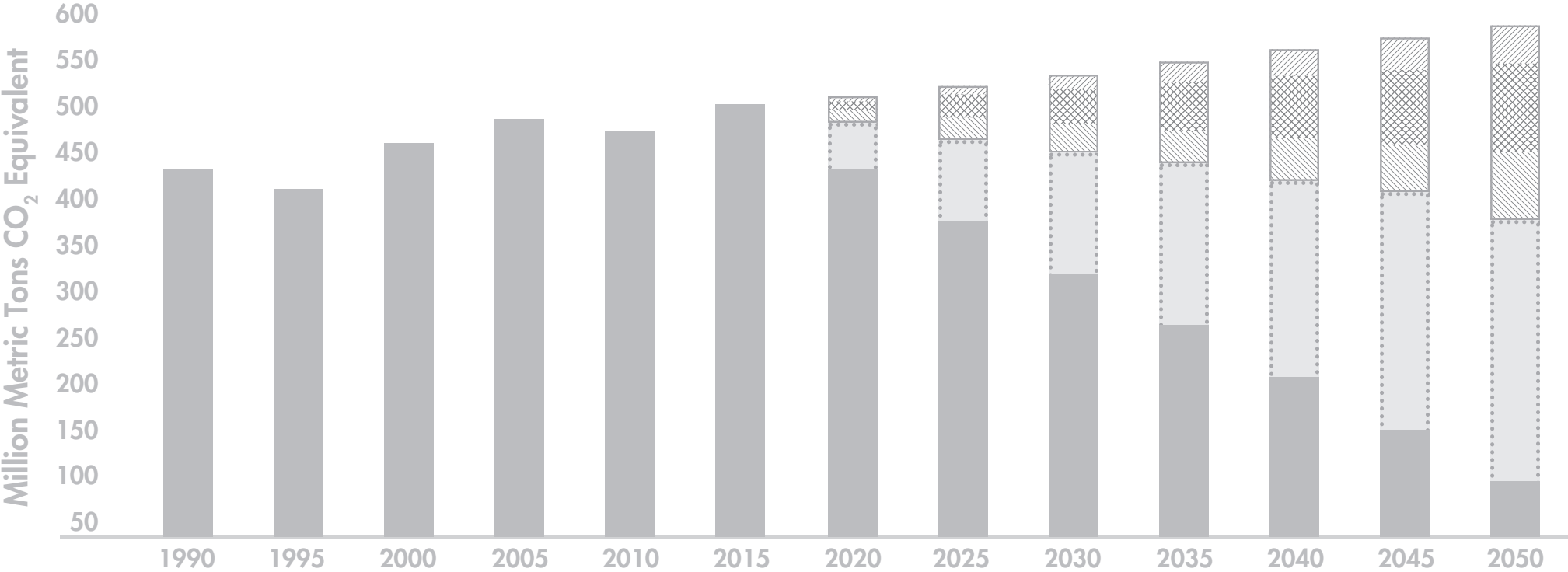
**FIGURE 3**

Regional Land Use and Transportation SCS  
*ACHIEVING GHG REDUCTION TARGETS*

■ Projected Emissions  
▤ Non-Transportation Emissions Reduction

Projected Land Use & Transportation Emissions Reduction

REGIONAL LAND USE & TRANSPORTATION (SCS)  
**LOW CARBON FUEL STANDARDS**  
TRANSPORTATION REDUCTIONS



	MMTCO <sub>2</sub> E
Required Reductions by 2020	80
Baseline Emissions	507
Target 2020 Emissions	427
Target 2050 Emissions	85

30

## ATTACHMENT B

### Comments Received from Local Jurisdictions on the SCS Alternative Scenarios

Date of Comment	From	Signed By
12/20/2011	City of Pleasant Hill	Greg Fuz, City Planner
1/18/2012	City of Pinole	Peter Murray, Mayor
1/24/2012	City of San Pablo	Cecilia Valdez, Mayor
1/26/2012	City of Antioch	Tina Wehrmeister, Community Development Director



## City of Pleasant Hill

December 20, 2011

Kenneth Kirkey, Planning Director  
Association of Bay Area Governments  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94604

**SUBJECT:** Priority Development Area Modification – Diablo Valley College Bus Transit Center and Buskirk Avenue Corridor, Pleasant Hill, CA

Dear Mr. Kirkey:

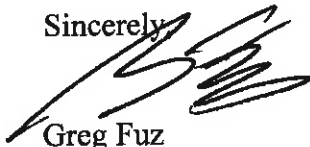
The City has recently concluded a review of the boundaries of its two existing Priority Development Areas (PDA's) located at the Diablo Valley College Bus Transit Center and within the Buskirk Avenue Corridor. The purpose of conducting this review was to ensure that the PDA boundaries more accurately reflect, and take into consideration, existing adopted City land use and planning maps and documents, including, but not limited to the General Plan Land Use Map, Zoning Map, applicable specific plan boundaries, redevelopment project area boundaries, Housing Opportunity sites, as well as, right-of-way and parcel boundaries. The revised boundaries also exclude existing single family residential neighborhoods that are not contemplated to transition to other uses during the planning period. The PDA boundaries originally established in 2007 were conceptual in nature and, as a result, should not be relied on for SCS scenario planning and/or related employment and household growth projections. Please provide the attached revised PDA boundary maps to the appropriate staff in your organization so that they can be referenced as the SCS process goes forward. Please also note that the City continues to be concerned that the projections for household and employment growth being made by the SCS team substantially exceed the amount of growth the City anticipates will occur as envisioned in our General Plan and based on constraints noted in our May 17, 2011 correspondence (attached) commenting on the Initial Vision Scenario.

Further information regarding the PDA boundary revisions is included in the attached applications which we are providing to you in the event that they are needed for your records. Also please note that the overall vision and place type for both PDA areas are unchanged from when both were first designated as PDA's.

The revised PDA boundaries have been reviewed and approved by both our Planning Commission and our City Council (see attached resolutions and exhibits).

If you have any questions please contact me at (925) 671-5218 or through email at [gfuz@ci.pleasant-hill.ca.us](mailto:gfuz@ci.pleasant-hill.ca.us).

Sincerely,

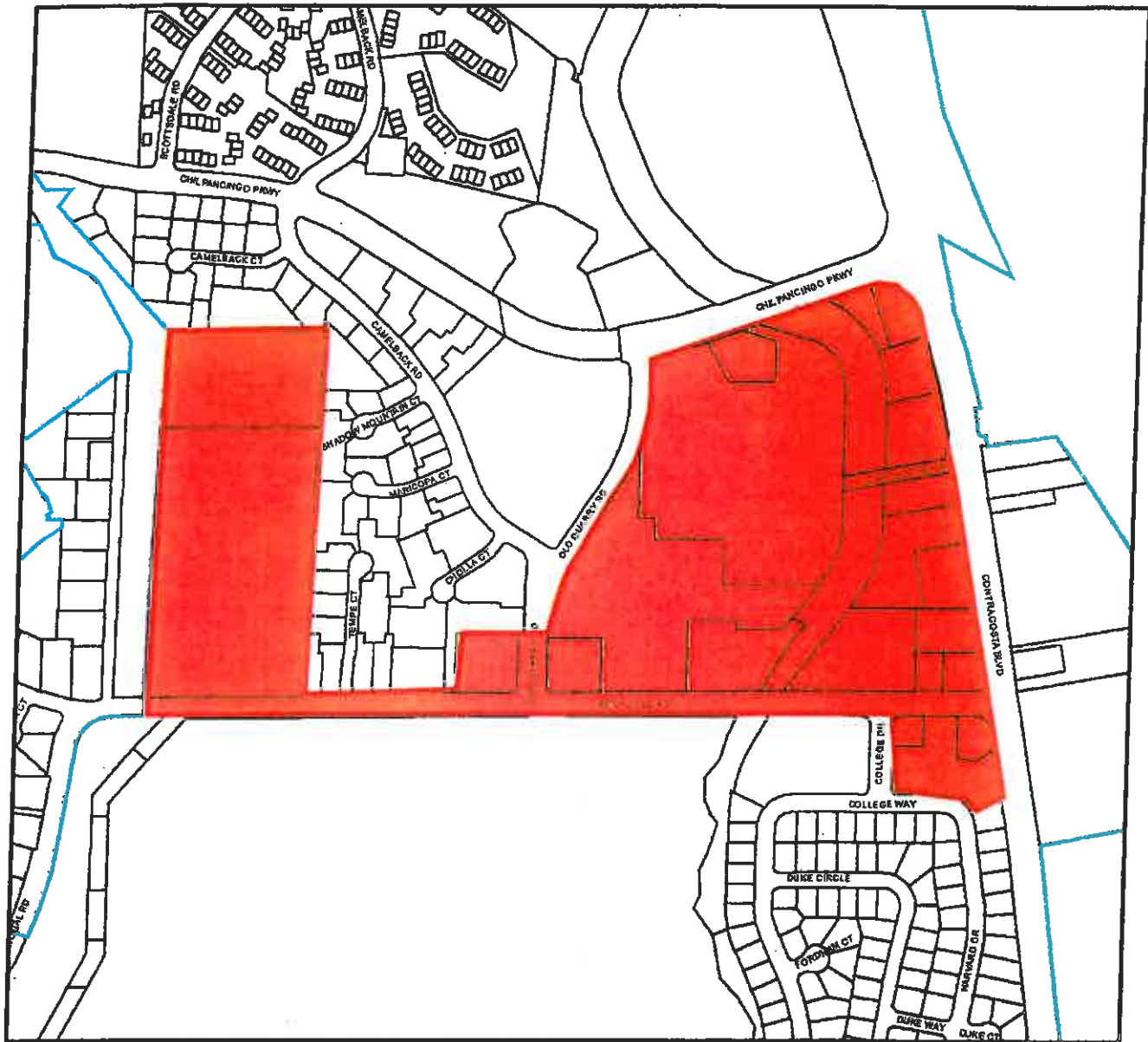


Greg Fuz  
City Planner

Attachments:

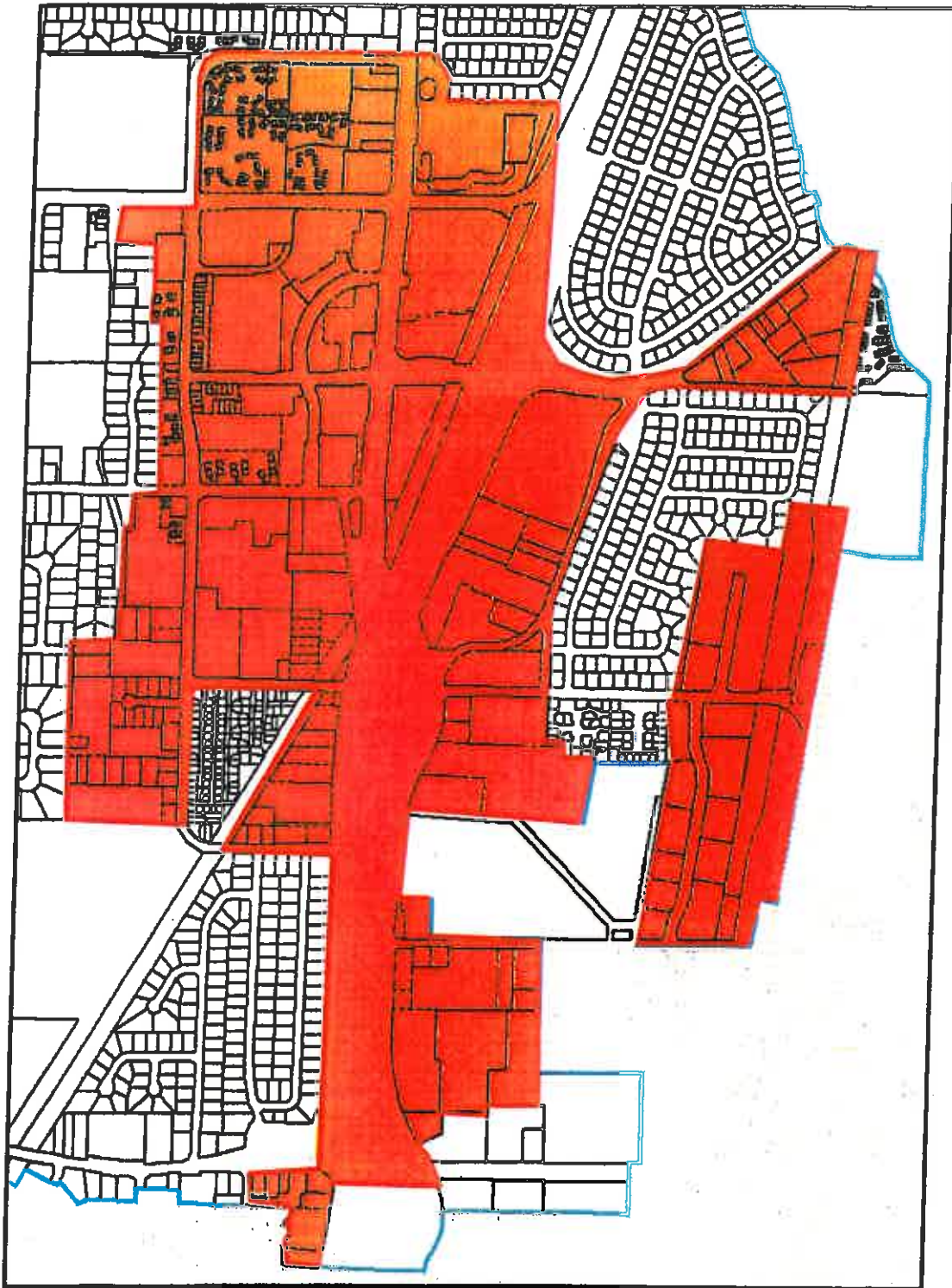
- A Letter from the City of Pleasant Hill Mayor to the ABAG, MTC and BAAQMD, dated May 17, 2011
- B City Council Resolutions of Support for PDA Modifications, including Proposed Modified Priority Development Area boundaries (both PDA's)
- C Planning Commission Resolutions of Support for PDA Modifications (both PDA's)
- D Amended FOCUS Priority Development Area Applications (both PDA's)

CC: City Council  
Planning Commission  
City Manager  
City Attorney  
City Engineer  
File



**PRIORITY DEVELOPMENT AREA  
PROPOSED MODIFICATION  
DIABLO VALLEY COLLEGE BUS TRANSIT CENTER**





**PRIORITY DEVELOPMENT AREA  
PROPOSED MODIFICATION  
BUSKIRK AVENUE-MONUMENT BOULEVARD CORRIDOR**





# CITY OF PINOLE

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2131 Pear Street  
Pinole, CA 94564

Tel: (510) 724-8912  
Fax: (510) 724-4921

January 18, 2012

Mr. Mark Green, Chair  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607-4756  
Via Email: [markg@unioncity.org](mailto:markg@unioncity.org)

Ms. Adrienne J. Tissler, Chair  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street Oakland, CA 94607-4770  
Via Email: [atissier@co.sanmateo.ca.us](mailto:atissier@co.sanmateo.ca.us)

**RE: Sustainable Communities Strategy – Alternative Land Use Scenarios**

Dear Mr. Green and Ms. Tissler,

Thank you for providing the Sustainable Communities Strategy land use alternative scenario information for our consideration and input. The City has reviewed the alternative scenarios and underlying assumptions and compared the 30-year forecasts to our recently updated General Plan and Three Corridors Specific Plan.

Our specific plan applies to portions of the City (San Pablo Avenue, Pinole Valley Road, and Appian Way) that the City has prioritized for development. The City was mindful of SB375 requirements when establishing the policy direction and development standards to support sustainability and GHG reduction over time within our land use planning documents. We utilized property owner input and parcel specific analysis to determine dwelling unit potential and assess market demand for job-generating land uses. We allowed for greater development intensification and adopted a variety of mixed use designations to provide flexibility to respond to changing market conditions. We also included extensive policy support for encouraging the evolution of a multi-modal transportation system including greater transit ridership. This policy direction depends on future regional funding to support more efficient transit service within Pinole including the extension of new passenger service travel modes to northwest Contra Costa County to relieve Interstate 80 congestion over time.

This letter follows prior City staff feedback to ABAG staff over the past two years including comments on the Initial Vision Scenario last May. We are pleased that ABAG and MTC have prepared alternatives to the Initial Vision Scenario to provide a more realistic distribution of housing units based on proximity to existing transit. We believe the Core Concentration scenario which more closely links housing growth to frequent transit service is a more realistic approach than was used in the Initial Vision scenario. We also support allocating at least 70 percent of planned housing production within PDAs that are closest to major downtowns and along key transit corridors where viable alternatives to auto use now exist.



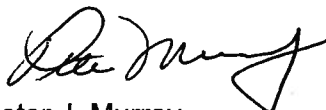
Due to our financial capacity and current transit service levels, we believe enhanced transit investment within Pinole is needed to support the transit-oriented higher densities of over 30 dwelling units per acre planned within portions of Pinole. This may not be feasible within the preferred SCS alternative. Additionally, the land assembly challenges associated with small properties under separate ownership and local socio-economic conditions, including school quality, hinder likely housing growth within Pinole. Consequently, we believe a maximum of 17% household growth or approximately 1,100 housing units should be utilized for Pinole in the preferred SCS alternative.

Through the City's recent planning effort, the City increased its employment development potential by intensifying allowable non-residential development along the Specific Plan Corridors in Pinole. As part of the review of the SCS job growth alternative assumptions, the City evaluated existing employment densities and the economic forecasts utilized to prepare the Specific Plan. Based on this information, the City anticipates job growth of approximately 16% or 1,000 jobs during the SCS planning period. The City also supports the employment growth assumption that at least 50 percent of job growth should be expected to occur in the region's 10 largest cities and the remaining 50 percent should be planned primarily for PDAs closest to key transit corridors.

We appreciate this opportunity to provide initial feedback on the detailed SCS alternatives. During the coming weeks, City staff will provide further information.

We look forward to working with you during the SCS and RTP preparation process.

Sincerely,



Peter J. Murray  
Mayor

cc: Ken Kirkey, ABAG Planning Director  
Sailaja Kurella, Regional Planner  
Martin Engelman, CCTA  
Christina Atienza, WCCTAC  
Project File



January 24, 2012

Ms. Sailaja Kurella, Regional Planner  
Association of Bay Area Governments  
101 Eighth Street  
Oakland, CA 94607-4756

**Subject: Comments on the “Alternative Scenarios”**

Dear Ms. Kurella,

This letter is in response to the recent release of the Technical Analysis on the five proposed Alternative Scenarios by MTC/ABAG to develop a Sustainable Communities Strategy (SCS). As an unconstrained scenario, the City of San Pablo recognizes that many of the assumptions in the first scenario, the Initial Visions Scenario (IVS), would have to change in order for the SCS to be an effective and realistic tool toward meeting the greenhouse gas reduction goals established by AB 32 and SB375.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained.

The report released in December of 2011 defines and analyses the five Alternative Scenarios (one of which is the Initial Vision Scenario itself); and offers four additional Alternatives to meet the goals of the SCS. The City of San Pablo has formed a City Council Ad-Hoc Subcommittee that has been selected to review and provide feedback on the development of the SCS. Below are our comments on each of the proposed scenarios:

City to 10,618 - practically a 1:1 ratio between households and jobs. The jobs would be strategically centered along the PDA's in San Pablo (San Pablo Avenue, and 23rd Street). This option is consistent with our local planning efforts and encourages a healthy balance of households to jobs that would be of great benefit to our community and will result in a reduction in Vehicle Miles Traveled by our residents to jobs outside of our City, and hence a reduction in greenhouse gases, as required by SB375 and AB32.

We look forward to continuing to work with you through this very important planning process. We are also very interested in learning how the recent State Supreme Court ruling on Assembly Bill x1 26 and Assembly Bill x1 27 will affect the development of the SCS and future funding for PDA's.

We would also like to assert that the City of San Pablo is committed to participating in the SCS process and we would be more than willing to discuss any practical and achievable local land use planning efforts that meet the needs and maintain the character of our City and work to address the goals of AB32 and SB375. We realize that no one scenario is going to fit perfectly the needs of every jurisdiction. Please feel free to contact Tina Gallegos, City Planner if you have any additional questions or would like to schedule a follow up meeting. We look forward to continuing to work with you through this very important planning process.

Sincerely,



Cecilia Valdez  
Mayor of the City of San Pablo

cc: San Pablo City Council  
City Manager



January 26, 2012

Ms. Adrienne J. Tissier, Chair  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Mr. Mark Luce, President  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607

**Re: Comments on the Sustainable Communities Strategy –  
Alternative Land Use Scenarios**

Dear Ms. Tissier and Mr. Green:

Thank you for the opportunity to comment on the Sustainable Communities Strategy – Alternative Land Use Scenarios. The Alternative Land Use Scenarios, along with comments received, will be used to develop the preferred scenario and the Sustainable Communities Strategy (SCS) required by SB 375. The overarching goal of SB 375 and the SCS is to reduce greenhouse gas emissions by integrating transportation and land use planning.

As an additional means of reducing greenhouse gas emissions, the City has previously stated that it would support a SCS that shows future job growth in areas that are already "housing rich" which will reduce commute times. It is therefore disappointing to see that all scenarios do not project the amount of jobs that Antioch is hoping to attract in the future. In particular I would like to call your attention to the Hillcrest e-BART Station PDA. The City has prepared a specific plan for this area which calls for transit oriented development that will be a job center as well as contain high density residential development. The specific plan projects 5,600 jobs in this PDA alone while the SCS Alternative Land Use Scenarios project 321 jobs at best and 155 jobs at worst. This discrepancy skews the job projections for the entirety of the City.

The City recognizes that focusing future housing density near transit hubs is an important way to reduce greenhouse gas emissions as the region grows. Therefore, Antioch would support the Focused Growth Scenario which emphasizes housing along major transit corridors with the caveat that all scenarios are flawed in projecting future jobs as discussed above.

Comments on the Sustainable Communities Strategy –  
Alternative Land Use Scenarios  
January 26, 2012  
Page 2

Again, thank you for the opportunity to comment on the Alternative Land Use Scenarios. I am available to discuss the City's position with ABAG and MTC staff and can be reached at 925.779.7038 or [twehrmeister@ci.antioch.ca.us](mailto:twehrmeister@ci.antioch.ca.us).

Sincerely,

A handwritten signature in black ink, appearing to read "T. Wehrmeister".

Tina Wehrmeister  
Community Development Director

cc: City Council  
Planning Commission  
Jim Jakel, City Manager  
Mindy Gentry, Senior Planner  
Ezra Rapport, ABAG  
Ken Kirkey, ABAG  
Steve Heminger, MTC  
Doug Kimsey, MTC

**Scenario 1 (*The Initial Vision Scenario*) and Scenario 2 (*Core Concentration Scenario*):**

Based on the Technical Analysis released in December, both of these scenarios are based on unconstrained growth; assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario which was released in March 2011 was discussed at our City Council in May of 2011. At that time it was concluded that this unconstrained scenario would be unattainable given the lack of resources and economic support. Scenario 2, Core Concentration, which is also an “unconstrained” scenario, faces the same challenges as Scenario 1 as far as the need for unprecedented funding. The difference between the two being that Scenario 2 would be developed to provide a more concentrated development pattern along transit corridors. These two scenarios continue to be unattainable and inconsistent with local planning efforts as far as the number of Households that would be allocated to San Pablo.

**Scenario 3 (*The focused Growth Scenario*) and Scenario 4 (*Constrained Core Concentration*):**

Both of these scenarios concentrate housing and job growth at **selected** Priority Development Areas in the inner Bay Area along the region's core transit network and job centers- San Francisco, Oakland, San Jose. These two scenarios assume the same total number of Households for San Pablo of 11,108. In the past year, the City of San Pablo has conducted extensive public outreach in efforts to inform a New General Plan for the City and a new Specific Plan for San Pablo Avenue that focuses on Transit Oriented Development and developing a complete community. Local efforts have resulted in the creation of new General Plan designations and densities. To this effect the maximum build out for San Pablo is to accommodate a total of 10,620 households and both Scenario's 3 and 4 would undermine this local planning effort.

**Scenario 5 (*Outer Bay Area Growth Scenario*):**

This scenario addresses higher levels of growth in the Outer Bay Area and is closer to previous development and the local planning efforts of jurisdictions in the past years, but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average. This scenario also assumes more growth of households in what is considered the Outer Bay Area, while allowing for greater growth along PDA's. **For San Pablo this is the alternative that makes the most sense.** This scenario assumes the number of households would be at 10,620, in line with our recently adopted General Plan, and it also increases the number of jobs in our

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**ATTACHMENT 6.B**



## Planning Committee **STAFF REPORT**

**Meeting Date:** February 1, 2012

Subject	Comments on Metropolitan Transportation Commission's (MTC) Proposed OneBayArea Grant
<b>Summary of Issues</b>	MTC has prepared a proposed approach for allocating expected federal funds from the Surface Transportation (STP) and Congestion Management-Air Quality (CMAQ) programs. In preparing the proposed grant, MTC responded to, but did not necessarily incorporate, comments it received on the draft approach to the grant. Several of the comments that the Authority made, for example, were not incorporated. Authority staff has prepared a draft letter commenting on the OneBayArea grant proposal for Planning Committee review and comment
<b>Recommendations</b>	Recommend sending comment letter on the proposed OneBayArea Grant to MTC
<b>Financial Implications</b>	MTC is proposing to allocate \$36 million in federal STP and CMAQ funds to Contra Costa through the OneBayArea Grant
<b>Options</b>	Make no further comments on the grant program as proposed
<b>Attachments</b>	<p><b>A.</b> Letter from Contra Costa County to Randell Iwasaki, January 4, 2012</p> <p><b>B.</b> Comparison of Authority comments and MTC Responses</p> <p><b>C.</b> Draft comment letter from Randell Iwasaki to Steve Heminger</p> <p><b>D.</b> Update on Proposed OneBayArea Grant, from MTC, January 13, 2012</p>
<b>Changes from Committee</b>	

## **Background**

As the metropolitan planning organization (MPO) for the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) oversees the expenditure of federal Surface Transportation Program (STP) and Congestion Management-Air Quality (CMAQ) programs funds within the Bay Area. In December 2009, the commission adopted an approach for allocating the \$1.4 billion estimated to be available from FY 2010 through FY 2015. The adopted approach described the funding programs included and the specific funding levels assigned to them for the first three years of the program (Cycle 1) as well as the overall framework for the last three years (Cycle 2).

The Authority and other congestion management agencies (CMAs) were given the responsibility for allocating funds during those first three years through the CMA Block Grant program. The CMA Block Grant covered three funding programs: the county portion of MTC's Transportation for Livable Communities (TLC) program, the Regional Bicycle Program (RBP) and the Local Streets and Roads Shortfall (LSRS) program. In addition, the CMAs were responsible for allocating funding through the Safe Routes to School (SR2S) component of the Climate Initiatives Program.

In July, 2011, MTC and the Association of Bay Area Governments (ABAG) released a draft approach for allocating Cycle 2 of federal STP and CMAQ funds, which they are calling the OneBayArea Grant. The draft grant proposed significant changes to the approach for Cycle 2 that MTC adopted in December 2009, some positive and others not. For example, while the draft approach to the OneBayArea Grant allowed complete flexibility among the four funding programs (local street maintenance, TLC, RBP, and SR2S), it required 70 percent of funds to be allocated to projects within established Priority Development Areas (PDAs).

In September, 2011, the Authority sent a letter to MTC that identified several concerns about the draft approach (see Attachment A). These concerns included the required 70/30 split between funding for projects in PDAs and those outside PDAs and the requirement that jurisdictions adopt a Community Risk Reduction Plan.

In January, 2012, MTC released a second draft of the proposed OneBayArea Grant. The revised approach to the grant responded to many of the comments received, accepting some but rejecting others, including those comments that the Authority submitted. The table shown in Attachment B compares the Authority's comments with MTC's responses. Positive changes, in Authority staff's opinion, include:

- Allow a project to count toward the PDA target if it "connects to or provides proximate access to a PDA"

- Expand eligibility for pedestrian and bicycle facilities (not limited to MTC's regional bikeway network)
- SR2S funds can be used in areas that "may or may not be in PDAs"
- No longer requires adoption of parking pricing policies and a Community Risk Reduction Plan for sponsors to be eligible for funding
- Allows land/easement acquisition, farm-to-market capital projects and access to open space to be funded in Priority Conservation Areas (PCAs)

The proposed grant program, however, retains several objectionable components:

- Retains the 70/30 split between PDAs and non-PDAs although it now exempts SR2S projects and programs and counts a project in the 70 percent if it "directly connects to or provides proximate access to a PDA"
- Local roadway maintenance and RBP funds are still subject to the 70/30 split
- Doesn't recognize earlier CMA commitments
- Continues to require compliance with the Complete Streets Act of 2008 by July 1, 2013
- Requires housing elements to meet the *current* (2007–2014) (Regional Housing Needs Allocation) RHNA and have Housing & Community Development (HCD) approval

In addition, the new proposal requires jurisdictions to pass a "resolution of intent" to link their RHNA numbers, their PDAs, and zoning policies to be eligible for any funding through the grant program. In staff's view, this requirement seems redundant and unnecessary since under State law these three are already required to be consistent with each other.

Staff has no issue with the requirement that project proponents submit their complete streets checklist before a CMA or county makes its funding recommendations. This change would allow reviewers to understand the impacts that the proposed project would have on bicycle and pedestrian travel when setting funding priorities. Staff is concerned, however, with potential changes in how those checklists are reviewed. Changes to this process might end up overburdening bicycle-pedestrian advisory committees (BPACs) including the Authority's own CBPAC.

Finally, every CMA would be required to adopt a PDA growth strategy. At this time, staff has no information on what such a growth strategy would entail and can thus not determine whether this is a positive change. The Authority intends to develop complete streets/sustainability policies over the next year or so. If these policies, which will be Contra Costa-specific, can serve as the basis for the PDA growth strategy, then such a requirement could be positive.

Staff has prepared a draft letter outlining our concerns with the new proposal for the OneBayArea Grant (see Attachment C).

### **TCC COMMENTS**

The Technical Coordinating Committee (TCC) discussed this item at its January 19, 2012 meeting. Overall, the TCC agreed with the points made in the draft letter, but raised two additional concerns.

First, the TCC suggested that the definition of the term “proximate access” should remain undefined so that each CMA can define it to reflect that county’s particular characteristics. In keeping with that, they asked that the letter remove the recommendation to use three miles as the limit of proximate for bicycle trips, although that could remain as an example.

Second, the TCC was concerned with potential changes to the process for preparing, submitting and reviewing its Complete Streets Checklist. Currently, project proponents submit their checklists *after* receiving approval for funding through MTC and county BPACs are informed that they can review them only then. There is no requirement that BPACs formally review each checklist.

MTC is considering changes to this process including changes to checklist itself, a requirement that project proponents submit their checklist for review *before* funding is recommended and a possibly more significant role for county BPACs. The TCC was also concerned about this final change and the impact it might have on the work load of staff and the BPACs. Given that they already have a fairly full set of responsibilities, requiring the BPACs to formally review every complete streets checklist could overwhelm them. The TCC felt that it was not realistic to have BPACs do an in-depth review of every project application.

The letter has been revised to address the TCC’s two concerns.



Contra Costa County  
Public Works  
Department

Julia R. Bueren, Director

Deputy Directors  
R. Mitch Avalon  
Brian M. Balbas  
Stephen Kowalewski

January 4, 2012

Randy Iwasaki  
Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, California 94597

RE: One Bay Area Grant – Cycle 2 STP/CMAQ Funding

Dear ~~Mr. Iwasaki~~ <sup>RANDY</sup>:

At the December 14, 2011 meeting of the Board of Supervisor's Transportation Water and Infrastructure Committee, County staff presented an informational item regarding MTC's proposal on the One Bay Area Grant. Staff presented background material on the proposal and included a copy of the County's comment letter sent to Doug Kimsey at MTC outlining several concerns the County has with MTC's proposal. The Board's committee recommended that a copy of the County's comment letter be provided to the Contra Costa Transportation Authority for your information. A copy of the letter is enclosed.

If you have any questions or need additional information, please contact me at 925-313-2225 or at [skowa@pw.cccounty.us](mailto:skowa@pw.cccounty.us).

Sincerely,

Stephen Kowalewski  
Deputy Director

SK:lz  
G:\Admin\skow\MTC LSRWG\OBAG - Iwasaki letter.doc  
Enclosure

c: Amin AbuAmara, CCTA  
J. Bueren, PWD  
S. Goetz, DCD  
J. Cunningham, DCD

County Administration Building  
651 Pine Street, Room 106  
Martinez, California 94553

John Gioia, 1<sup>st</sup> District  
Gayle B. Uilkema, 2<sup>nd</sup> District  
Mary N. Piepho, 3<sup>rd</sup> District  
Karen Mitchoff, 4<sup>th</sup> District  
Federal D. Glover, 5<sup>th</sup> District

## Contra Costa County



David Twa  
Clerk of the Board  
and  
County Administrator  
(925) 335-1900

September 1, 2011

Mr. Doug Kimsey  
Planning Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**RE: OneBayArea Grant – Cycle 2 STP/CMAQ Funding**

Dear Mr. Kimsey:

Contra Costa County has had the opportunity to review the draft framework for the "OneBayArea" Grant – Cycle 2 STP/CMAQ Funding (OBAG). The County would like to offer the following comments based on the information provided.

1. Ensure sufficient STP funds are available to honor each county's LSR funding anticipated under the original framework. The Contra Costa CMA made funding commitments to their member jurisdictions during the programming of Cycle 1 funds based on their understanding of distribution formulas which would follow in Cycle 2. This was implemented for a variety of reasons, such as to accommodate the minimum project size specified by MTC. It is unclear if the current proposal would allow the CMA to follow through on those commitments. Assurance could be provided by applying the proposal to require that 70% of funds be spent on projects in PDAs only to CMAQ funds, or by retaining the existing formula for allocation of STP funding to the CMAs for programming.
2. Revise Performance Accountability Requirements: The parking/pricing requirement in 1(a) should only apply to areas that have viable transportation alternatives. The County has parking policies for transit oriented areas that require less parking than what is required for other unincorporated areas of the County. Such policies recognize that parking needs in our communities vary with the availability of practical alternatives to the automobile. This approach to parking policies should qualify for meeting this requirement.

Replace the language in item 1(b) to make reference to a programmatic approach to air quality/greenhouse gas reduction per CEQA guidelines. Reliance on the Community Risk



Reduction Plans as the only option is not realistic because these plans are still in pilot phase, are not a requirement of CEQA guidelines, not all jurisdictions have communities subject to toxic air contaminants, and such plans bear little relationship to any of the objectives of SB 375. It is reasonable to expect that many local agencies can develop a programmatic approach to greenhouse gas reduction.

Delete the requirement for jurisdictions to adopt policies that ensure that new development projects do not displace low income housing. The only areas in Contra Costa where displacement of low income residents might be an issue is for redevelopment projects. State law already requires such displacement policies for redevelopment projects. Otherwise, the County's recently certified housing element doesn't even mention displacement of low income housing as an issue.

If there is a need for a fourth option, add a category that is supportive of coordinating local transportation and land use, such as adoption of an urban limit line or growth boundary. Such policies limit expansion of urban development into resource areas, farmland and rural areas, and are more likely to reduce vehicle miles traveled in the Bay area than a policy on displacement of low income housing.

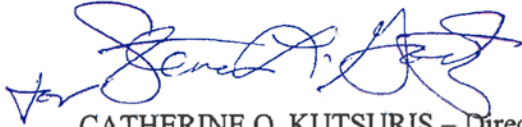
Expand the proposed Priority Conservation Area (PCA) Planning Program to counties with populations 500,000 and over. Contra Costa has PCA designations for its 7,500-acre Agricultural Core and the 30,000-acre preserve system of the East Contra Costa Habitat Conservancy. These areas are as deserving of the opportunity to compete for this planning program as PCAs in smaller counties.

Make the PCA funding under OBAG eligible for projects. SB 375 requires "transportation investments for preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs," (Government Code section 65080(b)(4)(C)). "Planning" is the only eligible activity listed in the OBAG draft. SB 375 specifically requires that agencies which have resource areas or farmland be provided financial incentives for the preservation and safety of the local roadways serving these lands. SB 375 does not limit the transportation investments to only planning activities.

Again, the County appreciates the efforts by MTC to modify these fund programs to provide more flexibility and efficiency. However we do feel that more work would need to be done with the proposal. The County looks forward to being involved in further discussions regarding the proposed framework for the OneBayArea Grant program.

Mr. Kimsey  
September 1, 2011  
Page 3 of 3

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine O. Kutsuris".

CATHERINE O. KUTSURIS – Director  
Conservation and Development Department

A handwritten signature in blue ink, appearing to read "Julie Bueren".

JULIE BUEREN – Director  
Public Works Department

cc: Steven L. Goetz, DCD  
Steven Kowalewski, PWD  
Chris Lau, PWD



## Comparison of Authority Comments with Proposed MTC Responses

<i>Authority Comment</i>	<i>MTC Response</i>
The grant program should recognize and allow prior CMA commitments of Cycle 2 funding	Doesn't recognize prior commitments
Funds for maintenance projects should be treated separately from funds for other programs	Maintenance funds are still counted in PDA/non-PDA split although projects connects to or provides proximate access to a PDA would be counted
Use actual forecasts of development in the PDAs to determine the split OR using locations within or supporting a PDA as only one of the criteria for selecting projects for funding	No change, although northern counties share was reduced to 50/50
Projects in locations that support PDAs should be counted as part of the PDA share	Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA; expand eligibility for pedestrian and bicycle facilities (not limited to MTC's regional bikeway network)
Safe Routes to School funds should not be subject to the 70/30 PDA requirement	Appears that SR2S funds can be used in areas that "may or may not be in PDAs"
Projects funded through the Regional Bicycle Program should not be subject to the 70/30 split	Regional Bicycle Program funds are still subject to the PDA/non-PDA split although projects that connect to or provide "proximate access" to a PDA would be counted as part of the PDA (70%) share
If retained, the eligibility standards should be modified to:	
Eliminate parking pricing as a standard since, while many have considered them, few agencies have actually implemented them	Appears to have been eliminated
Eliminate the Community Risk Reduction Plan requirement since these plans are still a work in progress and few have been prepared and adopted	Appears to have been eliminated

*Attachment B*  
*Comparison of Authority Comments and Proposed MTC Responses*  
*Page 2 of 2*

<i>Authority Comment</i>	<i>MTC Response</i>
Eliminate the complete streets policy requirement	Retained to require compliance with Complete Streets Act of 2008 by July 1, 2013. Does not address, however, what would happen if a sponsor did not meet this deadline but had already received its “notice to proceed” (E-76)
Don’t require HCD approval of Housing Element	Requires HCD approval of housing element that meets the <i>current</i> (2007–2014) RHNA  To be eligible, jurisdictions must pass a “resolution of intent” to link their RHNA numbers, their PDAs (apparently even if they don’t have any), and zoning policies
Standards on supportive policies should not be used to determine eligibility	Requires supportive policies (compliance with Complete Streets Act and HCD approval of Housing Element)  Adds a requirement that every CMA adopt a PDA growth strategy  In addition, complete streets checklists must be submitted before a county recommends that a projects be funded (though this shouldn’t be a significant burden)
Monies set aside for Priority Conservation Areas (PCAs) should be available for actual maintenance and improvement of roads	Allows land/easement acquisition, farm-to-market capital projects and access to open space
The proposal needs to clarify how TFCA and other funds would be incorporated into the OneBayArea grant	Unclear
Other agencies — for example, transit agencies or park districts — would not be eligible since they could meet none of these requirements	Unclear



COMMISSIONERS

February 15, 2012

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Don Tatzin,  
Vice Chair

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Mr. Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**DRAFT**

**Subject: *Comments on the Proposed OneBayArea Grant Program***

Dear Mr. Heminger:

Thank you for the opportunity to comment on the proposed OneBayArea grant program, dated January 13, 2012. While we find that the revised proposal has made some real improvements compared with the July 2011 draft, we continue to have some significant concerns about the proposed approach to the grant.

On the positive side, the proposal would:

- Allow a project to count toward the PDA target if it “connects to or provides proximate access to a PDA”
- Expand eligibility for pedestrian and bicycle facilities
- Allow SR2S funds to be used in areas that “may or may not be in PDAs”
- No longer require adoption of parking pricing policies and a Community Risk Reduction Plan for sponsors to be eligible for funding
- Allow land/easement acquisition, farm-to-market capital projects and access to open space to be funded in Priority Conservation Areas

These changes would make the grant process more realistic and feasible.

Despite these positive changes, however, the proposed grant program retains or adds components that the Authority believes need to be modified:

**Proposal Retains the 70/30 Split between PDAs and Non-PDAs**

While the proposed approach would exempt SR2S projects and programs and would count projects as part of the 70 percent if it “directly connects to or provides proximate access to a PDA”, it would keep the 70/30 split for all but the North Bay counties. The reason MTC gives for allowing a 50/50 split for the North Bay is that “there are relatively fewer PDA opportunities in those counties.” That reasoning, however, also applies to Contra Costa. Only one percent of the county is in a designated PDA and only eight percent of the urbanized portion of Contra Costa is in a PDA. If we

Randell H. Iwasaki,  
Executive Director

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exclude the Concord Naval Weapons Station, which will not be developed until after the Cycle 2 funding period, then only five percent of Contra Costa's urbanized land is in a PDA.

**PDA's are only one of many "smart growth" tools.** More fundamentally, while PDAs can be a useful tool in encouraging "smarter" growth, they are only one tool of many that encourage more walking, bicycling and transit use. Even if most future growth is directed to PDAs, most trips in the future will be generated in other areas, some of which are *not* designated PDAs but where improvements in pedestrian, bicycle and transit access could help achieve reductions in greenhouse gas emissions and other regional goals. More Cycle 2 funds should be available for these areas.

We suggest that MTC would be better served by using one of the two following options instead of the arbitrary 70/30 split. The OneBayArea Grant could either

1. Give priority — but not a predetermined share — to projects in or serving PDAs or
2. Use the purposes for the PDAs — namely to encourage walking, bicycling and transit use and the development of higher-density, transit-supportive and walkable communities — as the criteria for selecting projects.

In either approach, the OneBayArea Grant would direct funding towards projects that achieve MTC's and the region's goals.

**Are there enough projects to use 70 percent of the funds?** The preceding Cycle 1 CMA Block Grant required that all TLC funding be directed to PDAs. Contra Costa had \$4 million in TLC funds and received requests for only \$4.8 million. Altogether, about \$4.9 million in Cycle 1 funds went to projects within PDAs — whether TLC, bicycle or maintenance — representing about 29 percent of the total funding available. MTC is now proposing to allocate \$36 million to Contra Costa with 70 percent, or \$25 million, set aside for PDAs. In practical terms, we're not sure that sponsors have \$25 million in projects in Contra Costa within PDAs, especially given the projects funded in Cycle 1, the recent call for TLC and pedestrian and bicycle projects to be funded through Measure J and our previous commitments to maintenance projects, commitments we made in response to MTC requests to limit the number of projects submitted.

### **Does Not Exempt Local Roadway Maintenance Funds and Earlier Authority Commitments**

There is no logical connection between the *future* development of PDAs and meeting the *existing* need to maintain our local street network. PDAs don't need funding to maintain streets; they need funding to build new or substantially upgrade existing streets. Maintenance funds should thus go to where they are needed not primarily to areas where the need is for improvements.

### **Does Not Loosen Limitations on Where Bicycle Improvements Can be Funded**

We appreciate MTC's proposed rules for the Regional Bicycle Program to fund projects that are not on MTC's Regional Bikeway Network. This is a very reasonable change. We also appreciate that the new proposal would allow projects that provide "proximate access" to PDAs to count towards the PDA share. The term "proximate access", however, is not well-defined. One rule of thumb for bicycle trips is that improvements made within three miles of a destination have the greatest chance of increasing bicycle trips to that destination. (This is analogous to the one-quarter to one-half mile rule of thumb for pedestrian trips.)

### **Requires Compliance with the Complete Streets Act of 2008 by July 1, 2013**

As we recommended in our previous letter, the complete streets requirement should not be tied to compliance with the Complete Streets Act of 2008; the language in Contra Costa's Measure O (2010) could serve as a template for a more flexible requirement. Relatively few agencies have updated their General Plans to comply with the Complete Streets Act and, with reduced staffing in many jurisdictions, updating them now is not a high priority. Adding this additional restriction will also reduce the number of jurisdictions that could apply for funding and make it even harder to meet the 70/30 percent funding split.

### **Requires "Resolution of Intent" to Link RHNA, PDAs, and Zoning Policies**

Since State law already requires that these three components of a jurisdiction's policies and implementation tools be consistent with each other, this requirement is redundant and unnecessary.

### **Proposal Would Require CMAs to Develop a "PDA growth strategy"**

Both the Authority and the regional agencies are interested in funding transportation improvements that support affordable housing and higher-density, walkable, transit-oriented, and mixed-use development. In addition to its separate bicycle and

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pedestrian funding program, Measure J includes a Contra Costa-specific Transportation for Livable Communities (CC-TLC) program that supports smart growth and active transportation as its two overarching objectives. Unlike the MTC approach, however, Measure J doesn't focus program funds on PDAs. In the Authority's view, PDAs are one tool — but not the sole tool — for creating a "greener" pattern of development and a transportation system that supports it.

We hope that the "PDA growth strategy" proposed would allow a broader approach not be limited to PDAs. The Authority plans to initiate a study to look at the questions of sustainability, GHG emissions reductions, and smart growth and how the Authority might address them. The study would outline a vision for a sustainable transportation system, a role for the Authority in achieving that vision, and a program of implementation actions to achieve the vision, both new actions and refinements of current activities and programs. A "growth strategy" that supports infill development — including but not limited to PDAs — and that encourages walking, bicycling and transit use would complement this sustainability study and the Authority's existing policies. Given that so little urban area is within a PDA in Contra Costa — only five percent unless the Concord Naval Weapons Station is added in — a strategy focused only on PDAs would seem too limited. Focusing on the *purposes* of both MTC and ABAG's PDAs and our own sustainability study would help harmonize the two and improve their ability to respond to future changes.

### **Could Overburden BPACs**

We are concerned that a potentially expanded review of complete streets checklists could overburden both bicycle-pedestrian advisory committees (BPACs) and staff. Currently, complete streets checklists are submitted *after* funding recommendations are approved and a formal BPAC review is not required. While requiring the checklists to be submitted earlier in the process could be beneficial, BPACs already have a fairly full set of responsibilities and requiring them to do an in-depth review of the checklist for every project application could overwhelm them.

We thank you again for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,

**DRAFT**

Randell H. Iwasaki  
Executive Director

cc: CMA Chairs and Directors  
Ezra Rapport, ABAG

File: 20.21.06



# Plan BayArea

TO: MTC Planning Committee /  
ABAG Administrative Committee

DATE: 1/13/2012

FR: Deputy Executive Director, Policy, MTC  
Executive Director, ABAG

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

## Background

The OneBayArea Grant (OBAG) represents a significant step toward integrating the region's federal transportation program and its land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) for the Bay Area by promoting transportation investments in priority development areas (PDAs) and by initiating a pilot program in the North Bay Counties that will support open space preservation in priority conservation areas (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

Staff presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. That initial proposal can be downloaded from the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>. Since then MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Staff has given presentations to the Bay Area Partnership working groups, Policy Advisory Council, ABAG Executive Board, ABAG Planning Committee, Regional Advisory Working Group, and the Regional Bicycle Working Group, as well as at various workshops in conjunction with the Plan Bay Area development.

## Stakeholder Response to OBAG Proposal

Attachment A lists the comment letters received to date. The letters are available at the website referenced above with numbering consistent with the comment reference numbers in the attachment. Overall, the comments are supportive of several key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments.

## Comments Requesting Material Changes to Initial OBAG Proposal:

1. Priority Development Areas: There is support for lowering the proposed requirement that 70% of funding to each county be used to fund projects in PDAs, and providing more flexibility with respect to the use of these funds, particularly for counties with relatively few existing PDAs. In contrast, several stakeholder groups and the MTC Policy Advisory Council support retaining the 70% requirement. Because many noted that project benefits to PDAs are not just from those



projects funded directly within the PDA limits, comment letters recommended allowing projects that support or provide benefit to PDAs count towards the PDA requirements. There were requests to exempt certain OBAG program eligibility categories from the PDA requirements, such as streets and roads rehabilitation, regional bicycle, and Safe Routes to School. A reason cited was that transportation needs do not always align geographically with PDAs.

2. Priority Conservation Areas: Some comments call for expanding the eligible use of PCA funding beyond planning purposes in order to fund capital projects such as farm-to-market and open space access needs. Additional comments call for expanding the regional pilot program eligibility beyond the four North Bay counties.
3. Low Income Housing and Protections for Communities of Concern: Comments recommend modifying the OBAG funding formula to reward jurisdictions that zone for or produce low income housing units. In addition, some stakeholders also cited the need for policies that will prevent displacement of low-income residents, which was noted as a potentially unintended outcome of new housing and transportation investments in PDAs.
4. Performance and Accountability: In the areas of performance and accountability, many comments asked for more flexibility, such as reasonable progress toward, instead of final approval of, required policy actions, in the first round of OBAG funding. The reason cited was limited time and staff resources to enact new policies in the timeframe proposed.
5. Regional Program: We received requests to continue funding the Safe Routes to School Program (SR2S) as a regional program within the Climate Initiatives Program since the implementation of SR2S at the county level is uneven throughout the region.

### **Recommended Program Revisions**

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the July 8, 2011 proposal, as outlined in the presentation slides (Attachment B) and explained more fully below. Staff proposes to increase the OneBayArea Grant from the initial \$211 million funding level to \$250 million. The increase comprises \$39 million in federal funds, with \$3 million directed specifically to preserve the “hold harmless” provision for Marin, Napa and Solano Counties, after accounting for Cycle 1 planning and SR2S funds. The funding distribution is also revised to reflect the formula changes discussed below to reward jurisdictions for very-low and low-income housing units. Attachment C provides the revised funding levels and distribution amounts.

1. Priority Development Areas
  - ***Increase PDA Flexibility***: Staff recommends reducing the requirement that at least 70% of investments be directed to the PDAs to 50% for the four North Bay counties (Marin, Napa, Solano, and Sonoma) as there are relatively fewer PDA opportunities in these counties. Further, staff recommends that for all counties a project outside of a PDA count towards the PDA minimum if it directly connects to or provides proximate access to a PDA. However, staff does not recommend exempting certain programs or using different formulas to address any single program investment as this would run counter to the flexibility of the OneBayArea grant.
  - ***Strengthen Planning Integration***: While an entire county is rewarded financially if its individual jurisdictions accept housing to meet RHNA targets, there is a need to ensure that RHNA, PDAs, and supporting zoning policies are effectively aligned. Therefore, staff

recommends that all jurisdictions receiving OBAG funding be required to pass a non-binding resolution of intent to align these three elements. Staff also recommends that CMAs prepare and adopt a PDA development strategy to guide transportation investments that are supportive of PDAs. Specific requirements will be developed as part of the next round of planning agreements between MTC and the CMAs.

- **Clarify Eligibility for Programs:** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.

2. Priority Conservation Areas (PCAs)

- **Focus on North Bay through Competitive Pilot Program:** Staff recommends that the \$5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
- **Leverage Additional Funding:** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.

3. Low-Income/Workforce Housing

- **Reward counties for low-income/workforce housing production:** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share; to very low and low-income housing production and RHNA share.

4. Performance and Accountability

- **Streamline Requirements:** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
- **Retain Housing Element Requirement:** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.


5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with \$10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining \$10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.

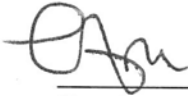
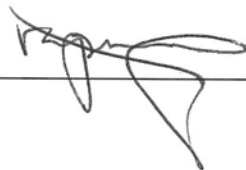
### Next Steps

Based on the Committee's direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

#### OBAG / Plan Bay Area Development Schedule

January 2012	<ul style="list-style-type: none"><li>▪ <i>Outreach / Define preferred scenario</i></li><li>▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant</li></ul>
February 2012	<ul style="list-style-type: none"><li>▪ <i>Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy</i></li></ul>
March 2012	<ul style="list-style-type: none"><li>▪ Release revised Draft Cycle2 One Bay Area Grant proposal</li><li>▪ <i>Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)</i></li></ul>
May 2012	<ul style="list-style-type: none"><li>▪ Commission Approves Cycle 2 One Bay Area Grant</li><li>▪ <i>MTC / ABAG approves preferred scenario for Plan Bay Area</i></li></ul>

  
Ann Flemer

   
Ezra Rapport

### Attachments

J:\COMMITTEE\Planning Committee\2012\January12\One Bay Area Grant\OneBayArea Grant.doc

## Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncl, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	SaraT L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning



## **OneBayArea Grant**

Joint MTC Planning/ABAG Administrative Committee  
January 2012

# Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
  - Funding Augmentation
  - Regional Program Detail
  - OBAG Flexibility



# **Proposed Revisions: Priority Development Areas**

- Overall Requirement:
  - Reduce 70% requirement to 50% for the North Bay Counties
  - Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)
  - Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements
- Eligible Projects:
  - Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA
  - Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network
- Planning Funds:
  - Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments

# **Proposed Revisions: Priority Conservation Areas**

- North Bay Pilot Program:
  - Limited to 4 North Bay counties
  - Project Eligibility for MTC/ABAG Selection:
    - Planning
    - Land / easement acquisition
    - Farm to market capital projects
    - Open space access
  - Secure matching funds from state agencies/private foundations
- Remaining Counties:
  - Expand eligibility for “anywhere funds” to include project types above

# Proposed Revisions: Performance and Accountability

1. Supportive Transportation and Land Use Policies
  - Move from a menu approach (2 of 4) to 1 requirement.
    - Complete Streets Compliance:
      - For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by **July 1, 2013**.
    - Complete Streets checklist to be revised to allow public review and input prior to county project selection.
2. Retain Housing Element Requirement:
  - Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to **July 1, 2013**.

# Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
  - Add weighting to formula to recognize very low and low income categories.
  - Direct 25% overall, or 50% of housing share, on very low and low income categories

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
<b>Bay Area Total</b>	

# **Proposed Revisions: County Funding Levels**

- Hold Harmless:
  - Add \$3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo

# Proposed OBAG Funding Augmentation

- Increase from \$211 million to \$250 million
  - Add \$18 million in federal STP/CMAQ funds to OBAG
  - Add \$18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)
  - Add \$3 million for “hold harmless” for Marin, Napa, and Solano

# Revised Funding Framework

New Act Cycle 2 Funding	Existing Framework (as updated Jul 8, 2011)		Original Proposal Jul 8, 2011		Revised Proposal * Jan 13, 2012		Revised Cycle 2 Total
	Cycle 2 Status Quo	CMA Block Grant	Cycle 2 OneBayArea	One Bay Area Grant	Cycle 2 OneBayArea	One Bay Area Grant	
STP/CMAQ (\$591M)							
RTP/TE (\$18M)							
Air District (\$6M)							
1 Regional Planning	26		5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7	70	3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation							39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	
Grant Totals:							
	Cycle 1 Revised Block Grant		Original Cycle 2 One Bay Area		Revised Cycle 2 One Bay Area		
	122	22%	211	38%	250	41%	

\* Includes \$6 million from Air District

# Regional Program Detail

Regional Program Area	Amount
<b>Climate Initiatives</b>	<b>\$20 million</b>
Safe Routes to School	\$10 million
Climate Strategy	\$10 million
<b>Transportation for Livable Communities</b>	<b>\$25 million</b>
PDA Planning Grants	\$15 million
Affordable TOD Fund	\$10 million
<b>Transit Performance Initiative (per TSP)</b>	<b>\$30 million</b>



# Climate Initiatives Program

- **Safe Routes to Schools (\$10 million):**
  - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs
- **Climate Strategy Reserve (\$10 million):**
  - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions \$s)		
Alameda	21%	\$2.1
Contra Costa	16%	\$1.6
Marin	3%	\$0.3
Napa	2%	\$0.2
San Francisco	7%	\$0.7
San Mateo	10%	\$0.9
Santa Clara	27%	\$2.7
Solano	6%	\$0.6
Sonoma	7%	\$0.7
<b>Total</b>	<b>100%</b>	<b>\$10.0</b>

\*Includes public and private K-12

# Transportation for Livable Communities

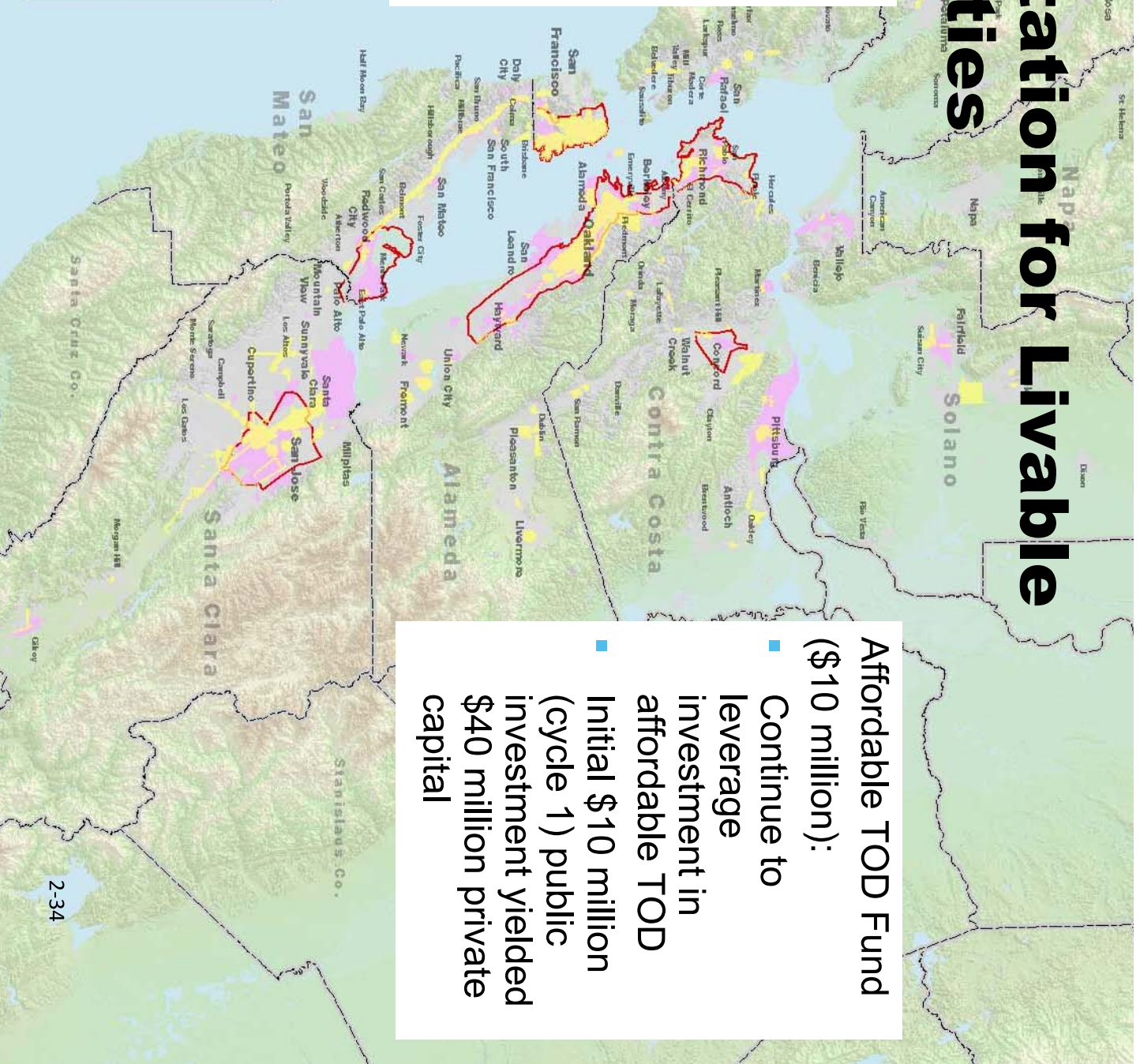
## PDA Planning (\$15 million)

- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

## Affordable TOD Fund (\$10 million):

- Continue to leverage investment in affordable TOD
- Initial \$10 million (cycle 1) public investment yielded \$40 million private capital

- Priority Development Areas**
- Communities of Concern**
- CARE Communities**



# Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
  - Initial ~\$30 million capital to improve operations and customer experience
  - Implement several “quick wins” within 12 to 24 months
  - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
  - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

# OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	“Anywhere”
Planning Activities	X Up to 50% (North Counties) Up to 70% (Remaining Counties)	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

# County Funding at Augmented Levels

## Cycle 2 OBAG

(\$ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA- Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	<b>\$122</b>	<b>\$211</b>	<b>\$250</b>	<b>\$39</b>

\* Proposal includes Low-Income and Very Low-Income weighting

# County Funding Geographic Split

(\$ millions)

	Total Funds	PDA/"Anywhere" Split	Within PDAs	"Anywhere" Funds
<b>Alameda</b>	\$48	70/30	\$34	\$14
<b>Contra Costa</b>	\$36	70/30	\$25	\$11
<b>Marin</b>	\$9	50/50	\$4	\$4
<b>Napa</b>	\$6	50/50	\$3	\$3
<b>San Francisco</b>	\$30	70/30	\$21	\$9
<b>San Mateo</b>	\$20	70/30	\$14	\$6
<b>Santa Clara</b>	\$66	70/30	\$46	\$20
<b>Solano</b>	\$16	50/50	\$8	\$8
<b>Sonoma</b>	\$19	50/50	\$10	\$10
<b>Regional Total</b>	\$250		\$165	\$85



# Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
  - Public outreach on scenario results
  - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
  - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
  - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
  - Release Preliminary Preferred Scenario for Plan Bay Area
  - Preliminary Investment Strategy for Plan Bay Area
- May 2012
  - **Commission Approves Cycle 2 One Bay Area Grant program**
  - MTC / ABAG approves Preferred Scenario for Plan Bay Area

## Attachment C: Revised Funding Distribution

**Cycle 2 OBAG**

(\$ millions)

<b>County</b>	<b>Cycle 2 Status Quo Grant Program</b>	<b>July Initial Proposal</b>	<b>Revised* 50%-25%-25% (Pop-RHNA- Housing Production)</b>	<b>\$ Difference (Revised - July)</b>
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
<b>Bay Area Total</b>	<b>\$122</b>	<b>\$211</b>	<b>\$250</b>	<b>\$39</b>

\* Proposal includes Low-Income and Very Low-Income weighting



**Attachment D**

## Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
<b>Alameda County</b>		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
<b>Contra Costa County</b>		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
<b>Marin County</b>		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

## Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
<b>Napa County</b>		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
<b>San Francisco County</b>		
54	San Francisco	X
<b>San Mateo County</b>		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
<b>Santa Clara County</b>		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

## Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
<b>Solano County</b>		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
<b>Sonoma County</b>		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
<b>109</b>	<b>Bay Area Total</b>	<b>79</b>
		<b>72%</b>

**ATTACHMENT 6.C**



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**DATE:** February 6, 2012

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Consider a Recommendation of Approval for Contra Costa Transportation for Livable Communities (CC-TLC) Program Funds for Projects within the SWAT Subregion

---

## BACKGROUND

On September 26, 2011, the Contra Costa Transportation Authority ("Authority") released a call for projects for the Measure J Transportation for Livable Communities ("CC-TLC") program. As authorized by Measure J, the Regional Transportation Planning Committees (RTPCs) have the responsibility of recommending projects for funding using the subregion's share of CC-TLC funds. Measure J relies on the RTPCs to use their knowledge of local needs and conditions in order to decide how best to apply the goals of Measure J and criteria set forth in the CC-TLC guidelines in their respective subregion.

Countywide, an estimated \$14.92 million is available for the program, of which approximately \$3.58 million is allocated to the SWAT subregion. A total of 9 applications were submitted within the SWAT subregion, requesting a total of \$3.96 million (\$0.38 million in excess of available funding).

Of the 9 projects submitted within SWAT, one of the projects, the Olympic Corridor Trail Connector Study, lies within the boundaries of both SWAT and TRANSPAC. Any funding allocations for this study would be split between the two RTPC subregions.

## DISCUSSION

The SWAT TAC convened to review the SWAT CC-TLC application submittals at its January TAC meeting. Staff determined that all of the projects submitted met the required criteria and guidelines established for the CC-TLC Program.

Given that the total amount of requested funding exceeded SWAT's allocation of available CC-TLC funds, the TAC evaluated each submitted project within SWAT and unanimously recommends a funding allocation for each project as summarized in Table 1 below and outlined in Attachment A.

Table 1 – Proposed CC-TLC Funding Allocations

<b>Project Sponsor</b>	<b>Project Name</b>	<b>Recommended</b>
Moraga	Livable Moraga Road	\$300,000
San Ramon	IHT Improvements	\$320,000
BART/Orinda	Orinda/Lafayette BART wayfinding and lighting	\$394,000 <sup>1</sup>
Lafayette	East End Ped/Bike & Streetscape Improvements	\$485,000
San Ramon	SRV IHT Bike/Ped Overcrossings (Design)	\$543,000
Danville	Downtown Multi-modal Access Improvements	\$700,000
CC County	Stoney Valley Road Bike Lane Gap Closure	\$593,000
CC County	Olympic Corridor Trail Connector Study	\$97,500
SR/Danville	SRV Transit Access/Connectivity Study	\$150,000
SWAT PROJECTS - TOTAL:		<b>\$3,582,500</b>

### Programming Period and Allocation Schedule

The CC-TLC Program follows the 5-year programming period as set forth in Measure J. The following tables outline the allocation schedule of CC-TLC funds by fiscal year for each subregion:

Table 2 - Share of Funding by Subregion

	<b>FY11</b>	<b>FY12</b>	<b>FY13</b>	<b>FY14</b>	<b>FY15</b>
<b>Southwest</b>	<b>\$1,224.0</b>	<b>\$563.6</b>	<b>\$580.6</b>	<b>\$598.1</b>	<b>\$616.2</b>
West	\$2,179.2	\$1,003.3	\$1,033.6	\$1,064.8	\$1,097.0
Central	\$1970.4	\$907.2	\$934.6	\$962.8	\$991.9
<b>TOTAL</b>	<b>\$5373.6</b>	<b>\$2,474.1</b>	<b>\$2,548.8</b>	<b>\$2,625.8</b>	<b>\$2,705.1</b>

<sup>1</sup> Project also submitted for PBTF funds. Proposed CC-TLC recommended allocation up to \$394,000 dependent upon potential PBTF Program funding.

Table 3 - Cumulative Funding Available by Subregion

	FY11	FY12	FY13	FY14	FY15
<b>Southwest</b>	<b>\$1,224.0</b>	<b>\$1,787.6</b>	<b>\$2,368.2</b>	<b>\$2,966.3</b>	<b>\$3,582.4</b>
West	\$2,179.2	\$2,972.5	\$4,006.1	\$5,070.9	\$6,167.9
Central	\$1,970.4	\$2,277.6	\$3,212.2	\$4,175.0	\$5,166.9
<b>TOTAL</b>	<b>\$5373.6</b>	<b>\$7,037.7</b>	<b>\$9,586.5</b>	<b>\$12,212.2</b>	<b>\$14,917.3</b>

Per Measure J, RTPCs may choose the option to withhold up to two years of its share of CC-TLC funds in reserve to be programmed in subsequent updates of the CC-TLC component, and which allows the option of setting a three-year allocation of its share of funds.

SWAT TAC will reconvene in the upcoming months to determine which projects are sufficiently “shovel ready” to move forward in the first two years of the programming period (FY11 and FY12).

#### RECOMMENDATION

Consider recommending CC-TLC funding allocations for the SWAT subregion as shown on Attachment A and forward to the Authority.

Attachment A - List of SWAT Subregion’s CC-TLC Projects with  
Recommended Funding Allocations

2012 Contra Costa Transportation for Livable Communities Program  
SWAT Sub Region Project Applications

Proposed Funding Allocations

SWAT Sub Region Allocation: **\$3.582 million**

PROJECT NAME	SPONSOR	LOCATION	CC-TLC REQUEST	OTHER FUNDS	TOTAL PROJECT COST	PROPOSED SWAT CC-TLC ALLOCATION
Livable Moraga Road (study)	Moraga	Moraga Road, Rheem Park Planning Area	\$325,000	\$50,000	\$375,000	\$300,000
Iron Horse Trail Corridor Improvements (construction)	San Ramon	Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	\$330,950	\$367,045	\$697,995	\$320,000
Orinda-Lafayette BART Wayfinding & Lighting Improvement Proejct (construciton)*	BART	Orinda & Lafayette BART Stations, City of Orinda	\$394,100	\$200,000	\$594,100	\$394,000*
East End Ped/bike & Streetscape Improvements, Phase I (construction)	Lafayette	Mt. Diablo Boulevard, First Street to Brown Avenue	\$495,000	\$40,000	\$535,000	\$485,000
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings (PS&E)	San Ramon	Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	\$558,000	\$0	\$11,542,000	\$543,000
Downtown Danville Multimodal Access Improvements (construction)	Danville	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	\$811,596	\$660,800	\$1,472,396	\$700,000
Stone Valley Road Bike Lane Gap Closure (construction)	Contra Costa County	Along Stone Valley Road from High Eagle Road to Winding Glen	\$700,000	\$400,000	\$1,100,000	\$593,000
Olympic Corridor Trail Connector Study** (study)	Contra Costa County	Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd., and Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	\$195,000	\$0	\$195,000	\$97,500** (represents 50% SWAT share)
San Ramon Valley Transit Access and Connectivity Study (study)	San Ramon/ Danville	San Ramon/Danville	\$155,000	\$0	\$155,000	\$150,000 (75k Danville, 75k San Ramon)

\*Project also submitted for PBTF funds. Proposed CC-TLC allocation up to \$394,000 dependent upon potential PBTF Program funding.

\*\*Within SWAT and TRANSPAC

TOTAL \$ REQUESTED    \$3,964,646

TOTAL \$ ALLOCATION    \$3,582,500





## MEMORANDUM

**Date** 1 December 2011

**To** RTPC Managers

**From** Brad Beck

**RE** Applications Received for Measure J CC-TLC Program

In response to the call for projects for the Measure J Transportation for Livable Communities (CC-TLC) program, the Authority received 23 applications requesting, in total, \$16.6 million. Overall, the amount requested exceeds the amount available through the CC-TLC program by about \$3 million. The following table summarizes the funding requests and amounts available by RTPC. (As you know, no further CC-TLC funds are available to East County.)

<i>RTPC</i>	<i>Applications Received</i>	<i>Requested Funding</i>	<i>Amount Available</i>	<i>Difference</i>
<b>WCCTAC <sup>1</sup></b>	5	\$6,625,580	\$6,167,943	-\$457,637
<b>TRANSPAC</b>	10	\$6,277,200	\$5,166,881 <sup>2</sup>	-\$1,110,319
<b>SWAT</b>	8	\$3,964,646	\$3,582,445	-\$382,201
<b>Total <sup>3</sup></b>	23	\$16,672,426	\$14,917,269	-\$1,755,157

- 1 The amount available to WCCTAC includes the additional \$1,379,130 available through Program 25b, Additional Transportation for Livable Communities.
- 2 The amount available was reduced to account for the previous allocation of \$600,000 to projects in Pleasant Hill and Martinez.
- 3 Total CC-TLC funds requested does not equal total for the three subareas because the Olympic Boulevard Trail Connector Study is included in both the TRANSPAC and SWAT subareas.

### Schedule

The schedule for RTPC review of the CC-TLC applications has review by the technical advisory committees occurring in December, 2011 and January, 2012 with RTPC board

approval in February. The Authority would approve the funding recommendations in April, 2012.

## **Programming the Projects**

The estimates of the funding available through the CC-TLC program come from the 2011 Measure J Strategic Plan. The Measure J Strategic Plan estimates how much revenue the Authority is expected to receive each year taking into consideration both increases in sales and inflation. From staff's cursory review of the applications received, it appears that a large share of the funding would be requested in the early years of the program. Unfortunately, those requests will likely exceed the available cash flow for the program.

For that reason, we are asking that the RTPC establish priorities among the projects recommended to the Authority. The final table below shows how the estimated CC-TLC funds would be allocated among the subareas by fiscal year. It subtracts out the CC-TLC funding that the RTPCs have already allocated.

Each RTPC's program of projects need not precisely match the funding constraints outlined in Table 2 below. For the initial allocation of CC-TLC funds, a list of recommended projects in priority order would be sufficient. Authority staff would then program the projects within the estimated funding available in that fiscal year.

The RTPCs could use several reasons to designate a project as higher priority:

1. **Funding Deadlines:** The project has other funding that must be expending within the near term
2. **Project Readiness:** The project has design, right-of-way and environmental clearance completed
3. **Pressing Need:** The project addresses a pressing issue, for example, an improvement needed to support a development project or needed to remedy an dangerous condition for pedestrians or bicyclists

## **OLYMPIC CORRIDOR TRAIL CONNECTOR STUDY**

All but one of the projects submitted are located entirely within one subarea. The one exception is the Olympic Corridor Trail Connector Study which is located in both the SWAT and TRANSPAC areas. The sponsor of the project, Contra Costa County, is requesting \$195,000 to identify a preferred alignment for a pedestrian/bicycle connection between Lafayette and Walnut Creek along Olympic Boulevard.

In the table at the beginning of this memo, we have included this project in the totals for both SWAT and TRANSPAC areas. Since this study would need the support, coop-

eration and involvement of both Lafayette and Walnut Creek, as well as both RTPCs, Authority assumes that SWAT and TRANSPAC would need to determine a cost sharing arrangement.

S:\14-Planning\Measure J Funding Programs\2 – Project Selection\2011–12\Call for Projects\Transmit CC-TLC Apps to RTPCs.docx

**Table 1 — Applications Received**

<i>Project Name</i>	<i>Project Location</i>	<i>Sponsor</i>	<i>12 - CC-TLC</i>	<i>13 - PBTF</i>	<i>Other Funds</i>	<i>Unfunded Balance</i>	<i>Total Project Cost</i>
<b>Transportation for Livable Communities</b>							
<b>SWAT</b>							
Livable Moraga Road	Moraga Road, Rheem Park Planning Area	Moraga	\$325,000		\$50,000		\$375,000
Iron Horse Trail Corridor Improvements	Iron Horse Trail between Bollinger Canyon Rd and San Ramon/Dublin border	San Ramon	\$330,950		\$367,045		\$697,995
Orinda-Lafayette BART Wayfinding & Lighting Improvement Project *	Orinda & Lafayette BART Stations, City of Orinda	BART	\$394,100		\$200,000		\$594,100
East End Ped/Bike & Streetscape Improvements, Phase 1	Mt. Diablo Boulevard, First Street to Brown Avenue	Lafayette	\$495,000		\$40,000		\$535,000
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	Iron Horse Trail at Bollinger Canyon Rd and Iron Horse Trail at Crow Canyon Rd.	San Ramon	\$558,000		\$0	\$10,984,000	\$11,542,000
Downtown Danville Multimodal Access Improvements	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	Danville	\$876,596		\$660,800		\$1,537,396
Stone Valley Road Bike Lane Gap Closure	Along Stone Valley Road from High Eagle Road to Winding Glen	Contra Costa County	\$700,000		\$400,000		\$1,100,000

Project Name	Project Location	Sponsor	12 - CC-TLC	13 - PBTF	Other Funds	Unfunded Balance	Total Project Cost
Olympic Corridor Trail Connector Study **	Olympic Blvd corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd, & Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	Contra Costa County	\$195,000		0		\$195,000
<b>Total for SWAT</b>			\$3,964,646		\$1,717,845	\$10,984,000	\$16,666,491
<b>TRANSPAC</b>							
Adaptive Service Analysis Plan	Cities of Clayton, Walnut Creek, Concord, Pleasant Hill, and unincorporated portions of Contra Costa	Other	\$90,000		\$25,000		\$115,000
Contra Costa Centre Treat Blvd/I680 Bicycle and Pedestrian Plan	Unincorporated Contra Costa/City of Walnut Creek	Contra Costa County	\$100,000		0		\$100,000
Walnut Creek Pedestrian Master Plan	Citywide	Walnut Creek	\$100,000		\$20,000		\$120,000
Northwest Walnut Creek Pedestrian and Bicycle Access	Buena Vista Avenue (Geary Rd-Parkside Dr); Parkside Drive (Buena Vista Ave-Hillside Dr); Hillside Drive (Parkside Dr-East end of 680 overpass connecting to existing sidewalk to BART); San Juan Avenue (Alvarado Ave to south end of Elementary school property line)	Walnut Creek	\$1,000,000		\$250,000		\$1,250,000

Project Name	Project Location	Sponsor	12 - CC-TLC	13 - PBTF	Other Funds	Unfunded Balance	Total Project Cost
Olympic Corridor Trail Connector Study **	Olympic Blvd corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd, & Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	Contra Costa County	\$195,000		—		\$195,000
Pacheco Blvd Bike and Pedestrian Project	North side of Pacheco Blvd, Pacheco; from Windhover Way to 230ft south of Morello Avenue	Contra Costa County	\$850,000		\$300,000		\$1,150,000
Central Concord Pedestrian Improvements & Streetscape Project	Various Streets in Central Concord including Clayton Rd, Willow Pass Rd between Market St., and Galindo Street and the downtown area including Grant St., and Salvio St.	Concord	\$3,000,000		\$535,000		\$3,535,000
Central Contra Costa Trail Crossing Safety Improvement Study	Within TRANSPAC subregion of Contra Costa County	Contra Costa County and East Bay Regional Park District	\$50,000		—		\$50,000
Citywide Trail Crossing Enhancement Project	Six trail locations along the Contra Costa Canal Trail (Chilpancingo Parkway, Viking Drive, Gregory Lane, Boyd Road, Oak Park Boulevard, and Putnam Boulevard) and two locations along the EBMUD Trail (Oak Park Boulevard and Astrid Drive)	Pleasant Hill	\$371,200		\$914,800		\$1,286,000

Project Name	Project Location	Sponsor	12 - CC-TLC	13 - PBTF	Other Funds	Unfunded Balance	Total Project Cost
Golf Club Road Bridge Widening/Replacement Project	Golf Club Road between Old Quarry Road and Contra Costa Boulevard	Pleasant Hill	\$521,000		\$2,835,000		\$3,356,000
<b>Total for TRANSPAC</b>			\$6,277,200		\$4,879,800	\$0	\$11,157,000

## WCCTAC

Richmond Transit Village Phase II East Side Improvements: Nevin BART to 19th	Nevin Ave., between Richmond BART and 19th Street	Richmond	\$2,960,000		\$1,320,000		\$4,280,000
San Pablo Ave Corridor Complete Streets Plan	San Pablo Avenue including Plaza & Del Norte BART Station in El Cerrito	El Cerrito	\$137,000		\$13,000		\$150,000
Richmond-Ohlone Greenway Gap Closure *	Between I-80 & San Pablo Ave, just north & under BART tracks, & adjacent to Baxter Creek	Richmond	\$888,580		\$765,129		\$1,653,709
San Pablo Dam Road Walkability and Community Enhancement	Downtown El Sobrante	Contra Costa County	\$1,400,000		\$1,027,000		\$2,427,000
Bay Trail Gap Closure Project	City of Hercules	Hercules	\$1,240,000		\$2,954,050		\$4,194,050
<b>Total for WCCTAC</b>			\$6,625,580		\$6,079,179	\$0	\$12,704,759

\* Applied for both CC-TLC and PBTF funding

\*\* Project is in both the SWAT and TRANSPAC subareas

**Table 2 — Allocation of CC-TLC Funds by Fiscal Year (\$1,000s)**

<i>Available Funding</i>	<i>FY09</i>	<i>FY10</i>	<i>FY11</i>	<i>FY12</i>	<i>FY13</i>	<i>FY14</i>	<i>FY15</i>
TLC - 3.5586%	\$0.0	\$0.0	\$4,904.2	\$2,257.9	\$2,326.1	\$2,396.4	\$2,468.7
Less admin	\$0.0	\$0.0	\$4,830.7	\$2,224.1	\$2,291.2	\$2,360.4	\$2,431.7
Additional CC-TLC for West County	\$0.0	\$0.0	\$551.2	\$253.8	\$261.5	\$269.4	\$277.5
Less admin	\$0.0	\$0.0	\$542.9	\$250.0	\$257.5	\$265.3	\$273.3
<i>Share of Funding by Region</i>	<i>FY09</i>	<i>FY10</i>	<i>FY11</i>	<i>FY12</i>	<i>FY13</i>	<i>FY14</i>	<i>FY15</i>
West (33.9%) †	\$0.0	\$0.0	\$2,179.2	\$1,003.3	\$1,033.6	\$1,064.8	\$1,097.0
Central (40.8%)	\$0.0	\$0.0	\$1,970.4	\$907.2	\$934.6	\$962.8	\$991.9
Southwest (25.3%)	\$0.0	\$0.0	\$1,224.0	\$563.6	\$580.6	\$598.1	\$616.2
Total	\$0.0	\$0.0	\$5,373.6	\$2,474.1	\$2,548.8	\$2,625.8	\$2,705.1
<i>Funding Already Allocated</i>	<i>FY09</i>	<i>FY10</i>	<i>FY11</i>	<i>FY12</i>	<i>FY13</i>	<i>FY14</i>	<i>FY15</i>
West	\$0.0	\$0.0	\$0.0	\$210.0	\$0.0	\$0.0	\$0.0
Central	\$0.0	\$0.0	\$0.0	\$600.0	\$0.0	\$0.0	\$0.0
Southwest	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	\$0.0	\$0.0	\$0.0	\$810.0	\$0.0	\$0.0	\$0.0
<i>Cumulative Funding Available</i>	<i>FY09</i>	<i>FY10</i>	<i>FY11</i>	<i>FY12</i>	<i>FY13</i>	<i>FY14</i>	<i>FY15</i>
West	\$0.0	\$0.0	\$2,179.2	\$2,972.5	\$4,006.1	\$5,070.9	\$6,167.9
Central	\$0.0	\$0.0	\$1,970.4	\$2,277.6	\$3,212.2	\$4,175.0	\$5,166.9
Southwest	\$0.0	\$0.0	\$1,224.0	\$1,787.6	\$2,368.2	\$2,966.3	\$3,582.4
	\$0.0	\$0.0	\$5,373.6	\$7,037.7	\$9,586.5	\$12,212.2	\$14,917.3

† Includes funds from Program 25b, Additional Transportation for Livable Communities



## **ATTACHMENT 7**



City Council

Carol Federighi, Mayor  
Mike Anderson, Vice Mayor  
Brandt Andersson, Council Member  
Carl Anduri, Council Member  
Don Tatzin, Council Member

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January 31, 2012

Ms. Adrienne J. Tissier, Chair  
Metropolitan Transportation Commission  
Joseph P. Bort Metrocenter  
101 Eighth Street  
Oakland, CA 94607-4770

Mr. Mark Luce, President  
Association of Bay Area Governments  
P.O. Box 2050  
Oakland, CA 94607-4756

Subject: Response to the Alternative Scenarios for the Sustainable Communities Strategy

Dear Chair Tissier and President Luce:

Thank you for the opportunity to submit the City of Lafayette's comments on the Alternative Scenarios for the Sustainable Communities Strategy (SCS). We appreciate ABAG's and MTC's continued efforts to develop the process and products to comply with SB 375. Developing the SCS for the Bay Area, with its economic, social, and environmental diversity, is a significant challenge for all of us. Therefore, we want to first thank ABAG and MTC staff for addressing some of the City's concerns with the Initial Vision Scenario.

The City's comments on the Alternative Scenarios are in two parts – general and comments specific to Lafayette.

#### General Comments

- The presentation of the Scenarios continues to be overly complicated and academic. There is too much emphasis on methodology and data-crunching rather than summarizing the presentation into a simple statement describing a practical plan. This plan should be based on historic trends in regional and local growth and established local land use policies, which should drive more reasonable expectations about future growth.
- The Scenarios remain unrealistic from a common sense perspective. While it is possible projected growth could be accommodated physically, it is highly unlikely Bay Area growth will attain the levels projected considering the historic trends, shrinking availability of funding, and environmental constraints. We agree with the findings of Palo Alto's Councilmember Greg Schmid. As an economist, he surveyed a variety of growth projections made before 2005, including ones from UC Berkeley, UCLA, and the California Department of Finance, to be far too optimistic about growth rates. Councilmember Schmid cited a report from the Public Policy Institute of California that

included population projects of all key demographic forecasters. The consensus forecast from this group was 40 percent higher than the actual outcome.

- The Scenarios are based on the anticipation of an improving economy and assume an overly optimistic rate of job growth inconsistent with historical experience of job growth even during periods of economic growth. Job growth in the Bay Area at times has been lower than the national rate. Studies show that parts of the Bay Area, such as Silicon Valley, will probably recover sooner. However, other areas, such as those with depressed housing markets, will not recover as quickly. The annual forecast of new jobs might occur during portions of the forecast period, but it is highly unlikely to occur throughout the period. This is important since the jobs forecast influences both population and household growth and the need for new housing. The forecast also affects the production of the greenhouse gases (GHG).
- The increased emphasis on jobs in the Alternative Scenarios over the Initial Vision raises the question of what happens if a city or county cannot provide sufficient development to accommodate both projected jobs and housing.
- Redevelopment has been the major tool in producing affordable housing and public infrastructure improvements and in promoting economic development. This tool is no longer available, making the Scenarios even more unrealistic. The scope of the Preferred Scenario must respond to the loss of this funding.
- While GHG reduction targets can be met in the short-term, they cannot be met in the long-term using any of the Alternative Scenarios. The Scenarios do little better than the Current Regional Plan (CRP) and all rely on additional policy initiatives to meet performance targets. This suggests that the CRP should be established as the baseline Scenario, updated to the 2010 Census, and extended to 2040 so that it is comparable to the other Scenarios. As these other policy initiatives appear to be capable of meeting the GHG targets, the focus should be on making only minor adjustments to the CRP.
- Identified transportation funding for needed infrastructure to support any of the Alternative Scenarios is – and will continue to be – woefully inadequate.

#### Comments Specific to Lafayette

- The growth projected for the downtown in our General Plan and the current version of the draft Downtown Specific Plan (DSP) is consistent with the characteristics and development guidelines for a Transit Town Center. For this reason, any additional development projected for Lafayette's PDA beyond what is projected in our plans is unnecessary.
- The number of households in the *Focused Growth Scenario* for the city as a whole is consistent with our General Plan projections. For the downtown / PDA, the *Focused Growth* and *Constrained Core*

*Concentration Scenarios* are the most consistent with the General Plan and DSP. While the City prefers its own General Plan and DSP as incorporated into the CRP, the City supports the *Focused Growth Scenario* for Lafayette's household growth citywide and in the PDA.

- Except for the *Core Concentration Scenario*, the jobs projections are unreasonable. While it is likely there will be increased telecommuting throughout the city in the future, almost all new jobs that are not home-based will occur in the downtown. The downtown cannot accommodate the amount of job growth projected by the other three Alternative Scenarios and meet the housing requirements. Therefore, the City can only support the *Core Concentration Scenario* for job growth; the other Scenarios are unrealistic and unacceptable.
- However, as demonstrated through the DSP process, additional growth in Lafayette's downtown, even under the General Plan, will result in substantial traffic impacts. These impacts are even more significant because of projected growth in Moraga. This is growth that is beyond our control, and yet it significantly affects the quality of life in Lafayette every day. There will be other environmental issues as well. It is the goal of both the General Plan and DSP to maintain our downtown character and preservation of our hillsides and existing neighborhoods. Meeting this goal constrains future development. Even achieving the projections in the General Plan ultimately may not be feasible. As listed in our letter commenting on the Initial Vision Scenario last year, these constraints include:
  - Because of our topography and the soil conditions of our hillsides, more intense levels of development are limited to the downtown.
  - The downtown is limited by a lack of parcels available or suitable for redevelopment. The DSP EIR estimated that at most 30 percent of the downtown would redevelop by 2030.
  - Existing traffic Levels of Service in the downtown are already at LOS D at some intersections with two major intersections at LOS F. The DSP EIR shows that under the General Plan buildout scenario more intersections could reach LOS D, E, and F by 2030 and mitigation may not be feasible.
  - A network of creek corridors with significant riparian habitat crisscrosses the downtown.
  - There is a lack of parks in the downtown – only 0.7 acres. This does not come close in meeting our General Plan's standard of 5 acres / 1,000 residents. The DSP proposes three additional parks in the downtown to meet this shortfall, and these park sites would not be available for additional development.
- The Preferred Scenario should not only recognize Lafayette's constraints, but the constraints that exist in every community.



As a concluding comment, Lafayette is not alone in having serious concerns about the highly speculative and ultimately unrealistic direction that the SCS appears to be taking and in questioning the possible excessive reliance of SB375 on land development patterns different from existing general plans. It may be time to begin the discussion on how to realistically address climate change in California without burdening already-impacted cities and counties.

Thank you again for the opportunity to comment on the Alternative Scenarios. We will continue to be an active participant in the SCS process, and look forward to reviewing the Preferred Scenario with our comments incorporated and the EIR. In the meantime, if you have any questions for the City, please contact Ann Merideth, Special Projects Manager at [amerideth@ci.lafayette.ca.us](mailto:amerideth@ci.lafayette.ca.us) or 925.284.1968.

Sincerely,

A handwritten signature in black ink that reads "Carol Federighi". The script is cursive and fluid, with the first name "Carol" and last name "Federighi" clearly legible.

Carol Federighi  
Mayor

Cc: Sailaja Kurella, ABAG



January 24, 2012

Ms. Sailaja Kurella, Regional Planner  
Association of Bay Area Governments  
101 Eighth Street  
Oakland, CA 94607-4756

**Subject: Comments on the “Alternative Scenarios”**

Dear Ms. Kurella,

This letter is in response to the recent release of the Technical Analysis on the five proposed Alternative Scenarios by MTC/ABAG to develop a Sustainable Communities Strategy (SCS). As an unconstrained scenario, the City of San Pablo recognizes that many of the assumptions in the first scenario, the Initial Visions Scenario (IVS), would have to change in order for the SCS to be an effective and realistic tool toward meeting the greenhouse gas reduction goals established by AB 32 and SB375.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area – housing production and transit service – was unconstrained.

The report released in December of 2011 defines and analyses the five Alternative Scenarios (one of which is the Initial Vision Scenario itself); and offers four additional Alternatives to meet the goals of the SCS. The City of San Pablo has formed a City Council Ad-Hoc Subcommittee that has been selected to review and provide feedback on the development of the SCS. Below are our comments on each of the proposed scenarios:

**Scenario 1 (*The Initial Vision Scenario*) and Scenario 2 (*Core Concentration Scenario*):**

Based on the Technical Analysis released in December, both of these scenarios are based on unconstrained growth; assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario which was released in March 2011 was discussed at our City Council in May of 2011. At that time it was concluded that this unconstrained scenario would be unattainable given the lack of resources and economic support. Scenario 2, Core Concentration, which is also an “unconstrained” scenario, faces the same challenges as Scenario 1 as far as the need for unprecedented funding. The difference between the two being that Scenario 2 would be developed to provide a more concentrated development pattern along transit corridors. These two scenarios continue to be unattainable and inconsistent with local planning efforts as far as the number of Households that would be allocated to San Pablo.

**Scenario 3 (*The focused Growth Scenario*) and Scenario 4 (*Constrained Core Concentration*):**

Both of these scenarios concentrate housing and job growth at **selected** Priority Development Areas in the inner Bay Area along the region's core transit network and job centers- San Francisco, Oakland, San Jose. These two scenarios assume the same total number of Households for San Pablo of 11,108. In the past year, the City of San Pablo has conducted extensive public outreach in efforts to inform a New General Plan for the City and a new Specific Plan for San Pablo Avenue that focuses on Transit Oriented Development and developing a complete community. Local efforts have resulted in the creation of new General Plan designations and densities. To this effect the maximum build out for San Pablo is to accommodate a total of 10,620 households and both Scenario's 3 and 4 would undermine this local planning effort.

**Scenario 5 (*Outer Bay Area Growth Scenario*):**

This scenario addresses higher levels of growth in the Outer Bay Area and is closer to previous development and the local planning efforts of jurisdictions in the past years, but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average. This scenario also assumes more growth of households in what is considered the Outer Bay Area, while allowing for greater growth along PDA's. **For San Pablo this is the alternative that makes the most sense.** This scenario assumes the number of households would be at 10,620, in line with our recently adopted General Plan, and it also increases the number of jobs in our

City to 10,618 - practically a 1:1 ratio between households and jobs. The jobs would be strategically centered along the PDA's in San Pablo (San Pablo Avenue, and 23rd Street). This option is consistent with our local planning efforts and encourages a healthy balance of households to jobs that would be of great benefit to our community and will result in a reduction in Vehicle Miles Traveled by our residents to jobs outside of our City, and hence a reduction in greenhouse gases, as required by SB375 and AB32.

We look forward to continuing to work with you through this very important planning process. We are also very interested in learning how the recent State Supreme Court ruling on Assembly Bill x1 26 and Assembly Bill x1 27 will affect the development of the SCS and future funding for PDA's.

We would also like to assert that the City of San Pablo is committed to participating in the SCS process and we would be more than willing to discuss any practical and achievable local land use planning efforts that meet the needs and maintain the character of our City and work to address the goals of AB32 and SB375. We realize that no one scenario is going to fit perfectly the needs of every jurisdiction. Please feel free to contact Tina Gallegos, City Planner if you have any additional questions or would like to schedule a follow up meeting. We look forward to continuing to work with you through this very important planning process.

Sincerely,



Cecilia Valdez  
Mayor of the City of San Pablo

cc: San Pablo City Council  
City Manager





3231 Main Street  
Oakley, CA 94561  
925 625 7000 tel  
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January 31, 2012

**MAYOR**

Kevin Romick

**VICE MAYOR**

Carol Rios

**COUNCILMEMBERS**

Pat Anderson  
Randy Pope  
Jim Frazier

Steve Heminger, Executive Director  
MTC

Joseph P. Bort Metro Center  
101 Eighth Street  
Oakland, CA 94607-4770

Ezra Rapport, Executive Director  
ABAG

Joseph P. Bort Metro Center  
101 Eight Street  
Oakland, CA 94607-4770

**SUBJECT: Oakley City Council Comments on Sustainable Communities Strategy (SCS) Alternative Scenarios**

Dear Mr. Heminger and Mr. Rapport:

On January 24, 2012, the Oakley City Council received a presentation on the Sustainable Communities Strategy (SCS) Alternative Scenarios. The City Council understands the challenges in achieving the benchmarked reduction in greenhouse gas emissions, and the Council appreciates the opportunity to review and comment on the alternatives. The City Council also supports the goals of providing housing and jobs to the Bay Area while reducing greenhouse gas emissions. Since the beginning of the SCS process, back to Projections 2009, Oakley has been providing comments related to inconsistencies with the adopted Oakley General Plan. Although adjustments were made to provide growth projections more closely resembling Oakley's General Plan, none of the alternative scenarios were able to reach those marks.

In regards to the SCS Alternative Scenarios, the Oakley City Council would like to offer the following comments:

- The five alternatives scenarios, and especially the three "reasonable planning" alternative scenarios, do not seem realistic in that they fail to recognize some local agencies' planned growth and adopted General Plans.
- None of the alternative scenarios fulfill the Oakley General Plan when it comes to residential build out. The City Council believes housing

leads to jobs, and east County needs jobs. Also, east County provides housing options that may not be available in denser, urbanized areas. Also, many east County residents are those that prefer single family housing as a lifestyle choice over higher density attached or multi-family housing.

- A risk to undermining the Oakley General Plan residential projections is the potential for Oakley to be unable to compete for funding in transportation and land use, and thereby lose some ability to competitively build a community that will provide housing and jobs to east County residents.
- The recent elimination of Redevelopment Agencies further financially burdens local agencies. An alternative scenario that focuses growth and incentives in areas that do not include Oakley further puts Oakley behind when attempting to redevelop the City and attract jobs.
- While focusing incentives and growth in already developed areas of the Bay Area may achieve some goals of the alternative scenarios, it does not solve one main problem of east Contra Costa County, which is the long and tenuous commutes of many residents to the job centers in central and west County, as well as job hubs in Oakland, San Francisco, and San Jose. By providing funding and new and redevelopment to east County, it will become more attractive to job providers, result in more jobs, and eventually lead to less vehicle miles traveled per capita (a goal of GHG reduction).
- The overall feeling of the Oakley City Council is that the SCS alternative scenarios do not have Oakley's best interests in mind. These alternatives to a regional approach fail to fully consider local agencies' planning processes and long term land use plans, and while it has been stated that the SCS alternatives will not result in a loss of local land use control, it is understood that funding may be more favorably provided to those agencies fulfilling the goals of the adopted SCS. If those goals do not match the goals of a local agency, that agency may not be able to compete for funding, which could be considered a loss of local land use control.

The City of Oakley City Council hopes these comments will be considered when developing an alternative scenario that looks to achieve the goals of the SCS. Oakley City Council recommends that alternative incentivizes Oakley and east County to continue to develop in a responsible manner so as to reduce vehicle miles traveled per capita and continue to increase the quality of life for its residents.

Sincerely,

A handwritten signature in black ink that reads "Bryan Montgomery". The signature is stylized with a large, sweeping initial "B" and a long, horizontal stroke extending to the right.

Bryan Montgomery  
City Manager

C: Oakley City Council



City Council

Carl Anduri, Mayor  
Carol Federighi, Vice Mayor  
Mike Anderson, Council Member  
Brandt Andersson, Council Member  
Don Tatzin, Council Member

October 12, 2011

Ms. Adrienne Tissier, Chair  
Metropolitan Transportation Commission  
Supervisor, San Mateo County  
400 County Center, 1<sup>st</sup> Floor  
Redwood City, CA 94063

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Re: City of Lafayette Comments on Proposed OneBayArea Grant Program

Dear Ms. Tissier and Mr. Heminger:

At a recent public meeting the Lafayette City Council held a community discussion regarding the newly proposed framework for distributing transportation grant funds in the Bay Area. We thank you for this opportunity to provide feedback, especially from local jurisdictions like Lafayette, which depend on grant programs to improve transportation systems and the quality of life of their users within our community.

Lafayette strongly supports the comments contained in a September 2011 letter to the MTC from Mr. David Durant, Chair of the Contra Costa Transportation Authority Board. Specifically, we underscore three issues critical in continuing to effectively address transportation needs in our city and region:

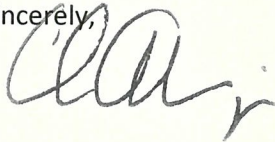
1. The OneBayArea Grant should acknowledge and continue prior commitments to local streets and roads rehabilitation and maintenance. Over the past decade, MTC has made great effort to quantify and publicize the infrastructure needs in the Bay Area, especially related to road maintenance. This need underpins the current protocols established by MTC to distribute STP funds dedicated to local streets and roads. The OneBayArea Grant appears to completely abolish the real and logical relationship between needs and funding, and in its place establish an arbitrary link to PDAs and housing creation. This is a giant step backward that would undermine the progress made to date in the Bay Area's infrastructure renewal.



2. The OneBayArea Grant should fund projects with demonstrated merits where the needs exist, and not insist on an artificial expenditure quota tied to PDAs. While certain types of improvements should be encouraged to occur within PDAs, many demonstrated needs have no clear connection with PDAs, nor should they necessarily. Many projects to improve safe routes to schools, for example cannot practically occur within a PDA since very few schools are located within PDAs. Furthermore, you will agree that students attending schools located outside PDAs should not be denied safe and convenient access to their schools.
3. The OneBayArea Grant should not make eligibility to address infrastructure and safety needs contingent on housing and planning policies. Given the improvement objectives that various current grant programs aim to achieve, the proposed requirements based mainly on planning policies seem arbitrary and wholly unrelated to the mission at hand. On another practical front, some of the required policies related to parking pricing and Community Risk Reduction do not reflect due consideration of the diversity in size, land use, character, and constraints of the many local jurisdictions in the Bay Area.

While we recognize the OneBayArea Grant's attempt to support MTC's long-term visions with grant funding, the current proposed framework appears to overreach in that regard. Lafayette appreciates your willingness to keep an open mind, and hopes that you will duly consider our suggestions in crafting a program that would be feasible and effective for all of the Bay Area.

Sincerely,



Carl Anduri  
Mayor



Steven Falk  
City Manager

cc: Ms. Amy Worth, Vice Chair, MTC  
Councilmember, City of Orinda  
22 Orinda Way  
Orinda, CA 94563



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Karen Stepper

Robert Taylor

Randell H. Iwasaki,  
Executive Director

## MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
John Cunningham, TRANSPLAN  
Christina Atienza, WCCTAC  
Richard Yee, LPMC

From: Randell H. Iwasaki, Executive Director

*FOR: Randell H. Iwasaki*

Date: December 23, 2011

Re: Items approved by the Authority on December 21, 2011, for circulation to the  
Regional Transportation Planning Committees (RTPCs), and items of interest

At its December 21, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Draft 2011 Measure C Strategic Plan.** *The 2011 Measure C Strategic Plan, which was presented to the APC for review and comment in December, is proposed for adoption at the January Authority meeting.*
- 2. Preliminary Review of the Calendar Year 2010 & 2011 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** *The next GMP compliance reporting period will cover Calendar Years (CY) 2010 & 2011. It will be the first Checklist that pertains entirely to the Measure J GMP. The full Measure J Checklist will be released to local jurisdictions in early 2012. The Authority approved continued review by the Growth Management Program Task Force and the Citizen's Advisory Committee.*
- 3. Applications Received through the CC-TLC and PBTF Call for Projects.** *In September, the Authority released a call for projects for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) programs. In response, sponsors submitted 22 applications for the CC-TLC program requesting about \$16.6 million in funding and 14 applications for PBTF program requesting about \$8 million in funding. Requests for the CC-TLC program exceed expected funds by about \$1.7 million*

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

*and requests for the PBTF program exceed expected funds by about \$4.0 million.*

- 4. Approval to Issue the Annual Urban Limit Line (ULL) Policy Advisory Letter.**  
*The Authority approved the draft ULL policy advisory letter for distribution to all jurisdictions in accordance with Authority policy, which requires that all local jurisdictions be advised annually in writing of the requirements for compliance with the Measure J ULL.*
- 5. 2013 Regional Transportation Plan (RTP) Update – Proposed Revision to the Project Lists.**

**RTP Project Evaluation Results.** *Staff presented the results of MTC evaluation of projects submitted in response to the RTP Call for Projects. Projects that are not “committed” were subject to this project-level evaluation. The analysis is a factor in determining which projects are included in the financially-constrained element of the RTP.*

**RTP – Proposed Revision to the Financially-Constrained Project List Based on MTC’s Revised Fund Estimate.** *Now that Contra Costa’s funding share has been released by MTC, there is approximately \$509 million in additional funding mainly from sales tax revenues expected from a potential renewal of Measure J in 2034. The Authority approved Resolution 11-51-G, moving 11 projects from the “vision” list to the “financially-constrained” list, for inclusion in the Draft 2013 RTP. Resolution 11-51-G.*

- 6. SB 375/SCS Implementation Guide.** *MTC /ABAG have completed an evaluation of five alternative SCS scenarios. Authority staff is available to present the results of this analysis to the RTPCs. Please contact Diane Bodon at 925-256-4720/dbodon@ccta.net to schedule a presentation.*



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## MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
John Cunningham, TRANSPLAN  
Christina Atienza, WCCTAC  
Richard Yee, LPMC

From:  Randell H. Iwasaki, Executive Director

Date: January 19, 2012

Re: Items approved by the Authority on January 18, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its January 18, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Final 2011 Measure C Strategic Plan.** The draft 2011 *Measure J Strategic Plan* was presented at the December Authority meeting for review and comment. Staff recommends approval of the 2011 Measure C Strategic Plan. *The Authority approved Resolution 12-02-P, adopting the 2011 Measure C Strategic Plan.*
- 2. Approval to Distribute the Final Measure J Calendar Year (CY) 2010 & 2011 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2011-12 and 2012-13 Local Street Maintenance and Improvement Funds.** Staff has prepared the final Measure J CY 2010 & 2011 GMP Checklist for release to local jurisdictions in January 2012. Jurisdictions will have until June 30, 2013 to submit the checklist, which covers payment of Measure J Local Street Maintenance and Improvement (LSM) Funds for FY 2011-12 after July 1, 2012, and subsequent-year payment on the anniversary of the first payment. *The Authority approved distribution of the CY 2010 & 2011 GMP Checklist to local jurisdictions.*
- 3. Release Call for Projects for the Cycle 3 Lifeline Transportation Program (LTP).** The Metropolitan Transportation Commission (MTC) has released guidelines



for the Cycle 3 LTP. The purpose of the LTP is to fund projects that result in improved mobility for low-income residents of Contra Costa. A total of approximately \$5.5 million is expected to be available to Contra Costa through MTC from a variety of federal and State funding sources over a three year funding cycle from FY 2010-11 through FY 2012-13. The program is proposed to be conducted in a method similar to the second cycle. *The Authority authorized the release of the Contra Costa LTP Call for Projects on January 19<sup>th</sup>, approved the new proposed project ranking criteria and weighting of each criterion, and directed staff to work with the transit operators to develop a target range of funding by geographic sub-area for STA funding distribution.*

4. **Request from Bay Area Air Quality Management District (BAAQMD) for Program Manager Transportation Fund for Clean Air (TFCA) Support of Drayage Truck Program.** Authority Staff have reviewed a request from BAAQMD staff for CMA funding support from county 40 percent TFCA funds to offset the cost of drayage truck replacement in order to bring drayage trucks into compliance with California Air Resources Board (CARB) regulations. *The Authority directed staff to work with the Regional Transportation Planning Committees to consider funding for the drayage truck program with TFCA funds either on a sub-regional or countywide basis, and identify and consider other appropriate funding sources that could be used for the drayage truck program.*
5. **Measure J Status Update.** It is anticipated that the 86% of Measure J revenues set aside for capital projects will be encumbered under contract by 2015, well before the expiration of Measure J in 2034. Furthermore, most of Measure J marquee projects will be completed by then. Staff provided the Authority with a status update on the Measure J *Program of Projects* and initiated the discussion on potential renewal of Measure J. *As follow-up to this discussion, staff will move forward with preliminary polling, in conjunction with the private sector, aimed at determining the potential for support for a sales tax extension.*
6. **Approval of Letter to MTC Recommending Inclusion of Projects in the 2013 RTP.** MTC recently completed an analysis of major roadway and transit projects submitted by the CMAs for inclusion in the 2013 Regional Transportation Plan. The analysis indicated that certain projects which the Authority submitted to MTC in December 2011, had a high benefit/cost ratio, and were effective in reducing Greenhouse Gas emissions. When evaluated using other evaluation targets, however, such as housing, health, and open space preservation, those projects received a low score. MTC staff has requested that the CMAs make a “compelling argument” for inclusion of the low-scoring project in the 2013 RTP. *The Authority approved a letter to MTC*

*making a compelling argument for inclusion of the SR 239 and Pacheco Boulevard widening projects in the 2013 RTP.*

- 7. SB375/SCS Implementation Update.** *Authority staff is looking closely at three of five alternative Sustainable Community Strategy (SCS) scenarios evaluated by MTC/ABAG, and believe that the constrained Options 3, 4, and 5 have a reasonable forecast for the Bay Area as a whole and for Contra Costa. Staff is looking at the distribution of land-use among these three alternatives, and the Authority's website now features tools which allow for use in comparing each of the three alternatives against a base case of current regional plans. A series of presentations to the Regional Transportation Planning Committees has also been planned. To access the SCS land use information go to:*  
<http://www.ccta.net/EN/main/planning/370/landuse.html>

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

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January 18, 2012

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on January 12, 2012.

**Appoint TRANSPLAN Representatives to the Countywide Bicycle and Pedestrian Advisory Committee:** The Committee appointed Paul Reinders (City of Pittsburg) as the staff representative, Lynn Overcashier (511 Contra Costa) as the staff alternate, and Bruce Ohlson as the citizen representative.

**Elect Chair and Vice-Chair for 2012:** The Committee elected Jim Frazier (Oakley) as Chair and Salvatore Evola (Pittsburg) as Vice Chair of the Committee.

**Appoint TRANSPLAN Representative to the Contra Costa Transportation Authority (CCTA) Board:** The Committee reappointed Robert Taylor (Brentwood) to the “even year” seat on the CCTA Board for the period February 1, 2012 to January 31, 2014.

**Presentations:** The Committee heard the following presentations:

- OneBayArea/SB 37: Martin Engelmann, Deputy Executive Director, Planning – CCTA
- *Building on our Assets: Economic Development and Job Creation in the East Bay:* Karen Engel, Executive Director, East Bay Economic Development Alliance

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, February 9, 2012 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

**c:** TRANSPLAN Committee

A. Dillard, SWAT/TVTC      C. Atienza, WCCTAC  
B. Neustadter, TRANSPAC    D. Rosenbohm, CCTA

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

January 27, 2012

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

Hercules

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its meeting today took the following actions that may be of interest to CCTA:

Richmond

1) Elected Janet Abelson (El Cerrito) as the even-year CCTA representative for the term beginning February 1, 2012; and received Dr. Jeff Ritterman's (Richmond) resignation as the CCTA alternate effective February 24, 2012.

San Pablo

2) Deferred making an appointment to the Countywide Bicycle-Pedestrian Advisory Committee until next month's meeting.

3) Discussed at length and in detail, and unanimously approved support for, Hercules' upcoming request to CCTA to allocate \$5,541,000 in Measure J funds for the Intermodal Transit Center.  
4) Approved the use of \$187,000 in Measure J Subregional Transportation Needs (Program 28b) funds for payment of west County's share of the operations & maintenance (O&M) costs of the traffic monitoring elements of San Pablo Avenue Smart Corridors for FYs 2009-2012.

Contra Costa  
County

5) Received a presentation from staff providing a) an update on the status of the O&M Memorandum of Understanding (MOU) for the I-80 Integrated Corridor Mobility (ICM) and b) discussion of staff's preliminary recommendation of approval. The Board directed staff to seek additional refinements to the MOU, including: a specific provision that Contra Costa County's representative on the Policy Advisory Committee be an elected official from WCCTAC, and that construction contracts resulting from the project provide preference for hiring residents from the corridor jurisdictions, if possible. The Board also authorized staff to work with the project partners to host a public workshop on the project prior to the MOU being considered for approval by the governing bodies along the corridor, and directed staff to put the workshop on a 'fast-track' in deference to concerns raised about the timely use of State bond funds dedicated to the project.

AC Transit

BART

6) Adjourned the meeting in memory of Marvin Dyson, west County resident and advocate for transportation services for blind and other disabled persons, and George Livingston, former Mayor of Richmond.

WestCAT

Sincerely,



Christina M. Atienza  
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN; Andy Dillard, SWAT



# NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION & PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE  
CITY OF SAN RAMON PLANNING COMMISSION  
WILL HOLD PUBLIC HEARINGS ON TUESDAY, FEBRUARY 7, 2012  
AND TUESDAY, MARCH 6, 2012 TO CONSIDER:

**Applications:** Zoning Ordinance Text Amendment (TA 10-410-001) filed on August 12, 2010, and Initial Study/Negative Declaration (IS 12-250-001) filed on January 3, 2012, to amend the San Ramon Zoning Ordinance. The proposed amendment primarily focuses on: 1) implementing General Plan 2030 policies and programs, 2) creating consistency between the Zoning Ordinance and the General Plan, and 3) easing the use and clarity of the text. Various properties will be subject to Zoning Map Amendments in order to achieve consistency between the adopted General Plan 2030 and the proposed Zoning Ordinance.

**Applicant:** City of San Ramon

**Location:** Citywide. The Zoning Ordinance applies to all property within the City of San Ramon. Maps showing the proposed Zoning Map changes are available at the City Permit Center located at 2401 Crow Canyon Road as well as on the City's web page, [www.ci.san-ramon.ca.us](http://www.ci.san-ramon.ca.us).

**CEQA:** Pursuant to the California Environmental Quality Act of 1970, as amended, an Initial Study/Negative Declaration has been prepared for the project. The public is hereby invited to submit written comments regarding the environmental findings and Negative Declaration determination. Such comments must be submitted prior to the close of the posting period. The Initial Study and Negative Declaration are available for public inspection at the City of San Ramon Planning Services Division, 2401 Crow Canyon Road, San Ramon, CA 94583. Additional public copies of the Initial Study/Negative Declaration are also on file at the San Ramon Senior Center, San Ramon Community Center, Dougherty Station Community Center, San Ramon Library, Dougherty Station Library, and with the City Clerk.

If you challenge this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing.

**SAID HEARINGS will be held by the City of San Ramon Planning Commission in the Council Chamber commencing at 7:00 p.m. on Tuesday, February 7, 2012 and March 6, 2012 at 2222 Camino Ramon, San Ramon.**

If you have any questions regarding this notice, please contact Cindy Yee, Associate Planner at (925) 973-2560.

**Posting Period:** January 26, 2012 to February 14, 2012

**Public Hearing Dates:** February 7, 2012 and March 6, 2012

*Dated: January 26, 2012*

<< see reverse for project vicinity map >>

# Vicinity Map for Zoning Text Amendment (TA 10-410-001)

