



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Tuesday, February 16, 2016**  
**3:00 p.m.**

### NOTE NEW LOCATION

Town of Danville Office  
510 La Gonda Way, Danville, 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 San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, 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 11, 2016

**5.B Approval of Minutes:** SWAT Minutes of February 1, 2016

End of Consent Calendar

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

**6.A Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP);** Hisham Noemi, CCTA staff will provide an update. At its meeting on December 16, 2015, the Authority approved a revised TEP Process and Timeline. A revised strategy to re-engage the Expenditure Plan Advisory Committee (EPAC) and continuing engagement with Regional Transportation Planning Committee (RTPC's), cities/County, stakeholders, and members of the public.

The revised approach is intended to allow the Authority to contemplate approving a Draft TEP for review and comment in March 2016, followed by approval of a Final TEP in May 2016. All cities and the County will be asked to consider approving the Proposed Final TEP between late May and early July 2016.

The Authority's revised approach for development of a TEP, includes a series of special meetings of the Authority Board. The Board has held three special meetings (January 6, January 20 and February 3). At the meeting of February 3, the Board reviewed and discussed Options for the Growth Management Program in a Potential New Transportation Sales Tax Measure.

Review and comment on "Options for Growth Management Program in a New Transportation Sales Tax Measure" (*attachments; action required*)

**7. WRITTEN COMMUNICATIONS** (*Attachments – Action as determined necessary*)

- SWAT meeting summary February 1, 2016
- Expenditure Plan Advisory Committee (EPAC) Roster
- TRANSPAC meeting summary February 11, 2016

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, February 29, 2016 3:00 p.m. at Town of Danville

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov).

**Staff Contact:** Lisa Bobadilla, SWAT Administrative Staff

Phone: (925) 973-2651 / E-Mail: [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov).

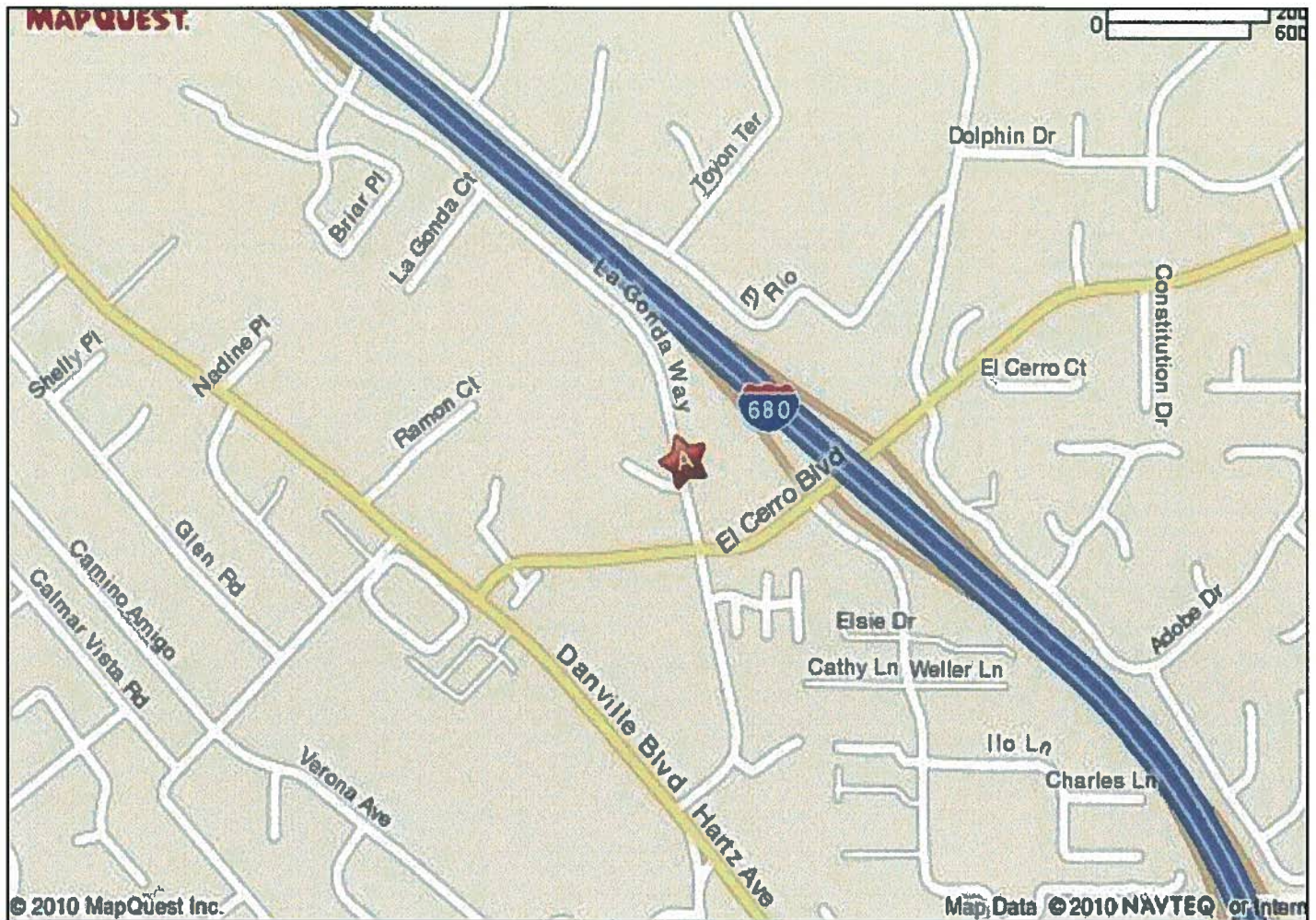
Agendas, minutes and other information regarding this committee can be found at: [www.CCTA-SWAT.net](http://www.CCTA-SWAT.net)

## ***SOUTHWEST AREA TRANSPORTATION COMMITTEE***

### **MEETING LOCATION MAP**

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

**DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM  
510 LA GONDA WAY, DANVILLE**





**AGENDA ITEM 5.A**



# SWAT

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**SUMMARY MINUTES**  
**January 11, 2016 – 3:00 p.m.**  
**District II Supervisor Office**  
**3338 Mt. Diablo Blvd.**  
**Lafayette, California**

**Committee members present:** Don Tatzin, City of Lafayette (Chair); Karen Stepper, Town of Danville; Amy Worth, City of Orinda; Candace Andersen, Contra Costa County; David Hudson, City of San Ramon; Mike Metcalf, Town of Moraga.

**Staff members present:** Tony Coe, City of Lafayette; James Hinkamp, City of Lafayette; Robert Sarmiento, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Holly Pearson, Town of Moraga; Ellen Clark, Town of Moraga; Thomas Valdriz, Town of Danville; Andy Dillard, Town of Danville; and Charles Swanson, City of Orinda.

**Others present:** Hisham Noemi, CCTA; and Martin Engelmann, CCTA.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Tatzin at 3:01 p.m.
2. **PUBLIC COMMENT:** No public comment.
3. **BOARD MEMBER COMMENT:**
4. **ADMINISTRATIVE ITEMS:** Lisa Bobadilla requested SWAT and SWAT TAC members to review and update the email/mail distribution list for packets, and reminded everyone to sign the sign in sheet.
5. **CONSENT CALENDAR:**

**5.A Approval of Minutes:** SWAT Minutes of November 2, 2015;

**5.B Approval of SWAT South County Representative to CCTA;**

**5.C Approval to designate James Hinkamp, City of Lafayette** as staff alternate to Tony Coe for purposes of SWAT TAC and TCC representative.

**ACTION:** Andersen/Stepper/unanimous

End of Consent Calendar

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

### **6.A Election of 2016 SWAT Chair and SWAT Vice Chair:**

The Committee appointed Danville representative, Karen Stepper, SWAT Chair, and Orinda representative, Amy Worth, Vice-Chair SWAT for 2016.

**ACTION:** Metcalf/Hudson/unanimous

### **6.B Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):**

Hisham Noemi, CCTA presented this item. At its meeting on December 16, 2015, the Authority approved a revised TEP approach and timeline. The revised approach includes special meetings of the Authority Board; a revised strategy is to re-engage the Expenditure Plan Advisory Committee (EPAC), and continuing engagement with RTPC's, cities and the County and members of the public.

Special meetings of the Authority Board will be held on the first and third Wednesday of each month upon adjournment of the Planning Committee and Authority meeting. These special meetings will include study sessions with topics such as (but not limited to); Mobility Management/Accessible Services, Urban Limit Line (ULL), Advance Mitigation Program, Anti-displacement, Complete Streets Program and Policy, Taxpayers Protections, and other topics. To assist EPAC members develop a recommendation(s) the Authority will hold more focus discussions with sub- groups from EPAC.

The Authority anticipates a Draft TEP for review, comment in March, and then a final Draft ready for circulation/approval in May 2016.

Hisham Noemi reported on the first special meeting, which was held on January 6, 2016. A presentation and discussion of "A Community Vision for a New Transportation Tax" was provided by a Coalition of Environmental, Labor, Transportation, Housing, Social Justice, Faith Civic and other Public Interest Groups that are current members of EPAC. The "Community Vision" document outlines policies that the coalition would like to see as part of a new measure. The Community Vision document includes policy related options for topics such as growth management, local job creation, complete streets, global warming, in-fill development, transit, trails, and public accountability.

Hisham Noemi stated that the CCTA members did come to consensus on three key items:

- 1.) Recognition that any new potential ballot measure must be compatible with AB32, SB375, and current state law;
- 2.) Keep the current system of transit and roadways working well, consistent with a fix-it-first policy. Evaluate new projects that could increase Greenhouse Gas Emissions; and
- 3.) New Transportation Technologies.

The next special meeting is scheduled for January 20, 2016 and items for discussion include:

- 1.) Review current Urban Limit Line (ULL) policy;
- 2.) Consideration of additional Return to Source requirements;
- 3.) Existing policies and programs.

Don Tatzin recommended that SWAT schedule special meetings to take place prior to the Authority Board meetings. This allows SWAT members an opportunity to provide input on Authority agenda items and that the CCTA representatives from SWAT can articulate SWAT's position at CCTA meetings.

Tentative SWAT meetings:

- Monday, February 1, 2016 at 3:00pm, Town of Danville Offices
- Tuesday, February 16, 2016 at 3:00pm, Town of Danville Offices
- Monday, February 29, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 7, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 14, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 28, 2016 at 3:00pm, Town of Danville Offices

Don Tatzin informed SWAT of upcoming topics of discussion for the CCTA Board meeting to take place January 20, 2016

- Growth Management Program Compliance Checklist includes 7 components:  
Adopt Growth Management Element (GME)
- Adopt Development Mitigation Fee Program;
- Address Housing Options;
- Participate in Regional Transportation Planning;
- Adopt an Urban Limit Line (ULL);
- Develop five-year CIP program;
- Adopt TDM Ordinance

Chair Stepper, suggested that SWAT provide comments to Don Tatzin for the upcoming meeting. For example, the Community Vision Document presented by the Environmental Coalition references the current ULL. Chair Stepper asked, what are SWAT's comments on the current ULL?

Mike Metcalf articulated that the ULL developed in 2003 for Measure J had consensus and is already in place. The question is...Is the current ULL not working?

Candace Anderson stated that rather than SWAT and/or the CCTA respond to the Community Vision document, the CCTA should develop "policy" related items for discussion among the RTPC's.

Amy Worth suggested that at the next SWAT meeting(s), the currently Measure J policies, related to the Growth Management program vs. proposed policies should be discussed.

Mike Metcalf responded that the current Countywide Transportation Plan includes short and long term vision for the County, and should be used by the CCTA for policy related discussion.

Don Tatzin confirmed that the CCTA will use the CTP Vision as the starting point for policy related discussion for a new measure.

Candace Anderson stated that the new measure should describe what the unfunded needs are of the current plan and the new ballot measure should reflect current needs.

Don Tatzin stated that the Environmental Coalition has indicated elements of the current GMP that they want addressed, including:

- Enhance the current Urban Limit Line (ULL)
- Prohibit sprawl-inducing projects
- Ensure agricultural protections
- Establish new Growth Management Program standards

Amy Worth stated that the current ULL includes very specific guiding principles that jurisdictions must adhere to. The existing 30 acre provision was reached following discussions and negotiations with stakeholders during the development of Measure J expenditure plan.

Don Tatzin recommended SWAT schedule “special” SWAT meetings to review/discuss Potential New Sales Tax Measure and proposed policy related items.

**ACTION: SWAT to meet on following dates:**

- Monday, February 1, 2016 at 3:00pm, Town of Danville Offices
- Tuesday, February 16, 2016 at 3:00pm, Town of Danville Offices
- Monday, February 29, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 7, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 14, 2016 at 3:00pm, Town of Danville Offices
- Monday, March 28, 2016 at 3:00pm, Town of Danville Offices

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

- SWAT Meeting Summary, November 2, 2015;
- TRANSPAC Meeting Summary, November 12, 2015;
- Contra Costa Transportation Authority Board Meeting Summary of December 16, 2015.

**ACTION:** None

**8. DISCUSSION:** Next agenda

- TEP
- I680 Transit Congestion Relief Study

**9. ADJOURNMENT:** The next meeting is scheduled for **Monday, February 1, 2016** at the Town of Danville Offices, 510 La Gonda Drive, Danville.

**ACTION:** Meeting adjourned by Chair Stepper at 5:00 p.m.

**Staff Contact:**

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**AGENDA ITEM 5.B**



# SWAT

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

**SUMMARY MINUTES**  
**February 1, 2016 – 3:00 p.m.**  
**Town of Danville Office**  
**510 La Gonda Way**  
**Danville, California**

**Committee members present:** Karen Stepper, Town of Danville (Chair); Don Tatzin, City of Lafayette; Candace Andersen, Contra Costa County; David Hudson, City of San Ramon; Mike Metcalf, Town of Moraga.

**Staff members present:** Hinkamp, City of Lafayette; Robert Sarmiento, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Ellen Clark, Town of Moraga; Thomas Valdriz, Town of Danville; Andy Dillard, Town of Danville.

**Others present:** Hisham Noemi, CCTA; and Deidre Heitman, BART.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 3:01 p.m.

2. **PUBLIC COMMENT:** No public comment.

3. **BOARD MEMBER COMMENT:** No board member comment.

4. **ADMINISTRATIVE ITEMS:**

4.A **Approval of SWAT Minutes** of January 11, 2016 will be deferred to February 16, 2016 SWAT meeting.

5. **CONSENT CALENDAR:**

5.B **Approval of the I680 Transit Congestion Relief Options Study.**  
<http://ccta-swat.net/upcoming-meeting/>

**ACTION:** Hudson/Andersen/unanimous

End of Consent Calendar

6. **REGULAR AGENDA ITEMS:**

6.A **Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):**

Hisham Noemi, CCTA presented this item. The Authority is holding a series of special meetings, which will occur twice a month to create a draft TEP by March 2016, followed by approval of a Final TEP in May 2016.

The Authority held the second special meeting on January 20, 2016; and elected Don Tatzin as Chair of the Transportation Expenditure plan (TEP) meetings. The major item of discussion was the Contra Costa County's Growth Management Program (GMP). No final decisions have been made to any items related to the GMP. A Coalition of Environmental groups, created a document titled "Community Vision" for a New Transportation Sales Tax. To address existing Growth Management Program policy related issues, as outlined in the Community Vision document, the Authority created a spreadsheet summarizing the existing GMP program, the proposed changes by a group of EPAC members (Environmental Coalition) and proposed changes developed by the East Bay Leadership Council and Building Industry Association (BIA).

Lisa Bobadilla informed SWAT that the SWAT TAC has reviewed the information and developed SWAT TAC recommendation. The matrix also includes SWAT TAC recommendation.

There are 7 elements to the GMP Component (current requirements in Measure J):

**1. Adopt a Growth Management Element (GME)**

- a. Authority: – Keep requirement for GME as part of the overall GMP checklist to receive Local Road Maintenance and Improvement funds (aka Return to Source).
- b. SWAT TAC – Supports Authority recommendation
- c. SWAT – Support CCTA recommendations

**2. Adopt a Development Mitigation Program**

- a. Authority – No consensus to change requirements for local and regional mitigation programs
- b. SWAT TAC – Leave as is
- c. SWAT – Leave as is

**3. Address Housing Options**

- a. Authority – General discussion that jurisdictions already perform many of the items suggested in the Community Vision document.
- b. SWAT TAC – Leave as is. If money were to be diverted for TLC programs, where would the funding come from?
- c. SWAT – Leave as is. Don Tatzin and Karen Stepper stated that the GMP checklist already requires jurisdictions provide a summary of progress towards providing housing for all income levels.

**4. Participate in an On-Going Cooperative, Multi-Jurisdictional Planning Process**

- a. Authority – Jurisdictions must work with the RTPC's and the Authority to standardize models and evaluation methodology, assess performance of Regional Routes, and develop a CTP. Jurisdictions must also develop Action Plans for Routes of Regional Significance. Modify the Action Plan requirement to prohibit the use of performance measures that use level of service or vehicle delay, and replace with a vehicle-miles-traveled measure.
- b. SWAT TAC- CEQA law already mandates the use of Vehicles Miles Traveled. Support CCTA recommendation.
- c. SWAT – Leave as is
- d. Don Tatzin stated that jurisdictions may use LOS at the sub-regional level and as part of a local General Plan policy.

**5. Adopt an Urban Limit Line (ULL)**

- a. Authority – maintain current ULL and requested additional information from the Environmental Coalition supporting the statement that jurisdictions have developed outside of the current ULL or proposals to develop within the 30-acre exemption.
- b. SWAT TAC – Leave as is.
- c. SWAT – Leave as is.

Candace Andersen stated that the Board of Supervisors will review the current countywide ULL in fall 2016; and that the 30-acre exception has not been used to date.

Mr. Noemi responded that the item will be discussed at the next Authority meeting on February 23, 2016.

Don Tatzin requested confirmation on the County's existing ULL language vs. the Measure J ULL language.

**6. Develop a Five-Year Capital Improvement Program (CIP)**

- a. Authority – No discussion
- b. SWAT TAC – No discussion
- c. SWAT – No discussion

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

- a. Authority – No discussion
- b. SWAT TAC – No discussion
- c. SWAT – no discussion

**New Growth Management Compliance Checklist components requested by EPAC sub-group (Environmental Coalition):**

- A. Coalition - Require local jurisdiction to adopt "Anti-Displacement" Housing Policies
- B. Authority – MTC will hold a w on February 20, 2016 at the Marriott in Oakland to discuss this issue.

Don Tatzin stated that the Authority will not implement an Anti-Displacement Policy. A jurisdiction can consider adopting an Anti-Displacement Policy. Using Authority funding (out of their regional share).

- a. SWAT TAC – This is not a transportation sales tax measure issue; and therefore does not recommend included in the GMP.

**C. Allocation Formula for Return-To-Source Funding**

- a. Coalition – Use MTC's OBAG formula
- b. Authority – leave as is  
SWAT TAC – Leave as is

**D. Prohibit "Sprawl-Inducing" Projects**

- a. Coalition – The Authority would review all transportation investments using Measure J or grant funding and the Authority will ensure that those investments do not induce sprawl
- b. Authority – Not discussed in detail
- c. SWAT TAC – Do not support



**E. Adopt an Agricultural Protection Ordinance**

- a. Coalition – Jurisdictions with prime agriculture soil, important farmland or designated grazing land within their planning areas must adopt agriculture protection ordinance
- b. Authority – No discussion
- c. SWAT TAC – No comment

Mike Metcalf stated that this is not a transportation related issue and should not be included in a transportation sales tax measure.

**F. Require the adoption of new program standards**

- a. Coalition – Request that jurisdictions adopt a number of policies including Hillside Ordinances, Ridgeline Protection Ordinances, Open space system, protection of wildlife corridors, etc.
- b. Authority – General discussion that many of the proposed policies are often included in adopted General Plans or that many do not apply to all jurisdictions. There is no consensus to add to the GMP checklist.
- c. SWAT TAC – Leave as is

Mr. Noemi stated that EPAC met on January 27, 2016, and they received a presentation on the Community Vision document developed by a coalition of environmental groups (members of EPAC). It was stated, at the EPAC meeting, that not all EPAC members support the “Community Vision” document.

Mr. Tatzin highlighted discussion items for the Authority special meeting on February 3, 2016.

- 1. Presentation from the Greenbelt Alliance
- 2. Recap of the EPAC Meeting
- 3. Sub-Regional Equity - Is SWAT supportive of small percentage of funding allocated on a competitive basis countywide? SWAT supported leaving funding with the sub-regions vs. countywide competitive.
- 4. Return to Source Funds – maintain current formula or perhaps use a different methodology. Change GMP allocation – SWAT does not support
- 5. Anti-Displacement Policy – SWAT does not support
- 6. Return the Source Augmentation with a formula that includes funding for housing production – SWAT does not support
- 7. Enhanced TLC funding for housing – SWAT does not support
- 8. New Housing Production & new jobs programs – SWAT does not support.

**ACTION:** None

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

- SWAT Meeting summary, January 11, 2016
- WCCTAC meeting summary January 25, 2106
- Contra Costa Transportation Authority Board meeting summary of January 25, 2016
- City of Concord Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Veranda Shopping Center

**ACTION:** None

8. **DISCUSSION:** Next agenda
- Transportation Expenditure Plan Update
  - Comments received related to Community Vision Document
9. **ADJOURNMENT:** The next meeting is scheduled for **Tuesday, February 16, 2016** at the Town of Danville Offices, 510 La Gonda Drive, Danville.

**ACTION:** Meeting adjourned by Chair Stepper at 4:20 p.m.

**Staff Contact:**

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**AGENDA ITEM 6.A**



## MEMORANDUM

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**Date:** Monday, February 8, 2016

**RE:** Summary of discussions and outcomes of the February 3, 2016 CCTA Special Board meeting regarding the development of a potential Transportation Expenditure Plan (TEP) by the Contra Costa Transportation Authority (CCTA)

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The CCTA Board is discussing a potential half-cent transportation sales tax that could raise \$2.3 billion over 25 years to help implement our transportation and general plans. Based on experience, this is money that could be leveraged to secure additional funding.

What the voters approved as Measure C in 1988 and as Measure J in 2004 included both a transportation expenditure plan and a growth management program, and any potential new ballot measure will follow a similar structure to define the use of the potential new sales tax revenue and the associated policies that will govern those expenditures.

Where we are in the process: CCTA is continuing to hold a series of semi-monthly special meetings to create a DRAFT Transportation Expenditure Plan, which could potentially include modifications to the growth management program currently in place under Measure J. CCTA is using an approach that hosts multiple conversations with our various stakeholders (RTPCs, Public Manager's Association, EPAC, cities, citizens, etc.) concurrently to provide the CCTA Board with multiple viewpoints for critical decisions.

Following are highlights from the third special meeting of the CCTA Board on February 3, 2016:

### **Major Policy Topics and Policy Options for Contra Costa's Growth Management Program (GMP) and Principles of Agreement for Establishing the Urban Limit Line (ULL)**

Joel Devalcourt, Greenbelt Alliance, presented on behalf of a coalition of stakeholders, which includes several members of the Expenditure Plan Advisory Committee (EPAC), a response to

questions and comments on the “Community Vision for a New Transportation Sales Tax” (Community Vision) growth management plan proposals. The CCTA Board was also able to review material related to the existing program that was included in the agenda packet material. The coalition recommends enhancing urban limit line policy by eliminating the allowance for minor (less than 30 acre) adjustments to the ULL without voter approval, inhibiting sprawl-encouraging projects, ensuring agricultural protections and requiring additional growth management policies to be required throughout the county. Board members discussed the history of the 30-acre provision as an outcome of thoughtful negotiations and considered a narrow range of options to strengthen the ULL, emphasizing the need to evaluate unintended consequences and to consider the recession conditions under which the provisions of the last measure have been exercised.

### **Summary of the Discussions and Outcomes from the EPAC Meeting**

Staff reviewed the related discussion and outcomes from the January 27, 2016 meeting of the EPAC, and Board members who had attended this meeting reviewed their assessments of general stakeholder support for a potential TEP.

### **Initial Review and Discussion of TEP Categories for Local Agency Projects and Programs and Potential Infill Incentives**

In response to the Authority's request to identify priorities for funding from a potential TEP, the Regional Transportation Planning Committees (RTPCs) included various categories of funding for Local Agency projects and programs representing approximately 30% of the funding allocations included in the Measure J TEP. Many legislative and regulatory changes have occurred since Measure J was passed in 2004 that link transportation, land-use and housing and establish requirements for transportation planning. Concurrently, other legislative and economic factors have negatively affected housing production.

While there is a consensus that the current housing crisis must be addressed, there is not a consensus on the level of linkage between land-use and housing production with funding and policies to be included in a potential new transportation sales tax. The following table reflects the Board's discussion of relevant policies and practices that could be modified to provide financial incentives for infill development. The existing Measure J includes two fundamental "fair-share" provisions, sub-regional equity and return-to-source funds to jurisdictions.



Through our discussions with stakeholders, concepts have been proposed to amend and/or add policies to reward jurisdictions that plan for and meet housing production goals. The following table provides a summary of the concepts reviewed and discussed.

<i>Topic</i>	<i>Current Policy</i>	<i>Board Discussion</i>
<b>Existing Policies / Programs</b>		
<b>A. Sub-Regional Equity</b>	<u>All</u> funds in a TEP to be subject to sub-regional equity formula	The current policy has worked well to ensure residents that an appropriate share of funding will be invested in each sub-region in the county and that flexibility in programs allow for unique conditions reflective of the communities in each sub-region. In a discussion of potential large projects, there is a recognition that the Regional Transportation Planning Committees would be allowed to contribute funds into a single large project of regional or countywide significance.
<b>B. Return-to-Source formula</b>	Return-to-source based on 50% population, 50% road miles	The consensus opinion is that the "return-to-source" formula to be used for a base amount in the Local Streets Maintenance and Improvements Program should remain as is (based on population and road miles), and that the program should be funded with a minimum of 18% of projected TEP revenues. A larger percent could be considered during the Authority's review of the allocations for each program in a potential new TEP.

<b>Topic</b>	<b>Current Policy</b>	<b>Board Discussion</b>
<b>C. GMP Goals and Objectives relative to new growth</b>	New residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth	The current policy has worked well (this issue was also discussed at the January 20, 2016 Special Meeting). The existing Measure J provided options in the TLC Program that could potentially be used for transportation infrastructure on new development projects. Similar options limited to transportation infrastructure could be considered in a TLC Program (Option F below) or a New Housing or Industry/Jobs Program (Option G below).

#### **New Policies / Programs**

<b>D. Anti-displacement</b>	N/A	The Authority should continue to follow the discussion of this topic at MTC and defer any decision regarding policies and/or funding for displacement to a later date.
<b>E. Additional re-turn-to-source funding tied to housing production</b>	Return-to-source funding based on GMP compliance. Return-to-source funding can be used for any transportation purpose.	There was general consensus that an additional return-to-source category should be included in a potential new TEP. The criteria to receive the additional funding should be broad to ensure that all jurisdictions have a reasonable chance to receive the additional return to source. The eligibility should be established by additional "checklist" items including meeting housing targets or housing production goals (specific goals to be determined), or a wide range of construction expenditures for complete streets, pedestrian and/or bicycle facilities, transit facilities – in general facilities for non-motorized travel that result in GHG reduction. The criteria should also consider investments in technology that result in GHG reduction. Staff was directed to continue with the development of criteria for consideration in a draft TEP to be discussed at a future Authority meeting.

<b>Topic</b>	<b>Current Policy</b>	<b>Board Discussion</b>
<b>F. Enhanced TLC Program focusing on housing development</b>	The TLC Program supports the creation of affordable housing and making Contra Costa's communities more pedestrian, bicycle, and transit-friendly.	The existing Measure J TEP provides for needed infrastructure improvements to both enhance existing communities and to fund infrastructure in new developments. There is consensus that the criteria should remain very similar if not the same as the existing TLC Program. The criteria could be modified to put more weight on new development projects. This decision on whether to weight the TLC criteria more towards new development will likely be informed by the final decisions regarding the inclusion of a new Housing Production or Industry/Jobs Focused Program (Option G below).
<b>G. New Housing Production or Industry/Jobs Focused Programs</b>	N/A	There was general consensus that strategies to incentivize jobs creation that reduces commutes should be considered. Staff was directed to continue to explore this option and develop program criteria for consideration in a draft TEP to be discussed at a future Authority meeting.

The Contra Costa Transportation Authority Board will continue to meet semi-monthly for several months with a goal to compile and release a DRAFT TEP in March, with presentations to city councils on the DRAFT plan beginning in April. Feedback will help CCTA craft a final TEP with a goal of having formal approval by cities and the County Board of Supervisors by July 2016.

In the meantime, CCTA will provide monthly updates at the Mayors Conference, to the RTPCs, Public Managers' Association meetings and elsewhere upon request.

All items related to the potential TEP remain open and will be the subject of further discussions with the EPAC. RTPCs and the Public Managers' Association will also provide input as well.

CCTA heartily encourages you to report on our progress during your City Council meetings, RTPC meetings, Public Managers or CCEAC meetings, etc. so that all Council members, staff and the public will receive updates and provide feedback to CCTA as we move forward.

Proposed Email Subject Line: EPAC Meeting - February 11, 2016 – Cancellation Notice

To the Members of the Expenditure Advisory Committee (EPAC),

We wanted to let you know that based upon the discussion at the January 27 EPAC meeting, we understand that many EPAC members are anxious to respond to specifics that could be included in the DRAFT TEP as soon as possible.

Based on the information available today, there is little to report to the EPAC since the January 27 meeting. We are focusing our attention on developing a DRAFT TEP for presentation to you in late February / early March and are revising the EPAC meeting schedule as follows:

- February 11 EPAC meeting has been cancelled
- February 25 EPAC meeting will stay the same
- The March 10 EPAC meeting is being rescheduled to **March 3**, to better coordinate with a Special Board Meeting the following week
- We are revisiting dates for the April meeting and will get back to you soon with the date

Please note that Small Group meetings are ongoing and continuing to make progress. There are also several forums, such as the Special Board meetings, for the public to provide comment during the ongoing development of the draft TEP.

We thank you for your continued cooperation and support and look forward to seeing you on February 25.

Many thanks,

(Ross Chittenden's email signature)

February 3, 2016  
Authority Special TEP  
Meeting

*Handouts*

*(Various Agenda Items)*



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February 2, 2016

Ross Chittenden, Deputy Executive Director  
Contra Costa Transportation Authority  
2999 Oak Rd, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Chittenden:

**RE: Request for Information on Growth Management Policy Recommendations**

Greenbelt Alliance appreciates the opportunity to provide further information and rationale behind the growth management policy recommendations contained in the "Community Vision and Transformative Policies for a New Transportation Sales Tax."

The level of receptivity from Contra Costa Transportation Authority (CCTA) commissioners, staff, and consultants is encouraging as we participate in the development of a new transportation sales tax measure. In addition to the following recommendations and maps, please review Greenbelt Alliance's recent white paper, "Shaping our Growth: How Urban Growth Boundaries strengthen communities and protect greenbelts" (**Attachment A**). These documents demonstrate the critical importance of smart and managed growth at both the local and regional level to protect our environment, strengthen our economy, and advance social equity.

Greenbelt Alliance also reaffirms our recognition that CCTA is building on significant leadership managing growth and encouraging infill development over the last 30 years. Yet despite this important progress, significant problems exist in our current transportation and land use systems, and many of these problems will worsen if immediate remedies are not implemented. Greenbelt Alliance hopes that collectively we can harness our previous success to address the challenges of the next 30 years.

While this letter focuses on recommendations to enhance the Growth Management Program (GMP), Greenbelt Alliance looks forward to providing more information on how to incentivize infill development in the near future.

## Background

Smart Growth, conservation, and transportation are inextricably linked in Contra Costa. With the passage of Measure C-1988, Contra Costa became the first county in the state to plan and invest in the transportation, land use, and growth management connection—now central to planning efforts at all levels of government in California. The success of the GMP was a key component to voter approval of the County Urban Limit Line (ULL) in 1990. With the success of Measure J in 2004, voters enhanced the ULL and created the Transportation for Livable Communities (TLC) program, which directed transportation investments to encourage development near transit and downtown centers. These and other measures have made achieving initial greenhouse gas reduction goals much easier for Contra Costa, as CCTA has acknowledged. It's an ongoing process however, and the reduction goals will continue to tighten. Our efforts must continue to evolve in order to continue making progress.

Both Measure C-1988 and Measure J-2004 were built with strong participation from a coalition of stakeholders to advance good public policy that voters continue to strongly favor. A new transportation sales tax would provide an opportunity to build upon our success to enhance these popular programs.

The following four policy recommendations will provide the growth management enhancements that voters demand and deserve:

### **Recommendation 1:**

***Enhance our Urban Limit Lines (ULLs):** To prevent sprawl development, we must eliminate the loophole in Contra Costa County's Urban Limit Lines that allows 30-acre expansions without a public vote. And we must refine our existing ULL policies by defining key terms such as "urban" and "rural," in alignment with regional and state standards, clarifying which services must comply with our urban limit lines (water, sewer, etc.), and preventing major subdivisions outside the lines.*

Measure J-2004 made significant progress to reign in decades of poorly managed growth. All of Contra Costa's jurisdictions either adopted the County's ULL or their own voter-approved ULL (Pittsburg, Antioch, and San Ramon). Voters have defended the ULLs on each occasion that they have been challenged by expansion proposals (see **Appendix A**). While the voters have to-date been able to defend the ULLs, there is, however, a glaring and dangerous loophole to allow 30-acre expansions without a vote of the people. Contra Costa should immediately remove this loophole and ensure that any ULL adjustments are approved by a vote of the people—just like in Alameda County. The ULL is the central element of voter participation in growth management in Contra Costa County; we should be willing to trust the voters' judgment about future 30-acre adjustments.

This 30-acre loophole has to potential, once used, to pave the way for innumerable ULL expansions throughout Contra Costa County. As shown in **Appendix B**, 30-acre expansions could be applied broadly to the urban edge—chipping away at voter protections one proposal at a time. In total, more than **9,300 acres of land across Contra Costa County are at risk of development through 30-acre ULL expansions**. Each of these threats, even in isolation, encourages speculation of our natural and agricultural land—putting some of the best farmland out of production, driving up land costs, and destabilizing the agricultural heritage and economy of Contra Costa County. As a whole, this would be a disaster for our county and would jeopardize future efforts to manage growth.

Recent sprawl developments, particularly in the Tassajara Valley, have tested the ULL loopholes. The “New Farm” sprawl development project was able to advance because of the lack of clarity and definition of “urban” and “rural.” This allowed for an egregious proposal that would have undermined the ULL broadly. Fortunately the proposal was withdrawn in 2013, but the lack of clarity remains a pressing issue. The current proposal for the “Tassajara Parks” development would use the 30-acre loophole for the first time to facilitate residential development outside of the ULL. The potential for an avalanche of 30-acre expansions throughout Contra Costa County is looming.

In addition, we must prevent major subdivisions of land—the division of large parcels into five or more smaller parcels—outside the ULL. The purpose of such subdivisions is to facilitate urban development. This is inconsistent with the intent of the ULL and would foster land speculation and development pressure.

Voters in Contra Costa—who have repeatedly defeated challenges to the ULL—will want to know that promises to prevent sprawl are kept in any new transportation funding measure, and that loopholes will be closed before it is too late.

### **Recommendation 2:**

***Prohibit sprawl-inducing projects:*** These include, among others, the James Donlon Extension, Camino Tassajara Expansion, and Highway 239 alignments. Projects that are listed as poor performers in MTC’s Regional Transportation Plan as well as those identified by CCTA’s forthcoming performance-based project assessment will not be eligible for sales tax revenue or bond funding.

Contra Costa voters are fed up with congestion. And congestion is getting worse by the day as the economy improves. New transportation investments should not burden residents with additional congestion. Yet poorly planned transportation projects do just that, by encouraging new sprawl development that adds thousands of new drive-alone commuters onto our existing overcrowded streets, roads, and highways.

Unfortunately, the CCTA is currently contemplating funding some of the worst sprawl-inducing projects in the Bay Area, which could have substantial impacts on future congestion. Contra Costa deserves better investments that will reduce congestion, provide competitive opportunities to access transit, and protect our farms and natural lands from further sprawl.

The Community Vision recommends prohibiting all sprawl-inducing transportation projects, including the following three projects, all of which would have disastrous effects on Contra Costa's transportation system and quality of life:

- Widening Camino Tassajara outside of the ULL would significantly increase the pressure and capacity for new sprawl development, in the rural Tassajara Valley. Contra Costa County residents have repeatedly voted to protect this flashpoint area from sprawl development and their desire to see the area remain rural should be respected.
- The James Donlon Boulevard Extension's environmental consequences are so egregious that MTC's Regional Transportation Plan lists it as one of the worst-performing proposals in the entire Bay Area and denied State and Federal funding for the project.
- Finally, the proposal to create a new major highway expansion through East County, SR 239, could lead to significant and irreversible impacts on natural and agricultural lands. Funding SR 239 would also signal a major deviation from SB 375 and recent direction from CalTrans to discourage new major highway expansions. With many details of the project still undefined, the project can be assumed to induce sprawl in the Contra Costa Agricultural Core, significantly impact prime farmland and sensitive habitat, and increase congestion in the I-580 corridor, thereby creating regional commuter tensions between Contra Costa and Alameda counties. While we recognize the importance of goods movement and the need for economic development opportunities in East Contra Costa County—the environmental impacts from this project must be analyzed to allow voters to make informed decisions about the consequences of a major highway expansion.

**Appendix C** maps these three projects in relation to the ULL and current infill housing opportunity sites. As it clearly demonstrates, these particular projects threaten to undermine growth management protections and redirect transportation investments away from areas where infrastructure and infill housing opportunities already exist.

In addition to specific prohibition on these sprawl-inducing projects, Greenbelt Alliance also recommends that CCTA adopt a Countywide Transportation Plan (CTP) and accompanying environmental review documents before finalizing the Transportation Expenditure Plan (TEP). The CTP should include a **performance-based project assessment** to determine appropriate projects and prioritize investments that best meet the goals and vision of Contra Costa voters, as well as meet the requirements of



local, county, regional, and state policy. Using a performance-based model will help to identify and eliminate other sprawl-inducing road projects. Additionally, any proposals for new major highway expansion must include design parameters that eliminate the possibility of sprawl inducement and provide protections and mitigations for impacts on natural and agricultural lands.

### **Recommendation 3:**

***Ensure agricultural protections:*** *All jurisdictions with agricultural land within their planning area, including rangelands, must adopt an Agricultural Protection Ordinance, which mitigates for the conversion and cumulative impacts on those lands, to receive return to source funding.*

Contra Costa County's farms and ranches are some of the Bay Area and California's most fruitful, contributing \$225 million annually.<sup>1</sup> The county is rich with an abundance of Brentwood sweet corn, U-Pick cherries, and a diverse array of crops available locally and nationally.

Distressingly, Contra Costa County has lost almost 40% of its prime farmland to sprawl since 1990. As the Bay Area housing market soars, much of what remains is still threatened by development pressure—particularly within Special Planning Areas as identified in Brentwood's General Plan. In fact, Contra Costa County has the most open space land at risk of development in the entire region: over 18,000 acres or the equivalent of 18 Golden Gate Parks.

Despite the protection provided by voter-approved urban limit lines (ULLs) and the Ag Core, the county's agricultural and open space lands are at the frontline of development pressure. It is critical that Contra Costa step up agricultural protection and mitigation policies to ensure that we continue Contra Costa's strong agricultural heritage and prevent further loss of farms and ranches. The City of Brentwood is currently the only jurisdiction in Contra Costa County that has an agricultural mitigation policy, but this only applies within city limits. To ensure adequate mitigation throughout the county, all jurisdictions with agricultural lands (both crop and ranching lands), including the County, should be required to adopt mitigation policies to receive return to source funding.

### **Recommendation 4:**

***Establish new Growth Management Program standards:*** *To reduce vehicle miles traveled (VMT), greenhouse gas emissions (GHG), and impacts on wildlife habitats and agricultural lands, while increasing*

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<sup>1</sup> <http://www.co.contra-costa.ca.us/DocumentCenter/View/39556>

*carbon sequestration, all jurisdictions must have the following policies in place to receive return to source funding:*

- *Hillside development ordinance*
- *Ridgeline protection ordinance*
- *Open space system with major ridgelines defined*
- *Protection of wildlife corridors*
- *Plan to conserve buffers around open space and agriculture*
- *Prohibitions on culverting blueline creeks for anything more than road crossings in the shortest length possible*
- *Prohibition of development of major subdivisions, urban development, or urban services allowed in non-urban Priority Conservation Areas*

Contra Costa is fortunate to have such majestic landscapes and diversity of natural resources. To ensure that those resources continue to serve future generations, there is a critical need to institute basic growth management policies across the county. This has the added benefit of leveling the playing field between jurisdictions and creating greater policy parity and uniformity to help resolve longstanding land use conflicts.

**Appendix D** shows where Planning Area and Sphere of Influence boundaries extend beyond the ULL, demonstrating intentions for future expansions, often in conflict with neighboring jurisdictions. These inter-jurisdictional conflicts extend throughout the county. Within the last few years, development proposals on the hills between Concord and Pittsburg escalated tensions around the future of urban development and the proposed Regional Park at the Concord Naval Weapons Station. In East County, Brentwood and Antioch have attempted to annex the same hillsides and open space in an apparent race for sprawl development outside of the ULL. These land use tensions would be eased, if not resolved, with clear and consistent policies adopted by the various jurisdictions. Preventing localized land use conflicts will also ensure greater consensus and targeting of limited transportation funds.

Ultimately, it is in each jurisdiction's interest to maintain natural amenities that increase economic prosperity and quality of life. The aforementioned growth management standards would provide the needed framework for smart planning uniformity throughout the county. Naturally, jurisdictions without these natural resources would not be required to adopt further requirements. Furthermore, jurisdictions that have already adopted such policies would not need to adopt further requirements.

### **Conclusion**

Greenbelt Alliance strongly recommends enhancing the Growth Management Program and Urban Limit Line as central policies in a new transportation sales tax. In particular, Greenbelt Alliance recommends removing the 30-acre ULL expansion loophole, prohibiting sprawl-inducing projects, protecting agricultural lands, and establishing greater uniformity in smart land use planning practices. These enhancements will create better protections for the natural and agricultural lands that voters cherish, encourage the right kind of development in the right places, and prevent the worsening of congestion.

Greenbelt Alliance appreciates the opportunity to share our recommendations and rationale with the CCTA Commissioners and we are looking forward to presenting this information and answering further questions at the February 3, 2016 Transportation Expenditure Plan Special Session.

Sincerely,

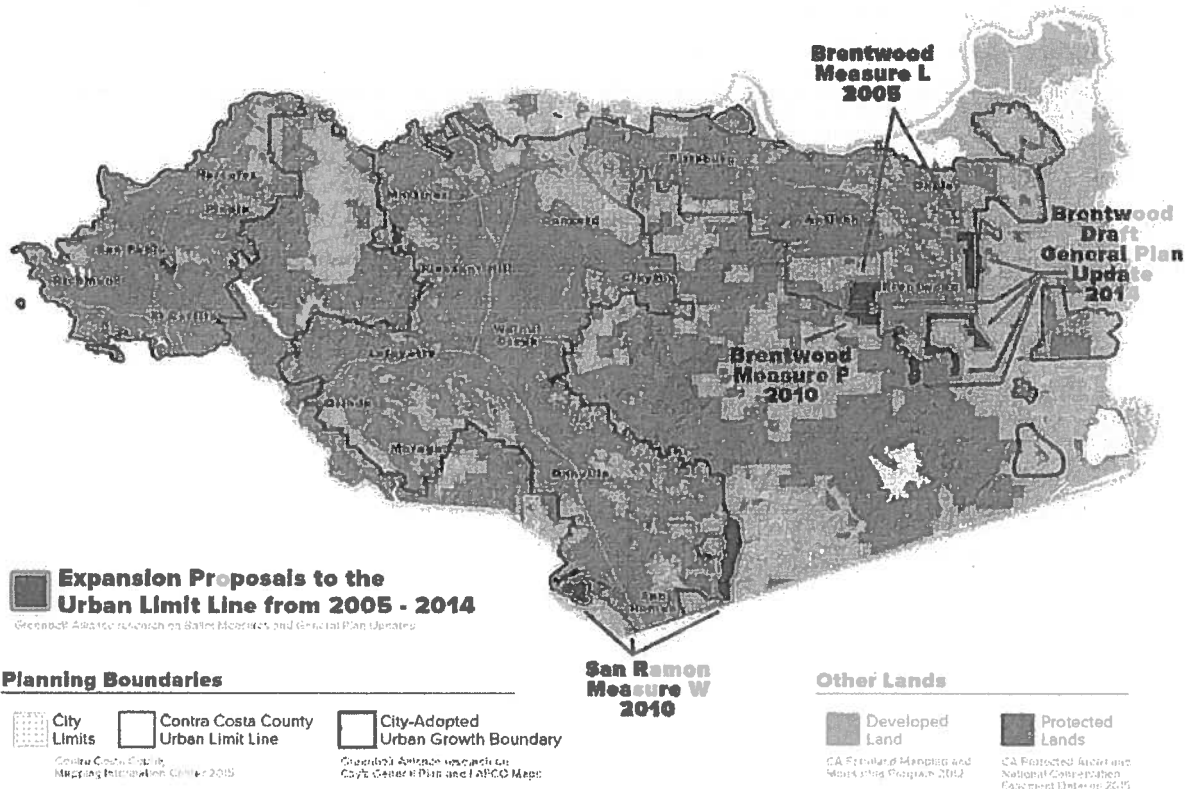


Joel Devalcourt  
Regional Representative, East Bay  
Greenbelt Alliance

## Appendix A



# Expansion Proposals to Contra Costa County's Urban Limit Line





ACTIVESTYL'S ALLIANCE

### ■ **Parcels Adjacent to the ULL Susceptible to Development from 30-acre ULL Expansions**

## Total Land At Risk Is 9,346 Acres

## Other Lands



City Limits



Contra Costa County  
Urban Limit Line

Center for Global Studies  
Mapping Indonesia Center 2016

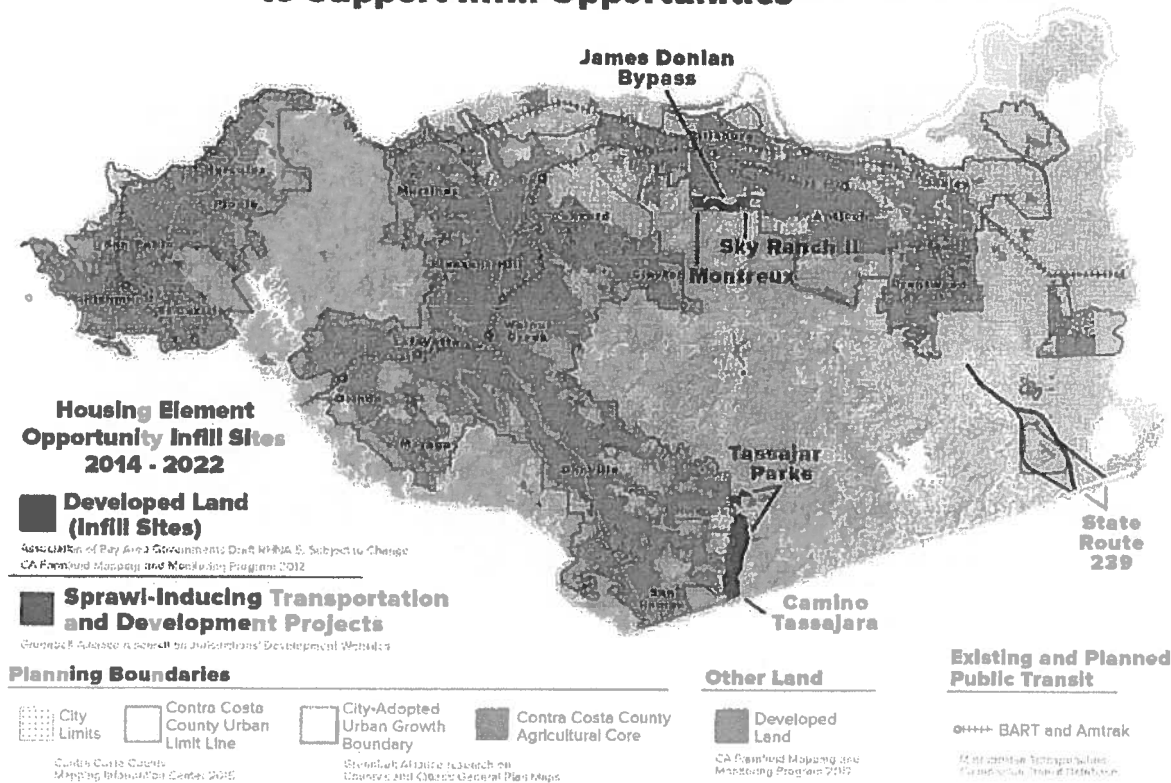
Developed  
LandCA Forward Mapping and  
Skyscraper Design, 2012Protected  
Lands

CA Protected for  
National Conservation  
1962 and 1963

[illegible]

Appendix C

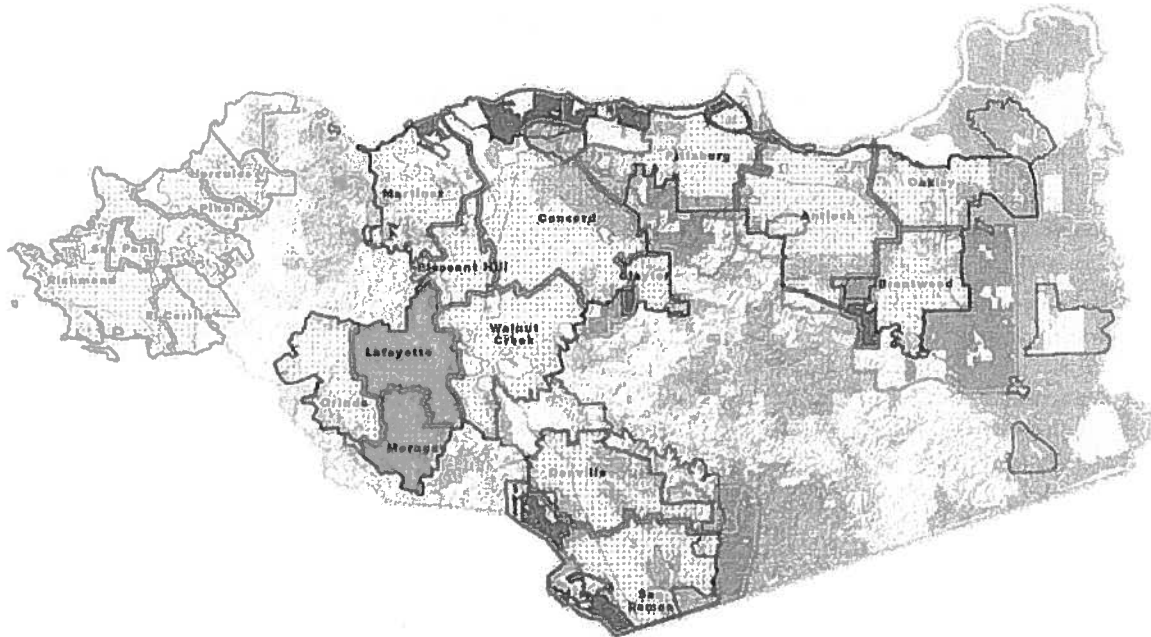
**Prioritizing Transportation Investments  
to Support Infill Opportunities**



**Appendix D**



**Planning Boundaries in Contra Costa County**



**UnDeveloped and UnProtected Land within Planning Boundaries  
Extending Past the County's Urban Limit Line**

Urban Developed Urban land used from CA Parcel-level Mapping and  
Mapping Program 2012. Protected land used from CA Protected Areas  
and National Conservation Easement Database 2015.

**City Limits**

Control 1: City Limits  
Map page 1: 10/10/2015

**City-Adopted  
Urban Growth  
Boundary**

Control 1: City-Adopted Urban Growth Boundary  
Map page 1: 10/10/2015

**Contra Costa  
County Urban  
Limit Line**

Contra Costa County Mapping Information Center 2015

**Sphere of  
Influence**

**Planning  
Area**

Greenbelt Alliance research on  
City's Growth Plan



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## Shaping our Growth:

### How Urban Growth Boundaries strengthen communities and protect greenbelts

By 2040, the Bay Area will grow from 7 million to 9.3 million people. We must decide how to best make room for everyone to live, work, and play in our cities, towns and neighborhoods.

#### ***What is a UGB?***

An urban growth boundary (UGB) is a planning tool for cities and towns that identifies the extent of where we locate our homes, schools, and businesses. A UGB separates an urban area from its surrounding greenbelt of natural and agricultural lands, and helps encourage infill development, especially near transit. UGBs are set for significant periods of time—typically 20 years or more. In the Bay Area, it's a proven tool to prevent urban sprawl.

#### ***What is sprawl?***

Sprawl is the spread of a city away from central urban areas and transit into low-density communities, largely consisting of single-family homes in subdivisions, auto-centered strip malls, and parking lots.

#### ***Sprawl is an expensive proposition***

As housing prices escalate, some are quick to blame smart growth and UGBs, and say that expanding our cities into open space and agricultural lands will solve our affordable housing crisis. The evidence doesn't support this view; rather, *multiple studies show that sprawl is far more expensive than smart growth*. A 2015 study found that sprawl costs America over \$1 trillion, and can increase per-capita land consumption by up to 80% and car use by up to 60%.<sup>i</sup>

Providing water, sewer, roads, and other services to far-flung neighborhoods is very costly for local governments. Smart growth allows more affordable housing types at increased densities, reduces land requirements per household, has lower public service costs, and reduces transportation costs. The higher housing prices that urban residents may pay will be offset by lower transportation costs, energy costs, and better access to jobs, services, and amenities in more centralized locations.<sup>ii</sup>

#### ***Transportation costs rise as density decreases***

Suburban residents are expected to drive three times as much as urban drivers, who rely more heavily on walking, biking, and public transit.<sup>iii</sup>

A San Francisco State University study found a 10% increase in compact development and smart growth amenities resulted in a 20% decrease in vehicle miles traveled.<sup>iv</sup> It also found that building compactly was more



successful in reducing vehicle miles traveled (VMT) than various taxing structures (such as a fuel charge). Furthermore, the estimated annual costs per household to provide roads in the most sprawled communities averaged \$804.74 in comparison to \$19.87 in the highest density communities.<sup>v</sup>

### ***Sprawl causes more traffic***

Building or expanding roads to serve new or existing sprawl only increases congestion through “induced demand.”<sup>vi</sup> Adding road capacity encourages people to take longer trips or more trips by car. A recent \$1 billion infrastructure investment to widen I-405 in Los Angeles resulted in commute times one minute *slower* than before the widening.<sup>vii</sup> This in turn only lengthens driver’s commutes. Drivers with a 30-minute commute will spend on average 87 hours dealing with traffic delays over the course of one year.<sup>viii</sup> That’s over 3½ days of sitting in congestion. Furthermore, the estimated annual costs per household to provide roads in the most sprawled communities averaged \$804.74 in comparison to \$19.87 in the highest density communities.<sup>ix</sup>

### ***Sprawl is harmful to our health***

Numerous studies have shown how urban sprawl negatively affects our health.<sup>x</sup> Cities built around automobile use provide fewer opportunities to exercise than walkable and bikable cities.<sup>xi</sup> Vehicles release air pollutants, including ozone, carbon, and airborne particulates, that are harmful to both wildlife and humans. Air pollution is a known cause of some respiratory problems, such as asthma and lung cancer.<sup>xii</sup>

Studies have linked increased VMT to rising obesity rates, diabetes potential, chronic illness effects, inactivity, and mental health impacts.<sup>xiii</sup> People living in less walkable communities have a 50% higher rate of diabetes as compared to the most walkable communities.<sup>xiv</sup> Thirty-five percent of people in walkable neighborhoods are overweight, compared with 60% in sprawl neighborhoods.<sup>xv</sup>

Another study found there was a positive correlation between the degree of sprawl and the amount of traffic and pedestrian fatalities in the largest 101 U.S. metropolitan areas.<sup>xvi</sup> For every 1% increase in the study’s density metric, the traffic fatality and pedestrian rates decreased by 1.49% and 1.47%, respectively.

### ***Sprawl makes us unhappy***

One study found that people who endure a more-than 45-minute commute are 40% more likely to divorce.<sup>xvii</sup> People who live in car-dependent sprawl neighborhoods are much less trusting of other people than people who live in walkable, mixed-use, and transit-oriented neighborhoods.

Another study found that someone with a one-hour commute has to earn 40% more money to be as satisfied with life as someone who walks to the office.<sup>xviii</sup> For a single person, exchanging a long commute for a short walk to work has the same effect on happiness as finding a new love.

### ***Sprawl residents pay more for public services***

Sprawl requires more expensive public services than smart growth. For example, a new development on the outskirts of a city requires police and fire services. Because this development is more distant, more officers may need to be working at a time to cover the additional area. The further a home is from a fire station, the higher its property insurance rates to address a low fire rating.<sup>xix</sup>

One study found that a fire station in a low-density neighborhood serves one-quarter of households at four times the cost of an otherwise identical fire station in a more compact neighborhood.<sup>xx</sup>

Similarly, the costs of municipal services also rise as sprawl increases. Denser communities pay less to provide infrastructure and services including water, roads, solid waste, libraries, parks and recreation, governance, and more.<sup>xxi</sup> A city's annual average household cost for public services is \$1,416 in high-density areas, and up to a whopping \$3,462 in sprawling areas.

### ***Sprawl uses more water***

As lot sizes increase, water consumption increases largely due to the increased irrigation needs. In San Francisco, the average resident uses just 45.7 gallons of water per day, the lowest in all of California. Smart growth development tends to have less water-consuming landscaping. A 2015 report from Energy Innovation and Calthorpe Associates found annual per-capita water use almost doubled from 25,000 gallons in “urban” development to 44,000 gallons in “standard” development.<sup>xxii</sup>

An analysis comparing current Bay Area development trends to a more smart growth scenario for future development found that the smart growth scenario would reduce water consumption by 9%.

Denser development also helps reduce water lost to leaky pipes. A 2014 report from the American Water Works Association found that California leaks about 228 billion gallons of water per year from municipal water infrastructure—the pipes that move water to where we live and work. This represents 25% of the total water in the system, which is about the annual water demand for the entire City of Los Angeles. Building within our existing UGBs instead of expanding into open spaces or agricultural lands creates less opportunities for leaks simply because fewer miles of pipes will be necessary to serve development.

### ***UGBs promote economic prosperity***

Compact and contiguous development increases the ease of access to local businesses. Smart growth can lead to increased productivity and business activity, where people live within walking distance of more businesses, parks, and services. By reducing transportation costs, residents are more likely to purchase locally produced goods, which increases regional employment and productivity.<sup>xxiii</sup>

### ***UGBs protect our natural values***

The open space and agricultural lands next to our cities provide a vast range of ecosystem services. Water filtration, water storage and runoff, clean air, pollination, carbon capture, recreation, and natural beauty are just some of the services that our open space provides.

Without our natural and agricultural lands, we would have to cover the costs for providing these services. For example, if the City of New York did not protect its watershed and drinking water supplies, it would have to pay \$6 billion to \$10 billion in water filtration plant capital costs and more than \$300 million per year in operations.<sup>xxiv</sup> There is also great economic value of open space and parks within cities. It is estimated that the parks within San Francisco alone provide \$959 million in value (direct use, health, property values, tourism, cleaning and storing water, etc.) per year.<sup>xxv</sup>

Protecting our natural and agricultural lands from sprawl development also protects our water supply. In the Bay Area, about 30% of our water comes from local rivers, streams, and groundwater aquifers. More than a quarter of all the land in our region—1.2 million acres—serve as watersheds and groundwater infiltration zones that replenish these local water sources. Paving over critical water resource lands puts these local sources in jeopardy.

***There's plenty of land available inside UGBs***

Plan Bay Area, our regional blueprint for land-use and transportation planning, clearly shows we have enough space within our existing urban footprint to accommodate 100% of the region's future growth through 2040. This means **all** growth will be infill development or within established UGBs.

The methodology behind this analysis in Plan Bay Area was designed to meet the existing and projected housing needs of people at all income levels throughout the region. Our regional planning agencies, the Metropolitan Transportation Commission and the Association of Bay Area Governments, developed this methodology to achieve multiple goals, including increasing the supply, diversity, and affordability of housing; promoting infill development; promoting an improved intraregional relationship between jobs and housing; protecting environmental resources; and promoting socio-economic equity.

This analysis shows that there are many available opportunities for more housing within our existing urban footprint and inside our UGBs. We should focus efforts on building the region's next generation of new homes and new jobs within this footprint.

***People want to live in multi-unit housing close to transit***

Recent trends show people are increasingly attracted to living in dense urban areas, and urban populations are growing faster than suburban and rural areas. A recent analysis of U.S. census data shows that urban populations are growing faster than suburban or rural populations and employment centers in the country's major metropolitan areas have faster job growth.<sup>xxvi</sup>

In particular, those aged 25-34 with a bachelor's degree or higher level of education are migrating to the large metropolitan areas, stimulating economic growth. "In 2000, young adults with a four-year degree were about 77 percent more likely to live in close in urban neighborhoods than other metro residents. Now, these well-educated young adults are about 126 percent more likely to live in these close-in urban neighborhoods."<sup>xxvii</sup>

Younger adults prefer similar locations with urban amenities, and they prioritize short commutes. Currently, 34% of Millennials in the Bay Area live in apartments, compared to 21% of Gen Xers and 11% of Baby Boomers. The same number of millennials intends to remain in apartments in the future.<sup>xxviii</sup>

The Urban Land Institute found that the construction of multi-family housing in urban locations in the Bay Area increased from 35% of total housing construction in the 1990s to nearly 50% in the 2000s; in 2010, it represented 65% of all housing construction. It projects that demand for multi-family housing will increase as seniors downsize and seek greater access to shops and services. Indeed, the current single-family housing stock provides a large supply relative to future demand, and an oversupply is projected by 2040.

Greenbelt Alliance's Grow Smart Bay Area report found that if the Bay Area redevelops opportunity sites with homes and businesses in ways that are consistent with community visions, and if city plans succeed, our cities and towns have plenty of room to accommodate all our new residents and workers.

Done right, infill development will improve the quality of life in our neighborhoods, with safer streets, more homes people can afford, and more services close by. Focusing growth within our existing cities and towns will also protect the iconic landscapes that provide us with local food, clean water, and places to enjoy the outdoors.

- <sup>i</sup> Victoria Transport Policy Institute and LSE Cities. *Analysis of Public Policies That Unintentionally Encourage and Subsidize Urban Sprawl*. March 2015.
- <sup>ii</sup> The Brookings Institute. *The Link Between Growth Management and Housing Affordability: The Academic Evidence*. 2012.
- <sup>iii</sup> Sustainable Prosperity. *The Cost of Sprawl*. 2014
- <sup>iv</sup> Dr. Sudip Chattopadhyay. *Do Smart Growth Strategies Have a Role in Curbing Vehicle Miles Traveled in California? A Further Assessment Using Household Level Survey Data*. The B.E. Journal of Economic Analysis & Policy, 2012.
- <sup>v</sup> David Thompson. *Suburban Sprawl: Exposing Hidden Costs, Identifying Innovations*. University of Ottawa, 2013.
- <sup>vi</sup> Gilles Duranton and Matthew A. Turner. *The Fundamental Law of Road Congestion: Evidence from US Cities*. 2011.
- <sup>vii</sup> Data analysis conducted by INRIX, a traffic data analysis corporation.
- <sup>viii</sup> TomTom. *TomTom Traffic Index: Measuring Congestion Worldwide*.
- <sup>ix</sup> David Thompson. *Suburban Sprawl: Exposing Hidden Costs, Identifying Innovations*. University of Ottawa, 2013.
- <sup>x</sup> David B. Resnik. *Urban Sprawl, Smart Growth, and Deliberative Democracy*. American Journal of Public Health, Oct 2010.
- <sup>xi</sup> Howard Frumkin, Lawrence Frank, and Richard Jackson. *Urban Sprawl and Public Health*. 2004.
- <sup>xii</sup> David B. Resnik. *Urban Sprawl, Smart Growth, and Deliberative Democracy*. American Journal of Public Health, Oct 2010.
- <sup>xiii</sup> Sustainable Prosperity. *The Cost of Sprawl*. 2014.
- <sup>xiv</sup> A. Motluk. *Neighbourhood Health*. University of Toronto Magazine, Winter 2013. See also, for example, V. Russell-Evans. *Expanding cities and expanding waistlines: Urban sprawl and its impact on obesity, how the adoption of smart growth statutes can build healthier and more active communities*. 2009.
- <sup>xv</sup> Howard Frumkin, Lawrence Frank, and Richard Jackson. *Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities*. 2005.
- <sup>xvi</sup> R. Ewing, R. Schieber, and C. Zegeer. *Urban Sprawl as a Risk Factor in Motor Vehicle Occupant and Pedestrian Fatalities*. American Journal of Public Health, Sept 2003
- <sup>xvii</sup> Erica Sandow, Umea University. *On the road: Social aspects of commuting long distances to work*. 2011.
- <sup>xviii</sup> Alois Stutzer and Bruno Frey. *Stress that doesn't pay: the Commuting Paradox*. 2004.
- <sup>xix</sup> Steve Mouzon. *Costs of Sprawl- Part 1*. Original Green, Mar. 2011.
- <sup>xx</sup> Todd Litman. *Understanding Smart Growth Savings: Evaluating Economic Savings and Benefits of Compact Development, and How They Are Misrepresented By Critics*. Victoria Transport Policy Institute, 2015.
- <sup>xxi</sup> Sustainable Prosperity. *The Cost of Sprawl*. 2014.
- <sup>xxii</sup> Energy Innovation and Calthorpe Associates. *Moving California Forward – How Smart Growth can Help California Reach its 2030 Climate Target While Creating Economic and Environmental Co-Benefits*. 2015. "Urban" development is defined as moderate to high density urban centers, consisting largely of multifamily and attached single-family homes, with some smaller lot single-family homes. "Standard" development is defined in part as largely consisting of separate-use, auto-oriented development.
- <sup>xxiii</sup> Todd Litman. *Understanding Smart Growth Savings: Evaluating Economic Savings and Benefits of Compact Development, and How They Are Misrepresented By Critics*. Victoria Transport Policy Institute, 2015.
- <sup>xxiv</sup> See New York State Department of Environmental Conservation's New York City Watershed Program
- <sup>xxv</sup> The Trust for Public Land. *The Economic Benefits of San Francisco's Park and Recreation System*. 2014.
- <sup>xxvi</sup> Joe Cortright. *City Report: Surging City Center Job Growth*. 2015.
- <sup>xxvii</sup> Joe Cortright. *City Report: The Young and the Restless and the Nation's Cities*. 2014.
- <sup>xxviii</sup> Urban Land Institute. *Bay Area in 2015*. 2015.



**San Francisco Bay Chapter**

Serving Alameda, Contra Costa, Marin and San Francisco counties

February 3, 2016  
Authority Special TEP Meeting  
Handout Agenda Item 1.2

I February 2016

Chair Julie Pierce and Commissioners  
Contra Costa Transportation Authority  
Suite 100  
2999 Oak Road  
Walnut Creek CA 94597

Via D. Rosenbohm danice@ccta.net

Re: Expenditure Plan Advisory Committee (EPAC)

Dear Chair Pierce and Commissioners:

The Sierra Club has been a participating member of the EPAC to date. This letter is to notify the Authority that the Sierra Club as an organization is resigning from the EPAC. For any future publications of drafts and the final version of the sales tax expenditure plan (TEP), please do not cite the Sierra Club, Ms Piras or me.

Developing a TEP without a current Countywide Comprehensive Transportation Plan (CTP) and its accompanying Environmental Impact Report (EIR) means the TEP could end up being unhelpful and unsuccessful at identifying and addressing the County's climate change and mobility challenges.

Without a 2014-2015-2016 CTP, the Authority is, we understand, placing reliance upon the 2009 CTP. As noted in the Sierra Club's letter to the Authority of 25 September 2015:

The Authority's current long range plan provides information showing that by 2030 vehicle miles traveled (VMT) will increase by 50% (from 2007) and that the county's population will increase by 22% (from 2008). This means that VMT per capita will increase by approximately 22%. The 2009 CTP states—

Vehicle miles traveled are closely correlated with increased levels of GHGs...Reducing vehicle miles traveled will require getting people out of their cars and onto buses, trains or bicycles. Actions will likely involve discouraging driving and making walking, bicycling and transit more attractive.

As Sierra Club representatives, Ms Piras and I have often been frustrated at EPAC meetings by the downplaying of important issues such as reducing VMT and greenhouse gas emissions (GHGs).

Also of concern is that the four Regional Transportation Planning Committee boards still have not been briefed on Plan Bay Area and the reasons for and purposes of its Sustainable Communities Strategy. The comment letter submitted by the California Department of Transportation (3 November 2014) on the draft CTP and its draft EIR remains worthy of consideration today in terms of changes to VMT and additional costs.

In Volume 1 on page 1-28, (the draft CTP) states "Where feasible and beneficial, improve the throughput capacity of roadways while recognizing that these improvements will not, in the long run, eliminate congestion." It should be noted that capacity increasing projects often move the bottleneck / congestion downstream, lead to induced travel, and also contribute to increased operation and maintenance costs. This is especially important when proposing capacity increasing projects as a way to achieve RTPC action plans and MTSO goals for freeways and arterials. Please link capacity-increasing projects to system management strategies that would preserve and improve operations.

The Sierra Club can be of assistance to the Authority when it is ready to pivot in a "transformative" manner towards supporting the Sustainable Communities Strategy, and to "getting people out of their cars and onto buses, trains or bicycles...discouraging driving and making walking, bicycling and transit more attractive."

If you have any questions about this letter, please contact me at [mwillia@mac.com](mailto:mwillia@mac.com). Thank you for your consideration.

Sincerely,



Matt Williams  
Chair, San Francisco Bay Chapter Transportation and Compact Growth Committee

cc: Chair, Chapter Executive Committee

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

Meeting Date: February 3, 2016

<b>Subject</b>	<b>Development of a Potential Transportation Expenditure Plan (TEP) – Initial Review and Discussion of TEP Categories for Local Agency Projects and Programs and Potential Infill Incentives</b>
<b>Summary of Issues</b>	In response to the Authority's request to identify priorities for funding from a potential TEP, the Regional Transportation Planning Committees (RTPCs) proposed various categories of funding for Local Agency projects and programs. Similar to the existing Measure J, proposed Local Agency projects and programs included Local Streets Maintenance and Improvements; Major Streets (including projects identified as complete streets projects); Pedestrian, Bicycle and Trail Facilities Program; and Transportation for Livable Communities Program. The Community Vision document and various stakeholders have requested a separate, dedicated program for Complete Streets projects. In addition, the Community Vision document and members of the Expenditure Plan Advisory Committee (EPAC) representing development and business interests recommend that some portion of the funding for Local Agency projects and programs be used as a tool to incentivize infill development, or that a new Local Streets Maintenance and Improvement program include additional requirements over and above those in the Measure J Growth Management Program (GMP). Staff will summarize discussions to date and provide options for consideration relative to Local Agency programs that may be included in a potential TEP.
<b>Recommendations</b>	None – Information provide for review and comment. TEP policy options will be agendized for action at a later date.
<b>Financial Implications</b>	N/A
<b>Options</b>	N/A

February 3, 2016  
Authority Special TEP Meeting  
Handout Agenda Item 1.3

1.3-1

<b>Attachments</b>	<p>A. Options to Incentivize Infill Development in a Potential New Transportation Sales Tax Measure</p> <p>B. Affordable Housing &amp; Sustainable Communities (AHSC) Program Background Information</p>
<b>Changes from Committee</b>	N/A

### Introduction

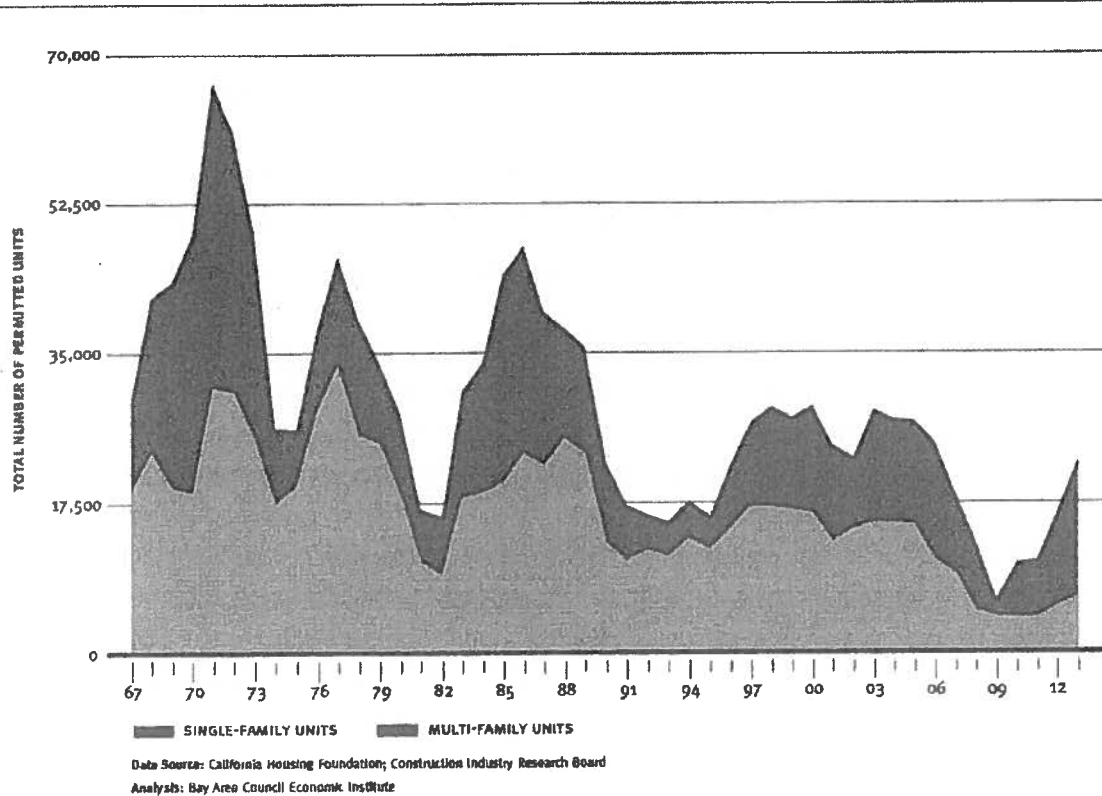
In response to the Authority's request to identify priorities for funding from a potential TEP, the Regional Transportation Planning Committees (RTPCs) included various categories of funding for Local Agency projects and programs. Similar to the existing Measure J, proposed Local Agency projects and programs included Local Streets Maintenance and Improvements (Programs 11 and 23 in Measure J); Major Streets (similar to Program 24) including projects identified as complete streets projects; Pedestrian, Bicycle and Trail Facilities (Programs 13 and 26) and Transportation for Livable Communities (Program 12 and 25). The Community Vision document and various stakeholders have requested a separate, dedicated program for Complete Streets projects. These programs represent approximately 30% of the funding allocations included in the Measure J TEP. It should be noted that the Authority's direction to the RTPCs did not include a request to address possible policy issues that need to be addressed to develop a TEP

Many legislative and regulatory changes have occurred since Measure J was passed in 2004 that link transportation, land-use and housing and establish requirements for community development and transportation planning, including Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. In response, the Metropolitan Transportation Commission (MTC) adopted various policies for development of Plan Bay Area, the sustainable communities strategy for the nine county San Francisco Bay Area. Plan Bay Area incentivizes jurisdictions to establish Priority Development Areas (PDAs) and conditions certain funding on adoption of policies and plans for housing element and complete streets. In particular, the One Bay Area Grant (OBAG) program funding is targeted toward achieving local land-use and housing policies by rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process.



Concurrently, other legislative and economic factors have negatively affected housing production. As part of the 2011 Budget Act, the Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs) including those in jurisdictions throughout Contra Costa. This tool is no longer available for jurisdictions to finance development in RDAs. Many PDAs in Contra Costa are also in former RDAs. This comes on the heels of the Great Recession where housing permits in the Bay Area hit a historic low in 2009. The Great Recession is an example of cyclical economic conditions that leads to great volatility in housing production in the Bay Area.

#### BAY AREA HOUSING PERMITS



The Bay Area has emerged strong from the Great Recession with the region's employment at an all-time high. Bay Area housing and rent prices are also at an all-time high, due in part to the increase in jobs as well as the historic underproduction of housing units. The current and projected increase in population and jobs has created a housing shortage. This housing supply constraint and the associated high prices has forced many Bay Area residents to look for

housing outside of high-demand areas, where lower housing costs are accompanied by longer commutes. The resulting strain on the Bay Area's transportation systems has led to greater congestion and longer commute times.

To illustrate this point, a recent report developed by the Bay Area Council (BAC) Economic Institute titled "A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy" states that persistent issues around the current housing crisis, transportation, and the workforce threaten the region's current growth cycle and its ability to rebound into the next growth cycle. Specifically, the report states that high housing costs in the Bay Area have reached a crisis level, and regional policies need to address this issue by incentivizing sustainable growth and combatting resistance to development of sufficient housing stock to meet the demands of a growing regional population. The report notes that the increased housing costs have hit lower-income populations hardest. The percentage of Bay Area renters spending more than 30% of their income on rent increased from 28% to 49% from 2000 to 2013. The entire report can be found at the website listed below. The section with goals and strategies to "Change the Math for Housing Development in the Bay Area" begins on page 30.

<http://www.bayareaeconomy.org/wp-content/uploads/2015/11/BACEI-RES-Report.pdf>

The need to address the current housing shortage is a consensus point among many members of the EPAC including the Community Vision coalition, regional business coalition members, transit advocates and developer representatives. Several EPAC members and other stakeholders have expressed a concern that the Measure J Growth Management Program (GMP) and the Urban Limit Line contain policies that work well to prevent development in the "wrong" places, but do not provide sufficient incentive to develop in the "right" locations. The Community Vision coalition proposes that the Local Streets Maintenance and Improvements allocation to cities should be based on a housing-based formula similar to the One Bay Area Grant (OBAG) program (instead of the current population / lane mile based formula) and that a new TEP should include a competitive program similar to OBAG that rewards jurisdictions with a strong track record of affordable housing production and policies that encourage sustainable, equitable development with safe and convenient walkable access to transit. The Nov 3, 2015 letter from the County Board of Supervisors (BOS) to Chair Pierce suggests both direct funding allocations (programs) and policies to encourage infill and better utilization of transit or to stimulate job growth. The BOS letter proposes funding for transportation infrastructure and also suggests the consideration of funding for other investments including telecommunications, water/sewer, power, land assemblage or offsets for impact fees. The BAC "A Roadmap for

Economic Resilience: The Bay Area Regional Economic Strategy" report opines that we must find new mechanisms to fund and/or subsidize infrastructure development and housing construction so that the burdens as well as the benefits of creating livable communities and affordable housing are shared among both new and existing residents and property owners. The report recommends that the OBAG funding program should be reformed to be more performance based, specifically recommending that those cities that produce the most housing (not just plan for the most housing) should get the most transportation funding. This policy could be considered in a new TEP.

While there is a consensus that the current housing crisis must be addressed, there is not a consensus on the level of linkage between land-use and housing production with funding and policies to be included in a potential new transportation sales tax. Staff and our consultant team continue to meet with members of the EPAC and other stakeholders for in-depth discussion of potential changes to policies in the GMP, or the establishment of policies for potential Local Agency funding programs intended to incentivize infill development. The remainder of this Staff Report discusses current policies and options to consider in a potential new TEP.

#### **Measure J Policies and Practices and Potential Change to Incentivize Infill Development**

The Measure J GMP and the Transportation for Livable Communities (TLC) Program contain various objectives and policies that relate to managing growth while maintaining local control over land-use decisions. Funding related to conditions in the GMP and the TLC Program is all allocated within the "fair share" regional equity formula established in Measure J. The following discussion and attached table identify relevant policies and practices that could be modified to provide financial incentives for infill development. The table also identifies potential new policy options that could be used to incentivize infill, including consideration of options that provide match or direct grant funding for a portion of new revenues excluded from "fair share" regional equity (i.e., from an "off-the-top" portion of new revenue before dividing projected revenue into "fare share" regional equity.)

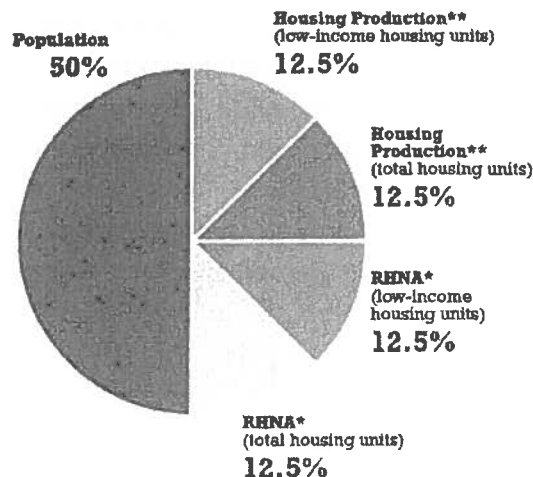
- **Measure J Allocation Formulae**

Measure J includes at least two fundamental "fair-share" provisions, sub-regional equity and return-to-source guarantee to jurisdictions. Stakeholders have identified options to revise these formulae to reward jurisdictions that plan for and meet housing production goals:

- A. Exclude a portion of potential new revenues from "fair share" regional equity for countywide competitive programs that incentivize or promote infill development. This option would reserve an "off-the-top" portion of new revenue for such programs and then divide the remainder using a sub-regional equity formula. Examples could include the existing or an enhanced TLC program, a countywide program similar to the State's Affordable Housing and Sustainable Communities (AHSC) Program (or a dedicated match for AHSC or similar programs), or direct funding for housing or industry / jobs projects as included in the BOS letter dated November 3, 2015. Additional information regarding an enhanced TLC and other new programs is included later in this staff report.
- B. Revise the "return-to-source" formula used for Local Streets Maintenance and Improvements or any other new return-to-source programs from the current 50% population / 50% road mile formula to a population/housing formula such as the OBAG formula distribution to counties (50% population / 25% past housing production / 25% future housing commitments). The table below shows the OBAG 1 funding formula and resulting county distribution.

This option was discussed briefly at the Authority's January 20, 2016 special meeting with the Meeting Notes reflecting a possible preference for maintaining the existing formula.

### OBAG Distribution Formula



\* RHNA 2014–2022

\*\* Housing Production Report 1999–2006, ABAG

### OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$64
Contra Costa	\$46
Marin	\$11
Napa	\$7
San Francisco	\$39
San Mateo	\$27
Santa Clara	\$89
Solano	\$19
Sonoma	\$24
Regional Total	\$327

- Measure J GMP:

The objectives of the GMP support infill and redevelopment in existing urban and brownfield areas while assuring that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth. The GMP requires that each jurisdiction demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. Stakeholders have identified the following options to revise the GMP to incentivize infill and promote the production of affordable housing:

- C. Amend the GMP objective that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth, and establish programs to subsidize housing development. This suggestion can be derived from the letter from the BOS and the BAC "A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy" report. The BOS letter suggests funding for non-transportation infrastructure related to development projects. The BAC report recommends that the cost of housing production and other infrastructure should be shared among both new and existing residents and property owners.

In considering this option, the Authority must recognize applicable statutes and what activities are eligible from a transportation sales tax measure. Section 180205 of the Public Utility Code reads that "revenues from the taxes imposed pursuant to this chapter may be allocated by the authority for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems. For purposes of this section, "public transit systems" includes paratransit services."

NOTE: The January 20, 2016 Authority Special Meeting Agenda Item 1.2 focused on potential changes to the GMP in a new TEP. The discussion included a review of the GMP requirement for development mitigation programs which results from this goal. The Authority did not favor a change in the requirement for development mitigation programs, however, this option could potentially be in addition to development fees.

- D. Require each jurisdiction to adopt anti-displacement policies. Some cities, housing organizations and individuals have raised concerns about the potential for involuntary renter displacement associated with the transit oriented growth pattern in Plan Bay Area, especially in the region's low and moderate income neighborhoods. Displacement

risk can be addressed by increasing resources for the creation and preservation of affordable housing and improving economic opportunities for current residents. Anti-displacement policies are a significant topic of discussion in the planning for Plan Bay Area 2040, the next Sustainable Communities Strategy under development by MTC / ABAG and stakeholders.

This option was briefly discussed at the Authority's January 20, 2016 special meeting with comments that funding anti-displacement efforts with transportation sales tax revenues could be a local decision within the statutory eligibility requirements (see paragraph C above for statutory language). Staff is following the discussions and recommends that any actions regarding anti-displacement policies or funding in a potential new TEP be informed by the outcome of these regional discussions.

- **Enhanced or New Programs / Allocations to Stimulate Infill Development:**

As cited several times in this staff report, State and regional programs are emerging with the intent to incentivize infill development. These generally consist of programs that "reward" jurisdictions for planning for and producing housing, or programs that directly fund components of development projects. The following three options have been identified for consideration in a potential new TEP.

- E. Additional return-to-source funding tied to housing production. This option would augment return-to-source funding for Local Streets Maintenance and Improvements Program with performance-based criteria tied to housing production. This option would provide each jurisdiction with a base return-to-source amount (currently 20% in Measure J) and an additional amount if it meets certain housing production targets. The additional funding could be for any transportation purpose similar to current practices or could be restricted for programs that incentivize housing or promote walkable communities, such as TLC or Complete Streets.
- F. Enhanced TLC Program focusing on housing development. The current TLC Program is intended to support a balanced transportation system which would foster the creation of affordable housing, and would help make Contra Costa's communities more pedestrian, bicycle, and transit-friendly. This option would enhance the current TLC Program by putting more emphasis on funding for transportation elements of projects that produce new housing and/or affordable housing.
- G. New Housing Production or Industry/Jobs Focused Programs. This option is a slight variation from option F above. This option would maintain TLC Program guidelines for

any new TLC funding in a potential new TEP, but also include programs specifically to address housing production. Such a program could be stand-alone or could be used to match or augment funding from the Affordable Housing and Sustainable Communities (AHSC) Program managed by the State's Strategic Growth Council or similar programs.

The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development. Under current statutes, the AHSC Projects in Walnut Creek, El Cerrito and Richmond were funded from the first cycle of AHSC for Fiscal Year (FY) 2014-15. A Notice of Funding Availability (NOFA) was issued on January 29, 2016 for \$320 million available in FY 2015-16. This ongoing program is funded from 20% of the Greenhouse Gas Reduction fund established for the State's Cap and Trade program. MTC estimates that \$3.7 billion could be made available for this discretionary program over the next 25 years. Attachment B is a summary of the AHSC program.

Policy options A through G are summarized on Attachment A and will be discussed at the Authority's special meeting.

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## Options to Incentivize Infill Development in a Potential New Transportation Sales Tax Measure

Information Only - For Discussion at February 3, 2016 Special Authority Meeting

*Policy Options*                      *Option 1*                      *Option 2*                      *Option 3*  
                                                  *Retain Current Policies*                      *Revise / Add Policies*                      *Additional Policy Options*

EXISTING POLICIES / PROGRAMS			
A. Sub-Regional Equity	All funds in a TEP to be subject to sub-regional equity formula	Exclude a portion of potential new revenues from "fair share" regional equity for countywide competitive programs that incentivize or promote infill development.	
B. Return-to-Source formula	Return-to-source based on 50% population, 50% road miles	Revise the "return-to-source" formula to a population, housing production formula (such as OBAG formula used for distribution of OBAG funds to counties)	
C. GMP Goals and Objectives relative to new growth	New residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth	Amend the GMP objective and establish programs to subsidize projects focused on housing and/or job-creating projects .	

Policy Options

Option 1  
Retain Current Policies

Option 2  
Revise / Add Policies

Option 3  
Additional Policy Options

NEW POLICIES / PROGRAMS			
D. Anti-displacement	N/A	Defer decision, adopt policies or funding in a potential new TEP based on the outcome of regional discussions	Require each jurisdiction to adopt anti-displacement policies
E. Additional return-to-source funding tied to housing production	Return-to-source funding based on GMP compliance. Return-to-source funding can be used for any transportation purpose.	Augment return-to-source funding for jurisdictions that meet certain housing targets. Allow augmented return-to-source funds to be used for any transportation purpose.	Augment return-to-source funding for jurisdictions that meet certain housing targets. Require that augmented return-to-source funds be used for TLC, complete streets or similar programs.
F. Enhanced TLC Program focusing on housing development projects	The TLC Program supports the creation of affordable housing and making Contra Costa's communities more pedestrian, bicycle, and transit-friendly.	Develop a TLC Program in a potential new TEP that places more weight on new housing projects over enhancing existing communities	
G. New Housing Production or Industry/Jobs Focused Programs	N/A	Adopt new programs separate from TLC which focus on housing / affordable housing or jobs-creation projects.	Same as Option 2, but require funding to match or augment other grant funding.

# California Strategic Growth Council

## Affordable Housing & Sustainable Communities (AHSC) Program BACKGROUND INFORMATION

The Strategic Growth Council's Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas ("GHG") emissions. These projects facilitate the reduction of the emissions of GHGs by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases.<sup>1</sup>

Projects are also to support related and coordinated public policy objectives, including:

1. Reducing air pollution
2. Improving conditions in disadvantaged communities
3. Supporting or improving public health
4. Improving connectivity and accessibility to jobs, housing and services
5. Increasing options for mobility, including active transportation
6. Increasing transit ridership
7. Preserving and developing affordable housing for lower income households
8. Protecting agricultural lands to support infill development<sup>11</sup>

### ELIGIBLE USES

Statutorily-eligible projects for funding pursuant to the AHSC program include the following:

- Affordable Housing. Intermodal, affordable housing projects that support infill and compact development.
- Transit. Transit capital projects and programs supporting transit ridership.
- Active Transportation. Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations.
- Non-infrastructure-related Active Transportation Projects. Non-infrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals conducted in conjunction with infrastructure improvement projects.
- Transit-oriented Development Projects. Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations.
- Complete Streets Capital Projects. Capital projects that implement local complete streets programs.
- Other GHG and Criteria Air Pollutant Reduction projects or programs. Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community.

# California Strategic Growth Council

## Affordable Housing & Sustainable Communities (AHSC) Program

### BACKGROUND INFORMATION

- Strategic Agricultural Easements on urban/rural fringe. Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.
- Sustainable Communities Strategy (SCS) Implementation Plans. Planning to support implementation of an SCS, including implementation of local plans supporting greenhouse gas emissions reduction efforts and promoting infill and compact development.<sup>iii</sup>

### PROJECT THRESHOLDS

By statute, projects must:

1. Demonstrate how the project will reduce GHG emissions, subject to methodology and reporting requirements established by California Environmental Protection Agency (CalEPA)/Air Resources Board (ARB);
2. Demonstrate consistency with the state planning priorities pursuant to Government Code 65041.1;
3. Implement a Sustainable Communities Strategy (SCS) or other regional plan to reduce GHGs.<sup>iv</sup>

### CO-BENEFITS

Project scoring criteria shall support co-benefits beyond the reduction of GHG emissions, which includes maximizing economic, environmental, and public health benefits, improving air quality, reduce the following: energy consumption, criteria pollutants, water consumption, greenfield land consumption, commute times, and public fiscal costs; support economic growth, workforce development, civic partnerships, and stakeholder engagement; and protect or improve public health.<sup>v</sup>

### PROGRAM EXPENDITURE REQUIREMENTS

Fiscal Year	Total Program Amount	
2015-16 and beyond (continuous appropriation)	20% of annual proceeds of the Greenhouse Gas Reduction Fund.	<ul style="list-style-type: none"> <li>• 50% of funds for affordable housing, including preserving and developing affordable housing for lower income households.</li> <li>• 50% of funds to disadvantaged communities as identified by the California Environmental Protection Agency (CalEPA).<sup>vi</sup></li> </ul>

Approximately \$120 million in local assistance funding will be available in fiscal year 2014/2015.

### PROGRAM GUIDELINES

The SGC shall, in coordination with its member agencies and departments, develop program guidelines and selection criteria for implementation of the AHSC program.

**Affordable Housing & Sustainable Communities (AHSC) Program**

**BACKGROUND INFORMATION**

**Guidelines Development Process**

- Draft guidelines shall be published on the SGC website ([www.sgc.ca.gov](http://www.sgc.ca.gov)) at least 30 days prior to public meetings where comments are to be accepted on the Draft Guidelines.
- The guideline development process will involve outreach to the public and stakeholders for eligible projects, including but not limited to local governments, regional agencies, civic and other organizations. This shall include coordination with metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions reflecting the goals and objectives of the AHSC Program.
- The SGC shall conduct public workshops for development of the guidelines, including at least one in northern California and at least one in southern California, and other areas of the State as appropriate for involving disadvantaged and other target populations.<sup>vii</sup>

**AHSC PROGRAM COORDINATION**

- **Programmatic and Administrative Expertise to Develop Guidelines and Implement Program.** The SGC shall leverage programmatic and administrative expertise of relevant state agencies and departments in implementing the AHSC Program.<sup>viii</sup> The California Department of Housing and Community Development (HCD), the California Natural Resources Agency (CNRA), and the California Department of Conservation (DOC) are supporting the SGC to develop guidelines and implement the AHSC program.
- **Coordination with CalEPA and ARB.** The AHSC program guidelines shall incorporate CalEPA's disadvantaged communities related threshold program eligibility criteria and State Air Resources Board (ARB) requirements for compliance with the state agency reporting provisions relating to expenditure records and demonstrating greenhouse gas reduction objectives.
- **Coordination with Existing Programs.** A project eligible for funding pursuant to the program shall be encouraged to promote the objectives of Section 75210, and economic growth, reduce public fiscal costs, support civic partnerships and stakeholder engagement, and integrate and leverage existing housing, transportation, and land use programs and resources.<sup>ix</sup>

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<sup>i</sup> Sec. 1(a)(6)(A)&(7)(D), SB 862, Chapter 36, Stats. 2014

<sup>ii</sup> PRC 75210

<sup>iii</sup> PRC Sec. 75212

<sup>iv</sup> PRC Sec. 75211

<sup>v</sup> PRC 75213-14

<sup>vi</sup> H&S Sec. 39719(b)(1)(C)

<sup>vii</sup> PRC Secs. 75215-75216

<sup>viii</sup> PRC Sec. 75216

<sup>ix</sup> PRC Sec. 75213

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## Options to Incentivize Infill Development in a Potential New Transportation Sales Tax Measure

Information Only - For Discussion at February 3, 2016 Special Authority Meeting

*Policy Options*      *Option 1  
Retain Current Policies*      *Option 2  
Revise / Add Policies*      *Option 3  
Additional Policy Options*

### SUB-REGIONAL EQUITY

#### A. Sub-Regional Equity

All funds in a TEP to be subject to sub-regional equity formula

Exclude a portion of potential new revenues from "fair share" regional equity for countywide competitive programs that incentivize or promote infill development.

February 3, 2016 Authority Special  
TEP Meeting Handout  
Agenda Item 1.3

Policy Options			
	Option 1 Retain Current Policies	Option 2 Revise / Add Policies	Option 3 Additional Policy Options
<b>RETURN TO SOURCE</b>			
B. Return-to-Source formula	Return-to-source based on 50% population, 50% road miles	Revise the "return-to-source" formula to a population, housing production formula (such as OBAG formula used for distribution of OBAG funds to counties)	
E. Additional return-to-source funding tied to housing production	Return-to-source funding based on GMP compliance. Return-to-source funding can be used for any transportation purpose.	Augment return-to-source funding for jurisdictions that meet certain housing targets. Allow augmented return-to-source funds to be used for any transportation purpose.	Augment return-to-source funding for jurisdictions that meet certain housing targets. Require that augmented return-to-source funds be used for TLC, complete streets or similar programs.



Policy Options	Option 1 Retain Current Policies	Option 2 Revise / Add Policies	Option 3 Additional Policy Options
<b>REVISED TLC OR NEW HOUSING PROGRAMS</b>			
C. GMP Goals and Objectives relative to new growth	New residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth	Amend the GMP objective and establish programs to subsidize projects focused on housing and/or job-creating projects .	
F. Enhanced TLC Program focusing on housing development projects	The TLC Program supports the creation of affordable housing and making Contra Costa's communities more pedestrian, bicycle, and transit-friendly.	Develop a TLC Program in a potential new TEP that places more weight on new housing projects over enhancing existing communities	
G. New Housing Production or Industry/Jobs Focused Programs	N/A	Adopt new programs separate from TLC which focus on housing / affordable housing or jobs-creation projects.	Same as Option 2, but require funding to match or augment other grant funding.
D. Anti-displacement	N/A	Defer decision, adopt policies or funding in a potential new TEP based on the outcome of regional discussions	Require each jurisdiction to adopt anti-displacement policies

**AGENDA ITEM 7**



# SWAT

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

February 5, 2016

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

**RE: SWAT Meeting Summary Report for February 1, 2016**

Dear Mr. Iwasaki:

At the **February 1, 2016** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

1. **Approved** the I-680 Transit Congestion Relief Options Study; and
2. **Received**; update on Contra Costa Transportation Authority (CCTA) Development of Potential Transportation Expenditure Plan (TEP), related to the "Options for the Growth Management Program in a New Transportation Sales Tax Measure"

The next SWAT meeting is scheduled for **Tuesday, February 16, 2016 at Town of Danville Offices, 510 La Gonda Way, Danville.**

Please contact me at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,

Lisa Bobadilla  
City of San Ramon  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

**CCTA EPAC**

Contact	Alt?	Organization	Title/Position
David Sharples		Alliance of Californians for Community Empowerment	Dir of CC ACCE
Jovana Fajardo	Y	Alliance of Californians for Community Empowerment	Lead Organizer
Mike Cunningham		Bay Area Council	Vice President Public Policy
Emily Loper	Y	Bay Area Council	Policy Associate
Dave Campbell		Bike East Bay	Advocacy Director
Kenji Yamada	Y	Bike East Bay	Bike Concord - Organizer
Kathryn Lyddan		Brentwood Agricultural Land Trust	
TBD	Y	Brentwood Agricultural Land Trust	
Bob Lilley		Building and Construction Trades Council	Assistant Business Manager
TBD	Y	Building and Construction Trades Council	
Lisa Vorderbrueggen		Building Industry Association	Executive Director for Governmental Affairs
Bob Glover	Y	Building Industry Association	Executive Director, Eastern E
Andy Fields		California Alliance for Jobs	Director, Bay Area Government Affairs
Michael Quigley	Y	California Alliance for Jobs	
Eric Sauer		California Trucking Association	Vice President of Policy and Government Relations
Chris Shimoda	Y	California Trucking Association	Director of Policy
Margaret Hanlon-Gradie		Central Labor Council	Executive Director
Cheryl Brown	Y	Central Labor Council	Political Director
Tim Leong		Contra Costa Community College District	Director of Communications
TBD	Y	Contra Costa Community College District	
Jack Weir		Contra Costa County Taxpayers Association	President
Mike McGill	Y	Contra Costa County Taxpayers Association	Past-President
Bruce Burns		Contra Costa County Office of Education	Superintendent for Moraga
Terry Koehne	Y	Contra Costa County Office of Education	Chief Communications Officer
Dennis Freeman		East Bay Economic Development Alliance	Assistant to the Director
Anne O	Y	East Bay Economic Development Alliance	Economic Development Analyst I
Kristin Connelly		East Bay Leadership Council	President & CEO
Steve Van Wart	Y	East Bay Leadership Council	VP Economic Development
Sean Dougan		East Bay Regional Park District	Senior Planner - Trails Development
Erich Pfuehler	Y	East Bay Regional Park District	Government Relations & Government Monitoring
Rev. Hubert Ivery		Genesis	Reverend
Mary Lim-Lampe	Y	Genesis	Lead Organizer
Joel Devalcourt		Greenbelt Alliance	Regional Representative, East Bay
Tom Brickley	Y	Greenbelt Alliance	Greenbelt Alliance Board Member
Rich Seithel		Contra Costa County Conservation & Development	Chief, Annexations and Economic Stimulus
Jamar Stamps	Y	Contra Costa County Conservation & Development	Planner
Rita Xavier		Paratransit Coordinating Council	Retired
Shirley Cressey	Y	Paratransit Coordinating Council	Retired
Rebecca Rozen		Hospital Council of Northern and Central California	Regional Vice President
Elisa Washington		Hospital Council of Northern and Central California	Regional Office Coordinator
Debbie Toth		Rehabilitation Services of Northern California	CEO
Tighe Boyle	Y	Rehabilitation Services of Northern California	
Ron Brown		Save Mount Diablo	Executive Director
Seth Adams	Y	Save Mount Diablo	Land Conservation Director
Patrishia Piras		Sierra Club	Volunteer
Matt Williams	Y	Sierra Club	Volunteer
Peter Lydon		TRANSDEF	
David Schonbrunn	Y	TRANSDEF	President
Joel Ramos		TRANSFORM	Regional Planning Director
Geoffrey Johnson	Y	TRANSFORM	Community Planner
Emily Cohen		United Contractors	Director of Government Relations
Man-Li Lin Kelly	Y	United Contractors	Legislative & Policy Affairs Manager
Bob Allen		Urban Habitat	Director of Policy and Advocacy Campaigns
Ellen Wu	Y	Urban Habitat	Executive Director
Alex Mehran Sr.		Sunset Development/Bishop Ranch	Chairman and Chief Executive Officer
Linus Eukel		John Muir Trust	Executive Director
Carla Din	Y	John Muir Trust	Director of Program Development

# **TRANSPAC Transportation Partnership and Cooperation**

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

February 11, 2016

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

Re: Status Letter for TRANSPAC Meeting – February 11, 2016

Dear Mr. Iwasaki:

At its meeting on February 11, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received an update from Hisham Noeimi, Engineering Manager, CCTA, on the Transportation Expenditure Plan (TEP).
2. Discussed the structure of the TRANSPAC Committee, the 511 Contra Costa TDM Program Administration, and the TRANSPAC Budget, and continued all three to the next meeting on March 10, 2016.
3. Continued the discussion of the Pacheco Transit Hub to the next meeting.
4. Received a report from Corinne Dutra-Roberts, Deputy Program Manager, 511 Contra Costa.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Loella Haskew  
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff  
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN  
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT  
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC  
Danice Rosenbohm, CCTA  
June Catalano, Diane Miguel (City of Pleasant Hill)