



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, June 3, 2013

3:00 p.m.

City of San Ramon
2222 Camino Ramon
San Ramon, CA 94583

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

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

5.A Approval of Minutes: SWAT Minutes of April 1, 2013 *(Attachment - Action)*

5.B Appoint SWAT Representative to the CCTA Technical Advisory Committee
(Attachment – Action)

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Review and Approve CMAQ SR2S, Cycle 2 Projects and Prioritization List for the SWAT Sub-region *(Attachments - Action)*

6.B Update on SCS/SB 375 Implementation *(Attachments - No Action)*

6.C Update/Discussion on OneBayArea Grant *(Attachments - No Action)*

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

- CCTA summary of actions from Board meetings of 4/17/13 and 3/15/13
- TRANSPAC summary of actions from Committee meetings of 4/11/13 and 5/9/13
- WCCTAC summary of actions from Board meeting of 3/22/13
- TRANSPLAN summary of actions from Committee meeting of 4/11/13
- City of San Ramon – Request for Comments, Faria Preserve
- Town of Danville – Notice of Public Hearing and Final EIR, Summerhill Homes

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, July 1, 2013, 3:00 p.m., City of San Ramon, 2222 Camino Ramon, San Ramon.

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

Staff Contact: Andy Dillard, Town of Danville

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

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

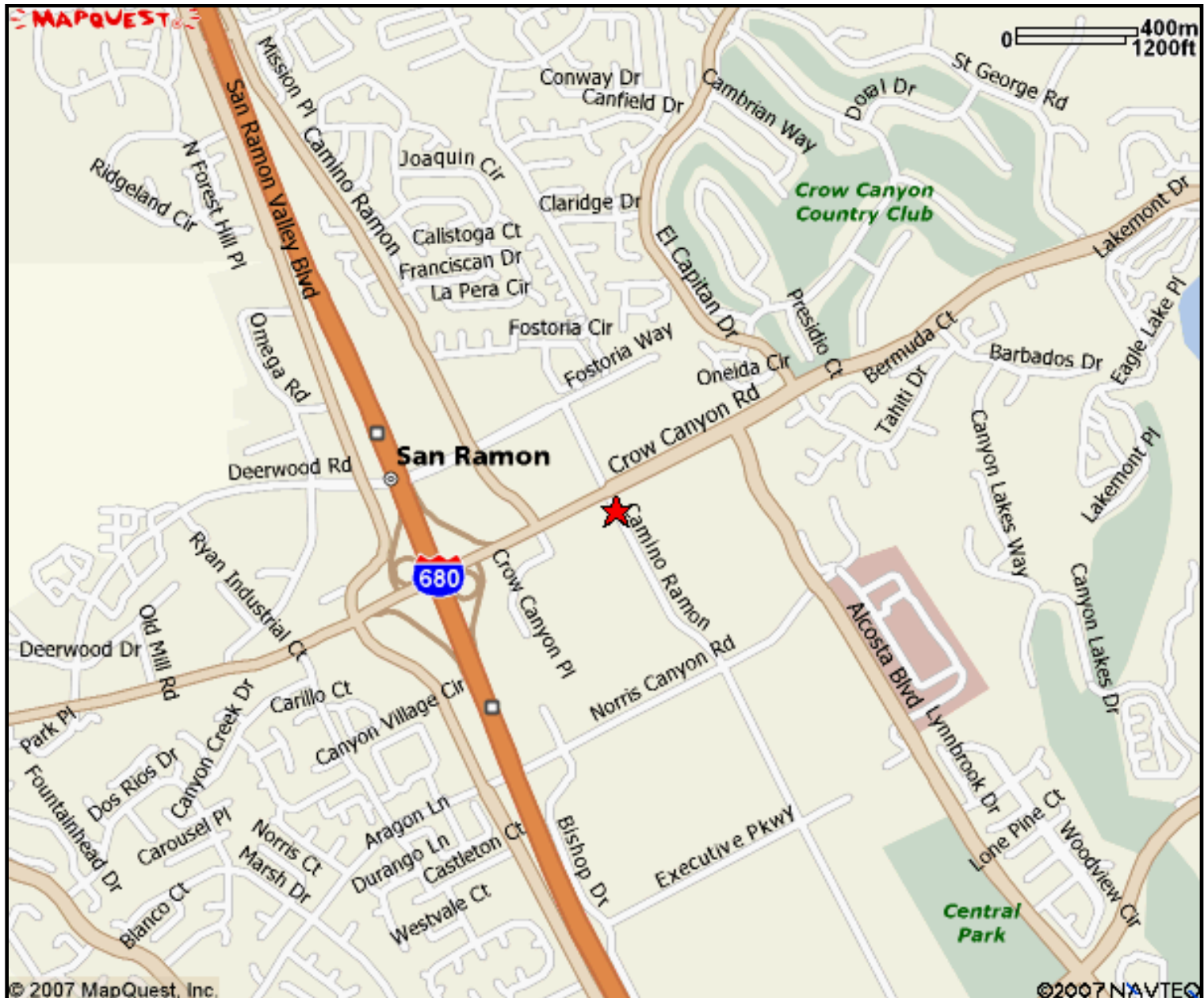
SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

**CITY OF SAN RAMON, 2222 CAMINO RAMON,
SAN RAMON, CA 94583**

DIRECTIONS:

I-680 South (from Walnut Creek):

- Take the CROW CANYON ROAD (Exit 36).
- Turn LEFT onto CROW CANYON ROAD.
- Go approximately .4 miles and turn right on to CAMINO RAMON.
- Turn right into parking lot (Commons Office Park). City Hall will be on the left.



Agenda Item 5.A



SWAT

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SUMMARY MINUTES
April 4, 2013 – 3:00 p.m.
City of San Ramon
2222 Camino Ramon
San Ramon, California

Committee Members Present: David Hudson (Chair), City of San Ramon; Candace Andersen (Vice Chair), Contra Costa County; Karen Stepper, Town of Danville; Michael Metcalf, Town of Moraga. Don Tatzin, City of Lafayette and Amy Worth, City of Orinda arrived at 3:15 p.m..

Staff members present: Chuck Swanson, City of Orinda; John Cunningham, Contra Costa County; Shawna Brekke-Read, Town of Moraga; Leah Greenblat, City of Lafayette; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Andy Dillard, Town of Danville.

Others present: Martin Engelmann, CCTA; Gayle Israel, Contra Costa County.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Hudson at 3:08 p.m.
2. **PUBLIC COMMENT:** None.
3. **BOARD MEMBER COMMENT:** Chair Hudson requested that Item 6C be reordered in the agenda prior to Items 6A and 6B.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
 - 5.A **Approval of Minutes:** SWAT Minutes of March 4, 2013 (*Attachment - Action*)

Action: Stepper/Andersen/Unanimous
6. **REGULAR AGENDA ITEMS:**
 - 6.A **Review and Approve 511 Contra Costa FY 2013-14 SWAT Transportation Demand Management (TDM) Program and Budget:**

Darlene Amaral presented the FY 2013-14 SWAT Transportation Demand Management (TDM) Program and Budget. Highlights of the budget includes maintaining all of the 511 Contra Costa countywide programs including the vanpool incentive program, employer program, and student program, and continued funding of the Lamorinda School Bus and Traffix Programs. Also included as part of budget was the annual request to authorize staff to submit applications to the Contra Costa Transportation Authority for Measure J, Transportation Fund for Clean Air (TFCA), and Congestion Mitigation Air Quality (CMAQ) funds. A new Measure J allocation was recommended for a Lamorinda Transit and Access Connectivity Study. Don Tatzin articulated that the Lamorinda study was discussed at LPMC, and requested that the study be further analyzed before moving forward with a funding allocation, and further recommended that the study remain in the TDM budget as a placeholder only.

Don Tatzin inquired about the High School Carpool Incentive Program, and it was asked why new funding was not allocated as part of the budget for this program. It was explained that additional funding was not allocated as there was carry-over from the previous year's budget. There was also an inquiry regarding the recommended increase in allocation for the Vanpool Incentive Program. It was explained that there is an increased demand for the program with an increase in Vanpools traveling to South County.

Amy Worth inquired whether there were other means in which to promote and encourage carpooling through the High School Carpool Incentive Program. Mike Metcalf added that there continues to be difficulty in getting participation from high schools for these types of programs. It was further expressed that, with school congestion continuing to be an issue, that alternative ideas continued to be explored for carpooling/incentives under this program. Lisa Bobadilla expressed that there has been extensive outreach for the program, but that there needs to be more involvement and cooperation from the school districts in order for it to be successful.

ACTION: Stepper/Tatzin/Unanimous

6.B Review and Approve SWAT Comments on CCTA's Discussion Papers "Launch of the 2014 Countywide Transportation Plan (CTP) Update" and "Incorporating Sustainability into the 2014 CTP":

The Committee approved a letter to the Authority summarizing SWAT's comments on the discussion papers.

ACTION: Metcalf/Worth/Unanimous

6.C Review and Comment on CCTA's Draft Priority Development Area (PDA) Investment and Growth Strategy:

Staff provided a brief update on the release of the draft PDA. It was explained that the Authority's Technical Coordinating Committee approved the document, but recommended moving it forward in draft form only. The document will be updated on an annual basis, with the next update anticipated for May 2014.

In regards to the Investment and Growth Strategy Component, Karen Stepper requested clarification of the wording under “Action 6” that refers to consideration of means which to coordinate administrative streamlining of funding programs to leverage additional funding for projects when appropriate. Based on similar comments by the TCC, it was reported that there was revised, clarifying language released for this Action by the Authority in an updated draft of the PDA Strategy.

Don Tatzin referenced the PDA place types listed for Contra Costa, and expressed concerns regarding the target numbers listed under Appendix A, Table A-1, “Place Types for PDA Planning”, and that the target numbers (“Guidelines”) referenced for jobs and housing would be difficult to reach (in terms of Lamorinda jurisdictions) and needs to be further analyzed. Tatzin further expressed that, when considering the development of the PDA Growth Strategy, that it be stressed that the role of CMA’s not dictate local policy decisions, and more directly that they do not dictate policy on local land use decisions. A third comment was provided in reference to Appendix A, Table D-1 “Affordable Housing Policy Survey”. It was expressed that the table is misleading in that it appears to reflect little-to-no activity in the area of affordable housing for most of the local County jurisdictions by simply referencing local adopted policies, and further, does not reflect or give credit to true affordable housing activities and implementations. Amy Worth further reiterated this point, and added that past affordable housing efforts needed to be recognized as well.

Given the limited time constraints for submitting comments on the PDA Growth and Investment Strategy, Don Tatzin and Amy Worth offered to provide written comments to the Authority via email summarizing SWAT’s comments.

ACTION: None.

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

- CCTA summary of actions from Board meeting of 3/20/13
- TRANSPAC summary of actions from Committee meeting of 3/14/13
- WCCTAC summary of actions from Board meeting of 3/22/13
- Town of Moraga – Notice of Availability Draft EIR for Bollinger Valley Project

ACTION: None

8. **DISCUSSION:** Next Agenda - no discussion

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, April 1st, 2013 at City of San Ramon, 2222 Camino Ramon, San Ramon.

ACTION: Meeting adjourned by Chair Hudson at 4:07 p.m.

Staff Contact:

Andy Dillard
Town of Danville
(925) 314-3384 PH
(925) 838-0797 FX
adillard@danville.ca.gov

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

Agenda Item 5.B



SWAT

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DATE: June 3, 2013
TO: SWAT Committee
FROM: SWAT TAC
SUBJECT: Technical Coordinating Committee (TCC) Appointment for 2013-2015 Term

At its meeting of March 4th, 2013, SWAT approved appointments to the Authority's Technical Coordinating Committee (TCC) for a two-year term, beginning April 1, 2013 and ending on March 31, 2015.

As SWAT's primary TCC Planning representative has vacated her position from the City of Orinda, it is required that a new primary and alternate be appointed. As such, SWAT TAC recommends that the San Ramon staff representative assume the seat as primary Planning representative, and the Moraga staff representative be appointed as alternate for the remainder of the two-year term ending March 31, 2015. All other TCC SWAT representative appointments will remain unchanged.

	Primary Representative	Alternate Representative
Planning:	Lisa Bobadilla, San Ramon	Shawna Brekke-Read, Moraga
Engineering:	Leah Greenblat, Lafayette	Tony Coe, Lafayette
Transportation:	Tai Williams, Danville	Andy Dillard, Danville

Staff Contact:
Andy Dillard, Town of Danville
Phone: (925) 314-3384
Email: adillard@danville.ca.gov

Agenda Item 6.A



SWAT

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

DATE: June 3, 2013

TO: SWAT

FROM: SWAT TAC

SUBJECT: CMAQ Safe Routes to School (SR2S), Cycle 2 Project List and Funding Plan for the SWAT Sub-region

BACKGROUND

The Contra Costa Transportation Authority (“Authority”) has announced the availability of approximately \$3.3 million in federal funding through MTC for Safe Routes to School (SR2S) programs for Contra Costa County. The formula methodology is the same as in Cycle 1, based on county pro-rata shares of total public and private school enrollment for grades K-12. At its discretion, a CMA may choose to augment this amount using its own county OneBayArea Grant (OBAG) funds. The county OBAG funding, apart from the regional program, needs to comply with other performance and accountability policies (i.e. investment minimums, complete streets and general plan housing element policies). Consistent with the approach taken in Cycle 1, the Cycle 2 Safe Routes to School funds is being allocated to the four subareas by formula. The formula allocates 50 percent of the funds are based on the subarea’s share of 2010 population and 50 percent based on the subarea’s share of k-12 enrollment in public schools. The formula and allocation for Cycle 2 is as follows:

CMAQ SR2S, Cycle 2 Formula.							
<i>Population</i>			<i>Enrollment</i>				
<i>Subregion</i>	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	<i>Allocation</i>
West	263,450	24%	\$401,100	31,538	19%	\$308,700	\$709,800
Central	313,829	29%	\$477,900	43,123	26%	\$422,000	\$899,900
East	305,923	28%	\$465,800	51,998	31%	\$508,900	\$974,700
Southwest	196,807	18%	\$299,700	41,372	25%	\$404,900	\$704,600
TOTAL	1,080,009	100%	\$1,644,500	168,031	100%	\$1,644,500	\$3,289,000

As the CMAQ Safe Routes to School, Cycle 2 funds can be used for a wide range of activities and projects, there are some limitations in the area of planning activities, material incentives, and types of driver-oriented safety improvements that are ineligible (Attachment B, SR2S Guidelines, pg. 3). The project minimum SR2S funding request amount for Cycle 2 is \$100,000. As the funds come out of the federal CMAQ program, an 11.47% match is required.

DISCUSSION

Consistent with the approach that SWAT initially approved for the sub-allocation of SWAT's share of SR2S funds as part of Cycle 1 in 2011, the SWAT TAC applied the same, equitable formula for the sub-allocation of funds for Cycle 2 as a starting point. The formula is based on a 50-50 split of student enrollment and number of schools across the sub-region. Enrollment numbers applied were from the current 12/13 school year. Using this "SWAT 50-50" method, the SWAT sub-allocation is summarized as follows:

Table A. SR2S, Cycle 2 Funds "50-50" Sub-Allocation within SWAT

Jurisdiction	By Student Enrollment (A)			By Number of Schools (B)			SWAT 50-50 (A+B)/2
	Enrollment	% of Total	Share	Schools	% of Total	Share	Share
DANVILLE	10,744	25.23%	\$ 177,759	11	22%	\$ 155,012	\$ 166,385
CONTRA COSTA*	2,624	6.16%	\$ 43,414	5	10%	\$ 70,460	\$ 56,937
LAFAYETTE	4,882	11.46%	\$ 80,772	6	12%	\$ 84,552	\$ 82,662
MORAGA	3,115	7.31%	\$ 51,538	5	10%	\$ 70,460	\$ 60,999
ORINDA	3,612	8.48%	\$ 59,760	6	12%	\$ 84,552	\$ 72,156
SAN RAMON	17,610	41.35%	\$ 291,357	17	34%	\$ 239,564	\$ 265,460
Subtotals	42,587			50			
SWAT Share of SR2S, Cycle 2 Funds:							\$ 704,600
* A portion of CCC students attend Danville, Lafayette and San Ramon schools							
Schools within CCC include Alamo, Rancho Romero, Stone Valley, Creekside, and Tassajara Hills							

Given that the SR2S, Cycle 2 Guidelines requires funding requests of a minimum of \$100,000 per project, several jurisdictions within SWAT (Lamorinda and the County) would not have been able to submit a project that would meet the minimum criteria given their respective "SWAT 50-50" sub-allocation amounts. As all jurisdictions had an interest in submitting a project, the SWAT TAC considered several options, however, only one option (with a combination of elements) presented itself that would accommodate all projects while reflecting the intent of maintaining the "SWAT 50-50" formula. The key element of the proposed allocation option was Contra Costa County's willingness to contribute its "50-50" share to the Lamorinda sub-region's projects (Lafayette, Moraga, and Orinda) to assist these projects in meeting the SR2S Program's minimum funding criteria. Contra Costa agreed to contribute their share with the caveat that the Lamorinda jurisdictions reach consensus on how to utilize the share. Additionally, the project scopes for the Danville and San Ramon projects were slightly adjusted (reduced) in relation to the "50-50" sub-allocation amounts to also assist in producing five eligible projects from the sub-region. With these elements in place, the SWAT TAC recommends that the following projects and funding allocations be considered:

Table B. SR2S, Cycle 2 Funds - Recommended SWAT Projects and Funding Plan

Jurisdiction	Project	Recommended SR2S Allocation	Project Totals	SWAT 50/50 Sub-allocation
DANVILLE	VISTA GRANDE STREET PEDESTRIAN IMPROVEMENTS	\$ 157,275	\$ 182,275	\$ 166,385
CONTRA COSTA	NONE (\$ TO LAMORINDA)	\$ -	\$ -	\$ 56,937
LAFAYETTE	HAPPY VALLEY ELEMENTARY SCHOOL PROJECT	\$ 100,000	\$ 128,000	\$ 82,662
MORAGA	RHEEM AND LOS PERALES ELEMENTARY SR2S	\$ 100,000	\$ 115,000	\$ 61,000
ORINDA	CITY OF ORINDA SIDEWALK PROJECT	\$ 100,000	\$ 125,000	\$ 72,156
SAN RAMON	CITYWIDE SR2S PROJECT	\$ 247,325	\$ TBD	\$ 265,460
TOTALS		\$ 704,600		\$ 704,600

RTPC's must submit their respective SR2S, Cycle 2 project lists and funding plans to the Authority by June 4, 2013. Project applications will initially be reviewed by the Authority's SR2S Oversight Committee, and will ultimately be forwarded to the Authority Board for adoption on July 17th. A final proposed project list is due to MTC by July 31, 2013.

RECOMMENDATION

Approve the CMAQ SR2S, Cycle 2 Project List and Funding Plan for the SWAT Sub-region and forward to the Authority for consideration of approval.

Attachments: A - SWAT Sub-Region SR2S, Cycle 2 Project List and Funding Plan
B - SR2S, Cycle 2 Call for Projects and Program Guidelines



SWAT

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

June 3, 2013

Mr. Brad Beck
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: CMAQ Safe Routes to School (SR2S), Cycle 2 Program Project Applications and Funding Plan for the SWAT Subregion

Dear Mr. Beck:

At their regular meeting of **June 3, 2012**, the Southwest Area Transportation Committee (SWAT) approved the following projects and funding allocations submitted from the SWAT sub-region for CMAQ SR2S, Cycle 2 Program funds. SWAT recommends that the sub-region's estimated program share of \$704,600 be allocated to the projects as shown in Table 1:

Table 1

Project Sponsor	Project Name	Project Total	Recommended SR2S Allocation
Danville	Vista Grande Street Pedestrian/SR2S Improvements	\$182,275	\$157,275
Lafayette	Happy Valley Road Walkway SR2S Improvements	\$128,000	\$100,000
Moraga	Safe Routes to Rheem and Los Perales Elementary Schools	\$115,000	\$100,000
Orinda	City of Orinda Sidewalk Project	\$125,000	\$100,000
San Ramon	Citywide SR2S Project	\$ TBD	\$247,325
SWAT SR2S ALLOCATION TOTAL:			\$704,600

A complete project list and funding plan is shown in Attachment A, and individual project applications are provided in Attachment B. If you have any questions or comments related to the SWAT sub-region's SR2S project applications or allocations, please contact me at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

Andy Dillard
SWAT Administrative Staff
Town of Danville

Attachments: A – Approved CMAQ SR2S, Cycle 2 Projects and Funding Plan for the
SWAT Sub-region
B – Individual CMAQ SR2S, Cycle 2 Project Applications for the SWAT
Sub-region

Cc: SWAT; SWAT TAC;

2013 CMAQ Safe Routes to School, Cycle 2 Program
SWAT Sub-region Project List and Funding Plan
 ATTACHMENT A

SWAT Sub-region Allocation:

PROJECT	SPONSOR	LOCATION	PROJECT TOTAL	SWAT APPROVED SR2S ALLOCATION
Vista Grande Street Pedestrian/Safe Routes to School Improvements	Danville	Vista Grande Street between Camino Tassajara and Diablo Road, adjacent to Vista Grande Elementary School	\$182,275	\$157,275
Happy Valley Road Walkway Safe Routes to School Improvements	Lafayette	Happy Valley Road between Panorama Drive and Redwood Lane, adjacent to Happy Valley	\$128,000	\$100,000
Safe Routes to Rheem and Los Perales Elementary Schools	Moraga	Moraga Way	\$113,000	\$100,000
City of Orinda Sidewalk Project	Orinda	Ivy Drive and Coral Drive in vicinity of Orinda Intermediate School.	\$125,000	\$100,000
City-wide Safe Routes to School Project	San Ramon	City-wide	\$ TBD	\$247,325
SWAT SR2S Allocation Total				\$704,600

ATTACHMENT B

**SWAT Sub-region's
CMAQ Safe Routes to School, Cycle 2 Applications**

OBAG SR2S, Cycle 2
Application/Project Fact Sheet

Project Title: Vista Grande Street Pedestrian/ Safe Routes to School Improvements
Agency Sponsor: Town of Danville
Contact Information: Andy Dillard, Traffic Engineering Associate
Transportation Division
(925) 314-3384
adillard@danville.ca.gov

Detailed Project Description:

The Vista Grande Street Pedestrian Improvements Project would construct a 300 linear-foot asphalt concrete pathway adjacent to Vista Grande Street. The pathway would connect Vista Grande School to Camino Tassajara, creating a contiguous pedestrian pathway to the existing sidewalk networks. The project would also require the construction (and extension) of a 100-foot metal beam guardrail to further protect and provide separation for the pathway from Diablo Road. Other elements of the project include safety retaining curbs and boundary bollards in order to provide separation of the new pathway from the existing Bret Harte Park parking area.

Vista Grande Street is a narrow 22-foot wide residential street with unimproved shoulders that runs north-south and parallels the major arterials of Camino Tassajara and Diablo Road. The street is approximately 400 feet long, is accessed off of Camino Tassajara to the south, and terminates at the northern end. At the northern terminus lies Vista Grande Elementary School. The main entrance to the school fronts Diablo Road, however, the only pedestrian accessibility south of the school is via Vista Grande Street. Due to the narrow street and lack of sidewalks, pedestrians are forced to walk in the street, competing with vehicles. Compounding the problem are backing vehicles from the Bret Harte Park perpendicular parking area. The project will provide pedestrians and bicyclists with a separated pathway and direct, safe access to Vista Grande School, eliminating potentially hazardous pedestrian-vehicle conflicts along on Vista Grande Street.

Scope of Work/Schedule:

Action/Task	Estimated Completion	Key Partners
Federal Authorization	January 2014	Town of Danville
Conduct Pre-Project Data Collection	September 2013	Town of Danville
PS&E	Mar 2014	Town of Danville
Contract Advertise	May 2014	Town of Danville
Contract Award	June 2014	Town of Danville
Project Construction	July-August 2014	Town & Contractor
Conduct Post-Project Analysis	September-October 2014	Town of Danville

Approach to Project Evaluation:

The Town will conduct “pre” and “post” project analysis by collecting bicycle and pedestrian data, and analyzing circulation on Vista Grande Street. Prior to “post” project analysis, the Town will work with Vista Grande Elementary School staff to educate student pedestrians and parents and to promote the project and its intended use.

Project Budget and Funding:

Funding Table	
Funding Source	\$ Amount
CIP No. B-574, Park Dedication Impact (Local Match)	\$ 25,000
CMAQ SRTS, Cycle 2	\$ 157,275
Total	\$ 182,275

Project Milestones:

Milestone	Date
Federal Grant Obligation Deadline	March 31, 2015
Project Grant Obligation	January 2014
Contract Advertisements	May 2014
Construction (begin)	July 2014
Construction (completion)	August 2014

Engineering Estimate:

Item	Quantity	Unit	Unit Price	Total
PS & E	1	LS	\$ 20,000.00	\$ 20,000.00
Clear, Grub, and Grading	1	LS	\$ 15,000.00	\$ 15,000.00
Construct 300 LF Asphalt Concrete Pathway	1,500	SF	\$ 50.00	\$ 75,000.00
Extend Metal Beam Guardrail	100	LF	\$ 200.00	\$ 20,000.00
Parking Retainers/Fence Pathway Separation	1000	LF	\$ 25.00	\$ 25,000.00
Directional Signage	1	EA	\$ 1,500.00	\$ 1,500.00
Pre and Post Analysis	2	EA	1,000	\$ 2,000.00
Subtotal				\$ 158,500.00
Construction Management (5%)				\$ 7,925.00
Contingency (10%)				\$ 15,850.00
Total				\$ 182,275.00

City of Lafayette's Application to OBAG SR2S Program

Project Title: Happy Valley Road Walkway Safe Routes to School Improvements

Agency Sponsor: City of Lafayette

Contact Information: Leah Greenblat, Transportation Planner

City of Lafayette

3678 Mt. Diablo Blvd., Suite 210

Lafayette, CA 94549

925.299.3229

LGREENBLAT@CILAFALETTE.CA.US

Detailed Project Description:

The goal of this project is to construct a pedestrian improvement which will encourage walking and improve safety at Happy Valley Elementary School, K-5.

The Happy Valley Elementary School project will construct about 400 feet of five-foot-wide walkway on the north side of Happy Valley Road between Panorama Drive and Redwood Lane. The project serves not only students living on the adjacent streets, but students who are typically picked up or dropped off at locations away from school grounds. The new walkway will permit pedestrians to access the crosswalk and school crossing guard at Happy Valley Road and Panorama Drive to safely access the school site.

Scope of Work and Schedule:

Action/Task	Work Product	Estimated Completion	Key Partners
1. Seek Federal Authorization to begin design	Authorization	Dec 2013-Mar 2014	Caltrans & City
2. Conduct "Before" evaluation pedestrian and bicycle counts	Number of "Before" users	Mar 2014	City
3. Conduct Environmental Review	CEQA Clearance	Apr 2014	City
4. Undertake project design including neighborhood and public review body meetings, as needed	Final Design	Jun 2015	City
5. Develop construction documents include specifications	Construction Documents	Oct 2015	City
6. Seek Federal Authorization to Construct	Authorization	Oct 2014-Feb 2015	
7. Advertise contract		Feb 2015	City
8. Award contract	Selection of Contractor	Apr 2015	City
9. Construct project	Completed project	Jun 2015	City & Contractor
10. Conduct "Post" evaluation pedestrian and bicycle counts	Quantity of "Post" users	Oct 2015	City

Approach to Project Evaluation:

Prior to the implementation of construction and after completion, the City will count the number of pedestrians on the west leg of the Happy Valley Road and Panorama Drive intersection

Project Budget and Funding:

Major resources needed to implement the project include staff time for design and construction management and labor and materials to implement construction. The City will donate its staff time for design and construction management activities. Please see the attached detailed budget and Funding Table below for additional information.

Funding Table		
	\$ Amount	Funding Source
OBAG/SR2S Funds Requested	\$100,000	CCTA
Local Match	\$ 28,000	City General Fund
Total:	\$128,000	

Project Milestones under the Federal-Aid Process:

MILESTONE	DATE
Grant Obligation	Mar 2014 (Design) Feb 2015 (Construction)
Contract advertisements	Feb 2015
Begin Construction	Jun 2015
Complete Construction	Sep 2015

DETAILED ENGINEERING COST ESTIMATE**Engineer's Estimate for OBAG SR2S Package of Projects****Happy Valley School**

Item	Quantity	Unit	Unit Price	Total
Roadway Excavation	140	CY	45	\$ 6,300
Clearing and grubbing	1	LS	5000	\$ 5,000
New curb	400	LF	35	\$ 14,000
New 5 ft. sidewalk	2000	SF	12	\$ 24,000
Wheel chair ramps	2	EA	800	\$ 1,600
Retaining curb	200	LF	40	\$ 8,000
Drain inlet	1	EA	2000	\$ 2,000
Storm Drain Pipe	100	LF	85	\$ 8,500
Pavement conform	600	SF	8	\$ 4,800
Signing/Striping	1	LS	2000	\$ 2,000
Mobilization	1	LS	\$ 5,000	\$ 5,000
Traffic Control	1	LS	\$ 5,000	\$ 8,000
Subtotal				\$ 89,000
Design and construction contingency (20%)				\$ 18,000
Survey/Design (15%)				\$ 16,000
Construction Management (5%)				\$ 5,000
Grand Total				\$ 128,000

May 28 2013

**OBAG SR2S, Cycle 2
Application/Project Fact Sheet**

Project Title: Safe Routes to Rheem and Los Perales Elementary Schools
Agency Sponsor: Town of Moraga
Contact Information: Shawna Brekke-Read, Planning Director, 925-888-7043

Detailed Project Description:

The Town of Moraga proposes a series of bicycle and pedestrian improvements along Moraga Road to encourage walking and biking to two elementary schools approximately one-half to one mile away and to close a bicycle and pedestrian gap along a corridor between the Town's high school and its middle school. The proposed project would construct a combination of sidewalks, bicycle lanes or Class 1 trails along a segment of Moraga Road, between Corliss Drive and Donald Drive. The project would also include pedestrian crossings on Moraga Road to provide improved pedestrian connectivity and safety between a large residential neighborhood on the east side of Moraga Road and two elementary schools on the west side of Moraga Road.

Scope of Work/Schedule:

Action/Task	Work Product	Estimated Completion	Key Partners
Refine and define project specifics	Conceptual Design through TLC Grant	September – December 2013	Town
Evaluate “before” conditions of bicyclists, pedestrians	Bike and ped counts	September – December, 2013	Town, Elementary Schools
Preliminary engineering design	35% Drawings through TLC Grant	January – March 2014	Town
NEPA/Environmental Review	CEQA/NEPA Clearance	March - May 2014	Town
Federal Authorization to complete design	Authorization	May - July 2014	Town & Caltrans
Finalize design and construction documents	Final design	September - November 2014	Town
Federal Authorization to Construct	Authorization	November – February 2015	Town
Advertise Contract	Advertisement	February 2015	Town
Award Contract	Authorization to Council	April 2015	Town
Construct project	Construction	July 2015 – October 2015	Town
Conduct post-project bike ped counts	Number of “after” users	October – December 2015	Town, Elementary Schools

Approach to Project Evaluation:

The Town will count the number of pedestrians and bicyclists prior to the implementation of construction and after completion, at the following locations:

1. Donald Drive and Moraga Road, on the approach to Rheem Elementary;
2. Corliss Drive and Moraga Road, on the approach to Los Perales Elementary; and
3. Draeger Drive and Moraga Road, at the midway point of the residential area on the east side of Moraga Road, between the two streets accessing the elementary schools.

Project Budget and Funding:

Funding Table	
Funding Source	\$Amount
Safe Routes to School	\$100,000.00
Local Funds/General Fund or Measure J	\$15,000.00
Total	\$115,000.00

The Town will utilize its Measure J Transportation for Livable Communities (TLC) grant funded project, Livable Moraga Road, to further refine the conceptual plans, develop 35% design drawings, and conduct NEPA review for the Safe Routes to School bike/ped project. The project will also be coordinated with a pavement project located south of the project site, planned as part of the OBAG Cycle 2 Funding, in order to maximize the economy of scale.

Project Milestones:

Milestone	Date
Federal Grant Obligation Deadline	March 31, 2015
Project Grant Obligation	March 2014
Contract Advertisements	February 2015
Construction (begin)	July 2015
Construction (completion)	October 2015

The project milestones reflect coordination with the OBAG Cycle 2 project located directly south of the project site.

Engineering Estimate:

Item	Quantity	Unit	Unit Price	Total
Subtotal				
Construction Inspection				
Contingency				
Total				

**OBAG SR2S, Cycle 2
Application/Project Fact Sheet**

Project Title: City of Orinda Sidewalk Project

Agency Sponsor: City of Orinda

Contact Information: Chuck Swanson, Director of Public Works and Engineering Services
925-253-4252
cswanson@cityoforinda.org

Detailed Project Description:

Installation of sidewalks adjacent to Ivy Drive and Coral Drive in the vicinity of Orinda Intermediate School.

1. **Ivy Drive:** Approximately 275 linear feet of 5 foot wide sidewalk on the east side of Ivy drive between Risa Court and Fiesta Circle.
2. **Coral Drive:** Approximately 450 linear feet of 5 foot wide sidewalk on the southside of Coral Drive between Eastwood Drive and Ardith Drive.

Scope of Work/Schedule:

Action/Task	Work Product	Estimated Completion	Key Partners
Federal Authorization	Authorization	January 2014	City of Orinda
Pre-Project Data and Coordination	Coordination with Neighborhood and Orinda Intermediate School	March 2013	City of Orinda
PS&E	Final Construction Documents	April 2014	City of Orinda
Advertise Construction Contract		May 2014	City of Orinda
Award Construction Contract	Contractor Selection	June 2014	City of Orinda
Project Construction	Completed Project	September 2014	City of Orinda and Contractor
Post-Project Analysis	Evaluation of project success	October 2014	City of Orinda

Approach to Project Evaluation:

The City will conduct before and after data by counting pedestrians and bicycles at both locations. At the completion of construction the City will work with the Orinda Intermediate School staff to educate the student pedestrians and parent to promote the project and its intended use.

Project Budget and Funding:

Funding Table	
Funding Source	\$Amount
OBAG/SR2S Grant Request	\$100,000
Gas Tax/HUTF	\$10,000
Orinda – Transp. Impact Fees	\$15,000
Total	\$125,000

Project Milestones:

Milestone	Date
Federal Grant Obligation Deadline	March 31, 2015
Project Grant Obligation	January 2014
Contract Advertisements	May 2014
Construction (begin)	July 2014
Construction (completion)	September 2014

Engineering Estimate:

Item	Quantity	Unit	Unit Price	Total
PS&E	1	LS	\$10,000	\$18,750
Sidewalk-Ivy Dr	270	LS	\$60	\$16,200
Sidewalk – Coral Dr.	430	LS	\$160	\$68,800
Subtotal				\$103,750
Construction Management (15%)				\$12,750
Contingency (10%)				\$8,500
Total				\$125,000

OBAG SR2S, Cycle 2
Application/Project Fact Sheet

Project Title:	City-wide Safe Routes to School Project
Agency Sponsor:	City of San Ramon
Contact Information:	Lisa Bobadilla, Division Manager Transportation Services (925) 973-2651 lbobadilla@sanramon.ca.gov

(Project Application to be provided as meeting handout)



CALL FOR PROJECTS

Date: Friday, March 8, 2013

To: RTPC Managers and Safe Routes to School (SR2S) Program Managers

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

RE: Safe Routes to School (SR2S) Program

The Authority is pleased to announce the availability of approximately \$3.3 million in federal funding through MTC for SR2S programs. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority has accepted delegation of the program selection process. Working with a committee comprised of transportation managers and SR2S program managers from around Contra Costa, the Authority has developed a policy framework for allocating the funds to the Regional Transportation Planning Committees (RTPCs) based upon K-12 student enrollment. During April and May, the SR2S Program Managers are being asked to assemble a list of high priority SR2S programs that they will forward to the RTPCs for adoption. The Authority is responsible for submitting a list of proposed projects to MTC by July 31, 2013.

Background

With the adoption of Resolution No. 4035 last May, MTC continued the Regional Safe Routes to School Program (SR2S) at Cycle 1 annual funding levels of \$5 million a year over four years (FY 2012-13 through 2015-16). In Cycle 2, \$20 million is available for SR2S programs. MTC has determined that the same policies and approach used in Cycle 1 will stay in place for Cycle 2 funding.

Fund Distribution to Contra Costa

The CMAQ funding distribution to Contra Costa is \$3.289 million. The formula methodology is the same as in Cycle 1, based on county pro-rata shares of total public and private school enrollment for grades K-12. At its discretion, a CMA may choose to augment this amount using its own county OneBayArea Grant (OBAG) funds. The county OBAG funding, apart from the regional program, needs to comply with other performance and accountability policies (i.e. investment minimums, complete streets and general plan housing element policies). Consistent with the approach taken in Cycle 1, the Cycle 2 Safe Routes to School funds is being allocated to the four subareas by formula. The formula allocates 50 percent of the funds are based on the subarea's share of 2010 population and 50 percent based on the subarea's share of k-12 enrollment in public schools.

The following table shows the results of the SR2S formula.

<i>Subregion</i>	<i>Population</i>			<i>Enrollment</i>			
	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	<i>Allocation</i>
West	263,450	24%	\$401,100	31,538	19%	\$308,700	\$709,800
Central	313,829	29%	\$477,900	43,123	26%	\$422,000	\$899,900
East	305,923	28%	\$465,800	51,998	31%	\$508,900	\$974,700
Southwest	196,807	18%	\$299,700	41,372	25%	\$404,900	\$704,600
TOTAL	1,080,009	100%	\$1,644,500	168,031	100%	\$1,644,500	\$3,289,000

Role of the SR2S Oversight Committee and Task Force

In 2011, the Authority directed the allocation of \$2.47 million in federal CMAQ funds for SR2S in Cycle 1. This effort was undertaken with the help of a SR2S Task Force comprised primarily of program managers involved with existing SR2S programs.

In response to a number of issues that arose during Cycle 1, the Authority, in July 2012, directed staff to expand the SR2S Task Force to include the RTPC managers. Subsequently, the committee was reconstituted into a two-tiered structure as follows: 1) an Oversight Committee comprised of the RTPC managers and key local staff provides input on higher-level policy decisions; and 2) the Task Force, comprised primarily of SR2S program managers and staff from local jurisdictions, provides input and guidance on “frontline” program activities.

The newly constituted committee is currently working on a broader range of activities, including the development of a countywide needs assessment for SR2S projects and programs. The committees met jointly on January 24 and February 28, 2013 to discuss and review the proposed Cycle 2 process. The attached call for projects incorporates the committee’s recommendations, as approved for distribution by the Authority’s Planning Committee on March 6, 2013.

Process for Allocating Funds

The detailed process and schedule are shown in the attached guidelines. It essentially involves dividing the funds among the subareas, and working with the RTPCs to decide on project and program priorities. To initiate this process, we are releasing this request to the program managers and RTPCs. Project recommendations from the RTPCs are due to the Authority on **June 4, 2013**.



Safe Routes to School Program Guidelines

With the adoption of Resolution No. 4035 last May, MTC continued the Regional Safe Routes to School Program (SR2S) at Cycle 1 annual funding levels of \$5 million a year over four years (FY 2012-13 through 2015-16). In Cycle 2, \$20 million is available for SR2S programs. MTC has determined that the same policies and approach used in Cycle 1 will stay in place for Cycle 2 funding.

The following document outlines the guidelines for the Cycle 2 SR2S program.

Fund Distribution to Contra Costa

The CMAQ funding distribution to Contra Costa is \$3.289 million. The formula methodology is the same as in Cycle 1, based on county pro-rata shares of total public and private school enrollment for grades K-12 (see Attachment A). Sponsors may apply for additional SR2S projects through the separate OneBayArea Grant (OBAG) program. Sponsors of projects applying for OBAG funding will also need to comply with performance and accountability policies (i.e. PDA investment minimums, complete streets and general plan housing element policies) that do not apply to the funds to be allocated through this separate SR2S program.

Allocation of Cycle 2 Safe Routes to School Funds to the RTPCs

Consistent with the approach the Authority took in Cycle 1, the Cycle 2 Safe Routes to School funds will be allocated to the four subareas by formula. The formula allocates 50 percent of the funds based on the subarea's share of 2010 population and 50 percent based on the subarea's share of k-12 enrollment in public schools.

The following table shows the results of the SR2S formula.

<i>Subregion</i>	<i>Population</i>			<i>Enrollment</i>			<i>Allocation</i>
	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	<i>2010</i>	<i>Share</i>	<i>Allocation (50%)</i>	
West	263,450	24%	\$401,100	31,538	19%	\$308,700	\$709,800
Central	313,829	29%	\$477,900	43,123	26%	\$422,000	\$899,900
East	305,923	28%	\$465,800	51,998	31%	\$508,900	\$974,700
Southwest	196,807	18%	\$299,700	41,372	25%	\$404,900	\$704,600
TOTAL	1,080,009	100%	\$1,644,500	168,031	100%	\$1,644,500	\$3,289,000

Eligibility

CMAQ funds may fund a broad range of activities and projects permitted under the state and federal¹ safe routes to school programs (see Attachment B for eligible project types). MTC is urging CMAs to take advantage of the significant level of flexibility afforded by the regional program by supporting further expansion of the safe routes to school non-infrastructure programs. The SR2S program has no limitations on grade levels and fewer limitations on non-infrastructure uses of funds, as compared to the state and federal programs.

The federal CMAQ program, however, imposes some limitations on what activities can be funded, given that the main purpose of CMAQ is to address reduction of federally recognized pollutants. As the first MPO in the country to fund a SR2S program using CMAQ funds, MTC worked through a number of CMAQ eligibility questions during Cycle 1. In response, FHWA has clarified that a number of SR2S activities are not eligible under the CMAQ program. A recap of those issues and determinations follows:

1 The recently enacted MAP-21 does not provide funding specifically for federal Safe Routes to School (SRTS) program but allows this project category to be funded as one component under the new Transportation Alternatives Program. SRTS activities will be eligible to compete for funding alongside other programs, including the Transportation Enhancements and Recreational Trail. Caltrans is in the in the process of determining how to handle address this new legislation and how to fund the Caltrans directed Safe Routes to School programs.

- **Planning activities** are ineligible, which include walking audits. In contrast project development activities that support a tangible improvement or program are eligible. If a sponsor needs funding to conduct walk audits, the Authority can offer a limited amount of support through consultant resources.
- **Certain Safety Improvements** such as crossing guards and mobile radar trailers are ineligible for CMAQ funding as they specifically address safety but do not directly lead to changes in travel behavior, resulting in air quality improvement. Also safety improvements such as signage, warning lights, etc. that are oriented to motorists are not eligible. In contrast, safety improvements specifically oriented to bicyclists and pedestrians, such as street crossings, and actuated signals are eligible.
- **Material Incentives** have limitations regarding the use of federal funds to pay for items such as raffles, prizes, gift cards, etc. Gifts / free incentives cannot be paid for with federal funds according to federal statutes. The exceptions to the rule are low-cost gifts such as pencils, stickers, paper pads, magnets, helmets, etc. that have little or no monetary value with respect to resale and provide a message / education component. There is no written guidance in this area, however. Contact Craig Goldblatt at MTC (CGoldblatt@mtc.ca.gov or (510) 817-5837) if you have any questions. Material incentives may be funded through other non-federal fund sources, for example the air district's Transportation for Clean Air (TFCA) program, Measure J or local funds. These fund sources, however, have their own limitations. (The TFCA program, for example, will require demonstration of air quality benefits before being used for this purpose.) Also the local overmatch portion of your project budget (if greater than 11.47% of the total project cost) can be designated as non-federal participating to allow the purchase of incentives. Lastly, the MTC Spare the Air Youth Program offers a limited amount of funding for incentives to Bay Area Safe Routes to School programs. Grants are based on funding availability, and the number of items each program receives is determined according to school enrollment. The incentive items are selected in advance based on input by program sponsors and distributed annually prior to the start of each school year. The application process for next school year's incentives will begin in spring 2013. Interested parties should contact MTC staff member Leslie Lara at llara@mtc.ca.gov for additional information.

Submittal of Workscope to CCTA

The next milestone for the SR2S Program is the submittal of a workscope from the RTPCs **no later than June 4, 2013** outlining their respective SR2S programs. The Authority will need to submit these to MTC **by July 31, 2013**.

The following information will be needed for each project:

- **Project Title and Agency Sponsor:** Identify the project title and the project sponsor(s) and agency receiving the federal authorization, project manager(s), and contact information. Note that the agency receiving the federal grant authorization will need to have a master agreement with Caltrans. As a result, school districts, nonprofit organizations, etc. will need to look to a city, county, or CMA to sponsor the project and to access SR2S funding. Caltrans has noted that there have been a number of challenges administering and delivering federal and State SR2S projects, with respect to subgrantees. If applicable, Caltrans will be requiring and reviewing agreements between CMAs and subgrantees, clearly outlining implementation responsibilities as a condition of authorizing your fund requests.
- Provide a **detailed project description** along with specific goals and objectives. Include how many schools, which grades, and how many students are to benefit from this program.
- **Scope of Work and Schedule:** Detail the actions/tasks, work products, estimated completion dates and key partners.
- **Approach to Project Evaluation:** Each project budget should include a small budget to fund program evaluation.
- **Project Budget and Funding:** Describe the major resources needed for this project (e.g., staff, consultant, equipment, materials, design, construction, etc.) Provide a detailed budget that shows total project and cost breakdown for each major task/action, including a cost estimate for the project evaluation. Provide a funding table that identifies the amount of SR2S grant and supplementary OBAG funds requested, amount of local match, and funding source for local match.

- **Project Milestones under the Federal-Aid Process:** Discuss the milestones, including grant obligations, contract advertisements, and implementation date(s). The deadline for obligating federal funds is March 31, 2015.

Alternatively, the RTPCs can find an already federalized SR2S-eligible project and can augment the existing funding or replace some or all local funds with CMAQ funds. Attachment C indicates the projects funded through Cycle 1, including some projects that were used to make the exchange. The Montalvin Manor, Lisa Lane, and Richmond Safe Routes to School projects each involved some form of augmentation and/or exchange of CMAQ funds.

Proposed Process for Allocating Funds

Following is the schedule for this Cycle 2 SR2S Call for Projects:

March 8 Authority staff releases unified “Call for Projects”

March – April In consultation with SR2S program managers, RTPC TACs develop an eligible list of projects and programs.

May RTPCs select a prioritized list of projects

June 1 Deadline for RTPC submittal of prioritized project list to CCTA

June 4 SR2S Oversight Committee reviews proposed projects and forwards them to Authority for Adoption

July 17 Authority adopts proposed project list

July 31, 2013 Deadline for Authority submittal of proposed project list to MTC

March 31, 2015 Deadline for obligating federal funds

Attachment A

Cycle 2 Safe Routes to School County Distribution FY 2012-13 through FY 2015-16

SAFE ROUTES TO SCHOOL COUNTY DISTRIBUTION

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

Attachment B

Safe Routes to Schools Project Eligibility

MTC Regional/CMA SR2S Program (CMAQ)

NON-INFRASTRUCTURE IMPROVEMENTS

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.

Non-construction outreach related to safe bicycle use

- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

INFRASTRUCTURE IMPROVEMENTS

- Bicycle/Pedestrian Use: Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips

² Language from CMAQ Guidance, 2008. Note that CMAQ can fund all specific improvements that are eligible in the State and Federal SR2S Programs with the following exceptions: walking audits and other planning activities, crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians, and material incentives without an educational message or exceeding a nominal cost.

- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Agenda Item 6.B

Contra Costa Transportation Authority *STAFF REPORT***Meeting Date:** May 15, 2013

SB 375/SCS Implementation Update

CCTA Comments on Draft *Plan Bay Area*: MTC posted the Draft 2013 Regional Transportation Plan (RTP) on its website on Friday, March 22nd. The Draft EIR was released on March 29th. Adoption of the final RTP is now scheduled for July 2013. MTC staff presented the Draft 2013 RTP to the Authority on April 17, 2013. A Public Workshop was held on Monday, April 22nd at the Marriott Hotel in Walnut Creek. The Authority will comment on the Plan and DEIR at its May 15th meeting. Further information is available at www.mtc.ca.gov.

OneBayArea Grant (OBAG) Program: In April, the Authority forwarded its Initial PDA *Investment and Growth Strategy* to MTC. The PDA Strategy will be updated annually, so in anticipation of next year's revision, staff will circulate the PDA Strategy to local jurisdictions and RTPCs, with comments due on July 31st.

The draft OBAG "Call for Projects" was issued on March 8th. Project applications are due by April 19th. A total of 22 "competitive" projects were submitted, totaling \$58 million in requests for OBAG funding (approximately \$24.4 million is available). The PDA/OBAG Working Group will meet on May 13th to review the OBAG applications. TCC will hold one meeting on May 16th, and a special meeting on May 23rd, if necessary, to discuss the scoring and ranking of the project applications.

The Authority is scheduled to approve the OBAG funding recommendations for projects and programs at its meeting in June. Following that action, each local jurisdiction will be responsible for obtaining federal funding approvals and implementing the project in accordance with all applicable federal guidelines.

Planning Directors Meetings: The Planning Directors of Contra Costa met on April 12th to discuss the OneBay Area Grant (OBAG) funding program, and the *PDA Investment & Growth Strategy*.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: May 15, 2013

Subject	Comments on Draft <i>Plan Bay Area</i> – MTC’s 2013 Regional Transportation Plan (RTP)
Summary of Issues	The Draft <i>Plan Bay Area</i> document was released by MTC on Friday, March 22, 2013, and may be downloaded from MTC’s website. Authority staff has prepared comments on the Draft Plan and EIR. Staff seeks authorization to submit comments to MTC on May 16 th .
Recommendations	Review draft comment letter and authorize staff to submit it to MTC/ABAG.
Financial Implications	Transportation projects need to be included in the RTP in order to receive future state or federal funding.
Options	Revise the comment letter or withhold comments.
Attachments	<p>A. Draft Comment Letter from the Authority to MTC on the Draft 2013 RTP and Draft EIR</p> <p>B. Letter dated May 7, 2017 from the City of Pittsburg to MTC stating that the James Donlon Extension Project will be funded entirely from local sources</p>
Changes from Committee	N/A

Background

MTC’s enabling legislation (as amended) requires that the agency prepare a Regional Transportation Plan (RTP) and update it every four years. To fulfill this requirement, MTC released its Draft 2013 RTP – called *Plan Bay Area* on March 22nd, with comments due by May 16, 2013. The final Plan is scheduled for Commission adoption in July 2013. Staff has prepared a comment letter for the Authority to approve on May 15. If approved, staff will transmit the letter to MTC on May 16th – the last day of the public comment period.

Draft Plan Bay Area

The Plan forecasts that the Bay Region's population will grow from 7.1 million in 2010, to 9.3 million in 2040. Furthermore, the region is expected to create 660,000 new housing units, and 1.1 million new jobs by 2040. This robust growth in population, housing and jobs, coupled with a rapidly growing senior population, provides the backdrop for *Plan Bay Area*, which focuses for the first time on establishing a Sustainable Communities Strategy (SCS) that integrates land use and transportation planning. The goal of the SCS is to reduce per-capita greenhouse gas (GHG) emissions from cars and light trucks by 15 percent to meet the targets established through Senate Bill (SB) 375.

The Plan explores providing enough housing so that the region's workers won't have to commute in from outlying counties. It also looks at stretching available revenues through smart investments, increasing economic competitiveness, preserving our natural environment, and helping to ensure a healthy, vibrant region for future generations to come.

Plan Bay Area uses a performance-based approach to decide which projects should be included in a financially-constrained transportation project list, and which land use alternative to select. The performance measures are centered on the three E's – Economy, Environment, and Equity. The Plan exceeds the critical, 15-percent state-mandated indicator, with an 18 percent reduction in per-capita GHG emissions. It also achieves the voluntary goal of housing the region's population, and increasing gross regional product. On other voluntary measures, however, the Plan falls short. The targets for reducing particulate emissions, increasing daily physical activity through walking or biking, increasing non-auto mode share, and improving road pavement conditions on surface streets, are not achieved. In the case of reducing accidents, decreasing the share of distressed lane-miles on state highways, and reducing the share of income consumed by transportation and housing for low-income residents, the Plan moves the needle in the opposite direction from the target.

The gross revenue forecast for the Plan through 2040 is \$289 billion, of which 80 percent is already committed to maintaining the region's roadway and transit system. Approximately \$57 billion are so-called "discretionary" investments, available for assignment to projects and programs by MTC through *Plan Bay Area*. The Plan invests those discretionary funds through six key strategies: maintaining the system, supporting focused growth, building next generation transit, boosting freeway and transit efficiency, respecting County investment priorities, and protecting the climate.

Plan Bay Area Draft EIR

A Draft Environmental Impact Report (EIR) was released a week following the draft Plan (March 29th). The Alternatives evaluated in the Draft EIR are as follows:

1. **Alternative 1 - No Project:** The No Project alternative consists of two elements: (a) the existing 2010 land uses plus continuation of existing land use policy as defined in adopted general plans, zoning ordinances, etc. from all jurisdictions in the region and (b) the existing 2010 transportation network plus highway, transit, local roadway, bicycle and pedestrian projects that have either already received full funding or are scheduled for full funding and received environmental clearance by May 1, 2011.
2. **Alternative 2 - Proposed Plan:** Alternative 2 is the proposed project analyzed in the EIR. This alternative, which embodies the SCS, assumes a land use development pattern that concentrates future household and job growth into Priority Development Areas (PDAs) identified by local jurisdictions. It pairs this land development pattern with MTC's Preferred Transportation Investment Strategy, which dedicates nearly 90 percent of future revenues to operating and maintaining the existing road and transit system.
3. **Alternative 3 - Transit Priority Focus:** This alternative includes the potential for more efficient land uses in Transit Priority Project (TPP) areas, as defined by SB 375 (Section 21155), and would be developed at higher densities than existing conditions to support high quality transit. The transportation investment strategy in this alternative tests a slightly reduced express lane network that focuses on HOV lane conversions and gap closures, as well as increased funding for the implementation of recommendations from the Comprehensive Operations Analysis of BART and AC Transit above what is included in the Preferred Transportation Investment Strategy. This alternative also includes a Regional Development Fee based on development in areas that generate high levels of vehicle miles travelled, and a higher peak period toll on the San Francisco-Oakland Bay Bridge.
4. **Alternative 4 - Enhanced Network of Communities:** This alternative seeks to provide sufficient housing for all people employed in the Bay Area with no in-commuters from other regions and allows for more dispersed growth patterns than the proposed project, although development is still generally focused around PDAs. The transportation investment strategy is consistent with the Preferred Transportation Investment Strategy, also used in the proposed project, and includes a higher peak period toll on the San Francisco-Oakland Bay Bridge.

- 5. Alternative 5 - Environment, Equity and Jobs:** This alternative seeks to maximize affordable housing in opportunity areas in both urban and suburban areas through incentives and housing subsidies. The suburban growth is supported by increased transit service to historically disadvantaged communities and a reduced roadway network. This alternative includes imposing a Vehicle Miles Traveled (VMT) tax and a higher peak period toll on the San Francisco-Oakland Bay Bridge to fund transit operations.

Comments on Plan Bay Area and the Draft EIR

Shown in Attachment A are Authority staff comments on the Plan and the EIR for submittal to MTC and ABAG. Staff's comments span the SCS forecast, affordable housing, transportation investments, and evolving transport. Further comments pertain to the Draft EIR and the alternatives that were studied.

Attachment B is the City of Pittsburg's request to MTC to change the funding status for the James Donlon Extension project from discretionary (state/federal) funding to 100 percent local funding, thereby allowing the project to reside in the RTP's financially-constrained project list without being subject to a performance assessment. Our draft comment letter to MTC conveys this request under "Investments."

Staff seeks Authority approval to transmit comments to MTC and ABAG for consideration in the Final *Plan Bay Area*.



COMMISSIONERS

May 16, 2013

DRAFT

Janet Abelson, Chair

Kevin Romick,
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

Randell H. Iwasaki,
Executive Director

Steve Heminger

Executive Director

Metropolitan Transportation Commission

101 Eighth Street

Oakland, CA 94607

Ezra Rapport

Executive Director

Association of Bay Area Governments

101 Eighth Street

Oakland, CA 94607

Subject: CCTA Comments on MTC's Draft 2013 Regional Transportation Plan (RTP) and
Draft Environmental Impact Report (DEIR)

Dear Mr. Heminger and Mr. Rapport:

The Contra Costa Transportation Authority (CCTA) appreciates the enormous effort that MTC and ABAG have undertaken during the past two years to develop the Draft 2013 RTP (*Plan Bay Area*), which responds to SB 375 through the development of the Bay Region's first Sustainable Communities Strategy (SCS). As one of nine Bay Area Congestion Management Agencies (CMAs), CCTA has enjoyed working with the Bay Area Partnership to help shape the Plan. We especially wish to thank you and your staff for keeping us fully apprised of the development of each chapter of the Plan as it progressed.

We now wish to take this opportunity to offer comments on the Draft RTP and EIR, specifically with regard to the SCS forecast, affordable housing, transportation investments, and evolving transport:

Housing and Jobs Forecast for the SCS

- We appreciate the focus on meeting the SB 375-mandated goal of reducing Greenhouse Gas (GHG) emissions, and then seeking to achieve the other goals contained in the Plan;
- We congratulate MTC and ABAG on developing an SCS that exceeds the 15-percent GHG emissions reduction goal. The housing and jobs forecast used to meet that goal, however, constitutes a significant departure from past trends, and in some cases conflicts significantly with local general plans. We therefore wish to express caution in translating the goal-specific SCS into the ABAG "*Projections*" series forecast (last published in 2009) that the CMAs are required to use in predicting future travel conditions.
- Upon adoption of the final RTP, CCTA looks forward to conducting a careful examination of the land use assumptions for the SCS, to compare the SCS with actual

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CA 94597
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925.256.4700
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Mr. Heminger & Mr. Rapport, MTC/ABAG

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development patterns and projected trends. We will share our findings with you and hope that the forecasts for the next RTP and SCS can be adjusted accordingly.

- We urge that you not use the SCS as the forecast upon which to base our computer travel model and traffic impact studies, because the SCS does not correspond with local General Plans, nor is it required to. By way of example, the distribution of housing and jobs for East Contra Costa is far below the general plan capacities for that subarea of the county. Moreover, a recent uptick in construction permits in far East County may, within the next decade, outstrip the 25-year SCS forecast.
- We hope that MTC and ABAG will carefully track and evaluate actual trends in population, housing, and job growth and compare the results with the adopted SCS forecast. Which of the Priority Development Areas (PDAs) are attracting the level of housing and jobs envisioned in the Plan? This information will be useful in developing future updates to our PDA Investment and Growth Strategy.

Affordable Housing

- While Plan Bay Area clearly lays out the shortfall in resources needed to adequately maintain the region's roadway and transit infrastructure, it is less specific on the nature and magnitude of the subsidy that would be required for the region to provide affordable housing at the levels envisioned in the first eight years of the plan through the Regional Housing Needs Allocation (RHNA) process.
- Constructing an affordable housing unit in the Bay Area requires a subsidy. As a rule of thumb, this subsidy can range of \$250,000 to \$350,000 per dwelling unit. In Contra Costa, the RHNA requires zoning for 8,327 affordable homes between 2014 and 2022. The subsidy required to build those homes would range from \$2.1 to \$2.9 billion.
- Similarly, for the region, the draft RHNA requires that cities zone for approximately 76,000 affordable homes. The subsidy required to construct that many affordable homes ranges from \$19 to \$27 billion. Plan Bay Area should include an estimate of the housing subsidy that would be required to meet the RHNA, and identify potential funding sources that the cities might explore to obtain that funding.

Investments

- CCTA staff have reviewed MTC's projects database, and we support the Preferred Transportation Investment Strategy as reflected in that database.
- We recently received notification from MTC staff that the James Donlon Extension project (MTC Project No. 230233), which was to be partially funded through

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discretionary (state or federal) funding sources, did not score favorably and therefore would not be included in the Plan unless a compelling case for including it could be presented by the City of Pittsburg and accepted by the MTC Board. As follow-up to our discussions with MTC staff, our present understanding, based upon our discussions with the project sponsor, is that the James Donlon Extension project will be 100 percent locally funded, thereby exempting it from the performance assessment and eliminating the need for a compelling case argument.

Evolving Transport

- Page 125 of the Plan notes that new ridesharing technologies are being deployed in the Bay Region. The sidebar mentions Uber, Lyft, and Sidecar, but it fails to mention Avego – the software program used in the three-county Real-time Ridesharing project funded through MTC’s Climate Initiatives Program. Please include mention of the Avego software.
- The autonomous vehicle – driverless cars and transit vehicles – also gets mentioned on page 125. We encourage MTC and ABAG to explore these technologies and to take a leadership role in creating a vision for the future that incorporates vehicle automation.

The following comments pertain to the Draft EIR:

- When the Draft RTP (the Project) is compared to the Alternatives, the difference in impacts and achievement of RTP goals is insignificant (1 to 2 percent) in almost every instance. Given this small difference, we do not agree with the DEIR's conclusion that Alternative 5 is the Environmentally Superior Alternative - there is in fact no material difference. The Project represents the one alternative that is the most vetted and understood by Bay Area residents, the most consistent with local plans, and the most comprehensive in addressing the needs of all modes and users while still environmentally sound and beneficial.
- When compared to the Project, we note that Alternatives 4 and 5 have specific flaws that make it difficult to view them as viable choices from which to choose. Those flaws include:
 - Growth projections that do not appear to be achievable. The projections for Alternative 4 are based upon an assumption that SB 375 requires housing of all Bay Area workers in the 9 counties, and not just that adequate housing be provided for new workers. This Alternative harkens back to the “Initial Vision Scenario” that was developed by MTC and ABAG in 2011, to which CCTA and the other CMAs in the region voiced strong opposition. No other Metropolitan

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Planning Organization holds the view that all workers in a region must be housed within that same region, and CCTA does not subscribe to that interpretation of SB 375. In addition, since Regional Housing Needs Assessment (RHNA) allocations have already been drafted and presented to ABAG for adoption, the Alternative's growth assumptions for the early years of the RTP are already undercut, putting even more unrealistic growth pressures on out years of the Project. If ABAG chooses to adopt the growth assumptions in Alternative 4, it would be without the benefit of detailed local review that was conducted for the purposes of the RHNA.

- Assumptions that are inconsistent with SB 375 regarding the loss of local control related to rezoning are embodied in Alternative 5. It assumes that unspecified PDAs in rural and ex-urban areas will be disqualified from upzoning, even though SB 375 expressly denies the region the power to impose a decision of that nature. It also assumes that OneBayArea Grant (OBAG) funding cannot be spent in these PDAs, even though most CMAs have already made OBAG funding obligations that likely include these areas. Finally, the Alternative assumes a VMT tax whose passage cannot reasonably be anticipated in the timeframe proposed. None of these considerations have received the vetting, either at the local or regional level, that the Project alternative received. These factors make Alternative 5 unimplementable, and it should receive no further consideration.

Thank you for this opportunity to comment on the Draft Plan Bay Area and DEIR. CCTA looks forward to working with MTC and ABAG as the new RTP is adopted and implemented.

Sincerely,

DRAFT

Randell H. Iwasaki
Executive Director

File: 13.03.08.06

cc: Bay Area CMA Directors



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

Attachment B

May 7, 2013

Honorable James Sperling, Chair
MTC Planning Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Honorable Mark Luce, Chair
ABAG Administrative Committee
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607-4756

SUBJECT: Inclusion of the James Donlon Boulevard as a “Committed” Project


Dear Commissioners Sperling and Luce:

As part of the development of Plan Bay Area, MTC staff assessed the performance of projects submitted for inclusion in the next Regional Transportation Plan (RTP) for the Bay Area. The assessment identified Project ID # 230233, “James Donlon Boulevard/Expressway (Kirker Pass Road to Somersville Road) + Kirker Pass Road Operational Improvements,” with low performance target ratings. MTC and the Contra Costa Transportation Authority (our Congestion Management Agency) have informed the City of Pittsburg that in order for this project to be included in the next financially-constrained RTP, it must either: 1.) make a “compelling case”, or 2.) identify the project funding as local sources only (i.e. no federal funding).

The City of Pittsburg currently proposes to fund the James Donlon Boulevard Project entirely through local sources, and therefore should not be required to make a “compelling case” for inclusion in the financially constrained list of projects in the next RTP.

If you have questions or would like to discuss these comments further, please do not hesitate to contact me or my staff.

Sincerely,



Joe Sbranti
City Manager

Cc: Martin Engelmann, Contra Costa Transportation Authority

Agenda Item 6.C

Planning Committee **STAFF REPORT**

Meeting Date: June 5, 2013

Subject	Allocation of Funding through the OneBayArea Grant (OBAG) Program
Summary of Issues	<p>As the Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for recommending projects for funding available through MTC's OneBayArea Grant (OBAG) program. The Authority previously agreed to divide the \$45.2 million in OBAG funds into three parts: \$4.3 million for CMA planning, \$16.6 million for Local Streets and Roads Preservation (LSRP), allocated by formula to the 20 Contra Costa jurisdictions, and \$24.3 million, to be allocated through a competitive process, for Transportation for Livable Communities (TLC), bicycle/pedestrian (bike/ped) and Safe Routes to School (SR2S) projects. In response to a call for projects, the Authority received 22 applications totaling \$57.8 million for competitive funds as well as 20 applications for the \$16.6 million in LSRP funds. Using the criteria developed by the PDA/OBAG Working Group and the Technical Coordinating Committee (TCC) and approved by the Authority, staff has reviewed and scored the 22 applications for the competitive OBAG funds. The TCC reviewed the scoring and recommended the attached list of eight projects for funding.</p>
Recommendations	<ul style="list-style-type: none"> A. Recommend approval of the list of recommended projects, and forward to the Authority for submittal to MTC by June 30, 2013. B. Continue to pursue alternative funding sources to help secure funding for projects that did not receive an allocation through the competitive OBAG process.
Financial Implications	<p>About \$45.2 million in federal STP, CMAQ and TAP funds are available to Contra Costa through the OBAG program. The Authority previously decided to allocate \$4.25 million of the OBAG funds for CMA planning and \$16.6 million for Local Streets and Roads Preservation, distributed by formula to local jurisdictions. The remaining \$24.3 million may be used for TLC,</p>

	bike/ped and Safe Routes to School projects.
Options	<ol style="list-style-type: none">1. Revise competitive OBAG funding allocation in consideration of other factors, such as geographic equity2. Request that MTC allow more time (one additional month) for further discussion and review
Attachments	<ol style="list-style-type: none">A. List of Applications Received for OBAG Funding (full applications can be viewed on the Authority's website at www.ccta.net)B. Scoring Criteria and MeasuresC. Project Ranking and ScoringD. Project Ranking and Scoring by Subarea (for information only)E. Detailed Project Scoring and Mapping
Changes from Committee	

Background

As the Congestion Management Agency (CMA) for Contra Costa, the Authority has the responsibility of recommending how federal funding available through MTC's OneBayArea Grant (OBAG) program is allocated. While allowing the funding to be used for Local Streets and Roads Preservation (LSRP), the OBAG program is focused primarily on projects that support and encourage the development of priority development areas (PDAs). The OBAG program, in fact, requires that 70 percent of the OBAG funding be directed toward projects that serve PDAs.

Funding Available

MTC has made \$45.2 million in federal funds available to the Authority for allocation through the OBAG program. The Authority previously agreed to divide the \$45.2 million into three components:

<i>Component</i>	<i>Amount</i>
CMA Planning and Outreach	\$4.3 million
Local Streets and Roads Preservation (LSRP)	\$16.6 million
Competitive OBAG Funding	\$24.3 million
TOTAL	\$45.2 million

The CMA Planning and Outreach will be used to support the Authority's responsibilities as a CMA. These include the development of a countywide transportation plan and performance measures, involving local communities in the development of those plans, serving as a liaison between local and regional agencies, and allocating OBAG funding and monitoring the projects funded.

The LSRP funds will be allocated by formula to each of the 20 jurisdictions in Contra Costa to help maintain the transportation system. This approach fulfills and expands the commitment the Authority made in the Cycle 1 CMA Block Grant to fund local maintenance projects. Attachment A shows the projects that local jurisdictions have identified for expenditure of the \$16.6 million in LSRP.

The remaining OBAG funds, which can be used to fund TLC, bike-ped, and SR2S projects, are to be allocated through a competitive process.

Purpose of the OBAG Program

MTC Resolution 4035, which established the OBAG program, noted that the OBAG program is intended to:

... better integrate[s] the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- *Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.*

- *Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)....¹*

To ensure that these purposes are being met, Resolution 4035 identified several factors that CMAs should emphasize in the selection of projects for OBAG funding:

- Projects located in high impact project areas
 - PDAs taking on significant housing growth
 - Jobs in proximity to housing and transit
 - Improved transportation choices for all income levels
 - Consistency with regional TLC design guidelines
 - Project areas with parking management and pricing policies
- Projects located in Communities of Concern
- PDAs with affordable housing preservation and creation strategies
- PDAs in CARE areas or near freight corridors

To further ensure that the OBAG funds are used to support and encourage development in designated PDAs, the OBAG program requires that 70 percent of the available funding be allocated to projects that are in, directly connect to or provide proximate access to PDAs.

MTC management staff has made it clear that the Cycle 2 OBAG program is an initial attempt to design a funding approach that supports the requirements of SB 375 and the goals of the Sustainable Communities Strategy. MTC will evaluate how effective the Cycle 2 approach is in achieving those goals and adjust the program accordingly. In the Cycle 2 approach, MTC increased the funding that the CMAs were responsible for allocating and increased the flexibility in the types of projects funded. At the same time, MTC tightened the criteria and requirements of the program to focus even more intensely on projects that support the development of PDAs and transit-adjacent housing and serve communities of concern.

¹ Metropolitan Transportation Commission, *Resolution 4035*, adopted on May 17, 2012, as amended through November 28, 2012, Attachment A, p. 2.

Scoring Criteria

To evaluate the projects submitted for consideration and to carry out the purposes of the OBAG program, the Authority worked with the PDA/OBAG Working Group and the TCC to develop a set of scoring criteria for the competitive OBAG funding. (Applications for LSRP funding were not evaluated using these criteria because the funding will be allocated by formula.) The criteria were designed to be consistent with and carry out the factors and requirements outlined in Resolution 4035.

The scoring criteria were divided into two categories: criteria that evaluated the context of the PDA served and project area (35 of 100 points) and criteria that evaluated the impacts of the proposed project (65 of 100 points). The scoring criteria and measures used to evaluate them are listed in Attachment B.

Authority staff, with consultant support, evaluated each of the project applications for the competitive OBAG funding against these criteria and associated measures. The resulting rankings and scores are shown in Attachment C. The detailed scoring for each project application along with a map showing the location of each project is shown in Attachment E.

Call for Projects and Initial Scoring

The Authority released a call for projects for the OBAG program on March 8th. In response, the Authority received 22 applications totaling \$57.8 million for competitive funds as well as 20 applications for the \$16.6 million in LSRP funds. The applications received for both components are listed in Attachment A.

Using the criteria developed by the PDA/OBAG Working Group and TCC and approved by the Authority, Authority staff with consultant support reviewed and scored the 22 applications for the competitive OBAG funds. The initial rankings suggested that the competitive portion of OBAG could fund seven or eight of the 22 projects that applied for funding. Generally, projects that met more criteria ranked higher than projects that met fewer criteria. The Detroit Avenue and San Pablo complete streets projects, the two highest-rated projects, scored well on a large number of criteria. Both are partially located in special consideration areas — Communities of Concern (which MTC defines as areas with disproportionately low income and minority households) and CARE areas (the Air District's Communities at Risk Evaluation program) both were developed with considerable community involvement. They also included a wider range of components including Safe Routes to School support. The rankings also suggest that larger projects

— that is, those requesting more OBAG funding — scored better, despite the inclusion of a cost-effectiveness criterion.

To test the robustness of the 100-point scoring system, staff also examined how the rankings would change if some of the criteria were removed. We would expect that the “special consideration areas” and “cost-effectiveness” scores, because they made up 10 and 13 points, respectively, of the maximum score, would significantly change the rankings. While removing those criteria did change the order of project rankings — some projects moved up and others down — the projects that were in the top eight tended to stay in the top eight. Eliminating the “special consideration areas” (which would be inconsistent with MTC direction) changed the order of the top eight projects but not the projects in the top eight. Eliminating the cost-effectiveness criterion resulted in larger projects moving up in the rankings. Doubling the points assigned to the cost-effectiveness criterion had a similar but opposite impact; smaller projects move up in their rankings generally, while larger projects move down.

Proximate Access

Resolution 4035 requires that 70 percent of the OBAG funding be allocated to projects that are in, directly connect to or provide “proximate access” to PDAs. Staff estimates that at least 70 percent of the funding will go to projects serving PDAs, including all of the top-ranked projects applying for competitive OBAG funding.

Appeals to the Initial Scoring

Applicants were given the opportunity to appeal their initial scores. On May 10th, staff sent out a form for project proponents to comment on the initial scoring results for OBAG competitive funding. In response, staff received comments on the scoring of 13 of the 22 applications. In response, staff and consultants together made a number of adjustments to the scores. Those adjustments are reflected in the scores in Attachments C, D and E.

PDA / OBAG Working Group Recommendations

The PDA / OBAG Working Group met on May 13th to discuss the initial scoring and ranking. The majority of the Working Group thought the rankings reflected the purposes of the OBAG program and did not believe that any “siloing” for PDAs, bike-ped or geographic equity was necessary. Representatives from the SWAT region felt the

funding should have been distributed more equally among the regions. The majority of the Working Group members, however, did not concur.

Individual members suggested several changes to the scoring criteria and measures that the Authority should consider for the next round of funding. One suggested that applicants should demonstrate that any affordable or senior housing relied upon in the application has covenants or other restrictions to ensure that the housing is limited to lower-income or senior persons. Another suggested that scoring consider the number of users benefitted.

CBPAC Comments on the Complete Streets Checklists

The CBPAC met on May 20th to discuss the complete streets checklists submitted for the projects applying for OBAG funding. Generally, the CBPAC was heartened that all of the projects applying for competitive OBAG funds included bicycle and pedestrian components. Some concerns were raised about the effect of roundabouts on the safety of bicyclists and pedestrians. Staff with experience in implementing them felt that the roundabouts can benefit bicyclists and pedestrians if adequately designed. The CBPAC suggested that the bicycle routes that parallel Railroad Avenue near the Pittsburgh transit station access project need to be well signed to direct bicyclists away from Railroad Avenue.

TCC Recommendations

The TCC reviewed the initial project scoring on May 16th and the “second round” of scores — that is, the scores refined in response to comments received from project applicants — on May 23rd. After rejecting two motions to forward the scoring of the projects without a recommendation (both with and without consideration of geographic equity), the TCC voted 10 to 3 to recommend the scores and rankings as presented by Authority staff. The “no” votes came exclusively from staff of jurisdictions in the SWAT region who felt that the PC should consider geographic equity in the allocation of “competitive” OBAG funding. As part of the 10-3 vote, the TCC recommended forwarding the rankings by subarea contained in Attachment D “for information only”.

Some TCC members recommended that, before the next cycle of federal funding, the TCC should review the criteria used. Staff notes that the TCC and stakeholders are encouraged to review and revise the scoring criteria (within certain parameters) for the next cycle.

A further appeal was received at the TCC meeting regarding the Iron Horse Trail Overcrossing at Bollinger Canyon Road. In response to this appeal, the score for SR2S safety was increased from zero to two, as reflected in Attachment E.

Additional Review

Evaluating the project applications against the scoring criteria is only one of the steps needed in developing the list of OBAG funding recommendations. Staff is now reviewing the project applications to:

1. Ensure that all proposed components are eligible for the federal funding requested and
2. Determine whether the projects meet the definition of proximate access set in the PDA Investment & Growth Strategy.

Staff is also concerned that many of the applicants requested federal funding for engineering, environmental and right-of-way. Using federal funds for phases other than construction adds complexity and administrative burdens to project completion. Staff will work with sponsors to see if federal funding for selected projects can be limited to the construction phase.

Next Steps

Following PC review, the Authority must forward a recommended list of projects to MTC by June 30, 2013.

In parallel, Authority staff will pursue other funding sources for higher-scoring projects that did not receive an allocation of OBAG funding in Cycle 2. These sources include the Measure J TLC and bike/ped program, additional funds available through other Measure J program categories resulting from recent successful bond refinancing and higher levels of sales tax receipts, the upcoming State Transportation Improvement Program (STIP), and subsequent federal funding cycles. Staff will continue to work with project proponents to keep these projects active so that they have an improved chance of garnering funds in future funding cycles.

Attachment A

Applications for OneBayArea Grant (OBAG) Funding

LOCAL STREETS AND ROADS PRESERVATION FUNDING

<i>Project</i>	<i>Sponsor</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
9th Street Roadway Improvements	Antioch	\$673	\$950	\$1,623
Balfour Road - Overlay	Brentwood	\$289	\$150	\$439
Collector Street Rehabilitation - CIP No. 10425	Clayton	\$385	\$50	\$435
City of Concord Pavement Rehabilitation	Concord	\$757	\$347	\$1,104
Countywide Overlay Project	Contra Costa County	\$1,936	\$1,487	\$3,423
Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation	Danville	\$932	\$121	\$1,053
2013 Pavement Rehabilitation Program	El Cerrito	\$630	\$310	\$940
Pavement Rehabilitation of Refugio Valley Road	Hercules	\$701	\$92	\$793
Mt. Diablo Boulevard West End Pavement Management Project	Lafayette	\$584	\$80	\$664
Downtown PDA Pavement Restoration Project	Martinez	\$1,021	\$258	\$1,279
2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project	Moraga	\$708	\$92	\$800
Cypress and Big Break	Oakley	\$1,029	\$134	\$1,163
Ivy Drive Pavement Rehabilitation	Orinda	\$552	\$72	\$624
San Pablo Avenue Roadway Rehabilitation Pinole Shores Drive to Sunnyview	Pinole	\$453	\$352	\$805
Railroad Avenue Improvements	Pittsburg	\$298	\$39	\$337
Contra Costa Blvd Improvement Project (Taylor Blvd to Chilpancingo Pkwy)	Pleasant Hill	\$798	\$463	\$1,261
Richmond Local Streets and Roads Preservation	Richmond	\$3,438	\$446	\$3,884
2013 Pavement Preservation Project	San Pablo	\$454	\$628	\$1,082
San Ramon Valley Boulevard Pavement Rehabilitation	San Ramon	\$289	\$1,627	\$1,916
North Main Street Preservation Project	Walnut Creek	\$651	\$200	\$851
TOTAL		\$16,578	\$7,898	\$24,476

APPLICATIONS FOR "COMPETITIVE" OBAG FUNDING

<i>Project</i>	<i>Sponsor</i>	<i>OBAG Request</i>	<i>Local Match</i>	<i>Total Cost</i>
Richmond BART Station Intermodal Improvement Project	BART	\$2,900	\$1,431	\$4,331
Walnut Creek BART Transit Village Multi-Modal Access Project	BART	\$4,390	\$570	\$4,960
Detroit Avenue Complete Streets Project	Concord	\$2,154	\$279	\$2,433
Last-Mile Bike and Pedestrian Access to BART	Concord	\$1,195	\$155	\$1,350
City of Concord's SR2S Implementation Program	Concord	\$643	\$84	\$727
North Richmond Pedestrian Improvement Project	Contra Costa County	\$1,770	\$533	\$2,303
Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	Contra Costa County	\$912	\$204	\$1,116
SF Bay Trail - Pinole Shores to Bay Front Park	EBRPD	\$3,500	\$1,500	\$5,000
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	\$3,468	\$450	\$3,918
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	\$6,000	\$35,155	\$41,155
Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette	\$1,974	\$280	\$2,254
Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga	\$563	\$73	\$636
Rheem Boulevard/St. Mary's Road Roundabout	Moraga	\$476	\$62	\$538
Crossroads Area Streetscape Improvements	Orinda	\$462	\$62	\$524
Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg	\$541	\$71	\$612
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	\$1,300	\$214	\$1,514
Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Pleasant Hill	\$1,606	\$1,224	\$2,830
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	\$4,770	\$618	\$5,388
Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	Richmond	\$5,236	\$8,101	\$13,337
Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo	\$2,000	\$4,100	\$6,100
San Pablo Avenue Complete Streets Project	San Pablo	\$5,978	\$1,168	\$7,146
Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon	\$6,000	\$777	\$6,777
TOTAL		\$57,838	\$57,111	\$114,949

Attachment B

<i>Criteria</i>	<i>Scoring Measures</i>	<i>Max</i>
1. SPECIAL CONSIDERATION AREAS		
<i>Communities of Concern</i>	In PDA (all or partially) AND in COC (all or partially) = 7 Not = 0	7
<i>CARE Communities</i>	In PDA (all or partially) AND in CARE (all or partially) = 3 Not = 0	3
2. READINESS		
<i>Consistent land use policies</i>	Ratio of capacity of PDA for new development to 2040 growth assignment: <50% = 0 51%–80% = 2 81%–100% = 3 >100% = 4	4
<i>TLC guidelines</i>	Consistent = 2 Partially consistent = 1 Not consistent = 0	2
<i>Market potential of PDA</i>	Significant developer interest = 1 No significant interest = 0	1
<i>Financing in place</i>	Adopted financing plan = 2 Plan being developed = 1 No formal plan = 0	2
3. SUPPORTIVE POLICIES		
<i>Parking management</i>	Adopted parking management = 2 No direct parking management = 0	2
<i>Travel Demand Management</i>	Adopted TDM program = 2 No TDM program = 0	2
<i>Affordable housing strategies</i>	No net loss = 1 Affordable housing strategies = 1 Both strategies and no net loss = 2 Else = 0	2
<i>Housing density</i>	Planned density consistent with PDA place type = 2 Planned density partially consistent with PDA place type = 1 Else = 0	2

<i>Job density</i>	Planned density consistent with PDA place type = 2 Planned density partially consistent with PDA place type = 1 Else = 0	2
4. PROXIMITY		
<i>Transit station</i>	Within 1/2 mile of a rail transit station = 2 Within 1 mile of rail transit station or 1/2 mile of bus transit center = 1 Else = 0	2
<i>Affordable/senior housing</i>	Within 1/2 mile = 2 Within 1 mile = 1 Else = 0	2
<i>Employment/educational centers</i>	Within 1/2 mile = 2 Within 1 mile = 1 Else = 0	2
TOTAL CONTEXT SCORE		35
1. GENERAL PROJECT CRITERIA		
<i>Community involvement</i>	Council support only = 2 Council support plus letters of support = 3 Council support plus community involvement in design of project = 4 Else = 0	4
<i>Meet deadlines and requirements</i>	Within last 4 years: No failures = 4 1 failure = 2 More than 1 failure = 0	4
<i>Removes constraints</i>	Removes significant constraint (development would not occur without project) = 4 Removes moderate constraint (provides improvement that might otherwise be required of developers of infill projects) = 2 Part of project removes constraint (a component of the project provides improvement that might otherwise be required of developers of infill projects) = 1 Else = 0	4

<i>Project readiness</i>	<p>Project has NEPA clearance or alternative environmental clearance and completed 35% = 4</p> <p>Project has completed 35% design = 2</p> <p>Project has preliminary engineering or conceptual design = 1</p> <p>Else = 0</p>	4
2. CONNECTIVITY		
<i>Street network connectivity</i>	<p>Reduces vehicular delay or improves vehicular safety = 4</p> <p>Else = 0</p>	4
<i>Transit network connectivity</i>	<p>Adds transit service or multimodal station or connections = 4</p> <p>Improves transit service or connections between transit providers = 2</p> <p>Else = 0</p>	4
<i>Bike-ped network connectivity</i>	<p>Fills gaps or improve bike/ped network = 4</p> <p>Else = 0</p>	4
<i>Regional significance</i>	<p>Completes link in regional network = 4</p> <p>Connects directly to regional network = 2</p> <p>Else = 0</p>	4
3. SAFETY		
<i>Public safety</i>	<p>Addresses safety issue demonstrated with accident/collision data with a proven or demonstrated countermeasure = 4</p> <p>Improves a significant design deficiency = 2</p> <p>Generally improves safety by reducing exposure/risk of conflicts between motor-vehicles and bike/pedestrians = 1</p> <p>Else = 0</p>	4
<i>Safe routes to school</i>	<p>Project adjoins school and benefits students = 4</p> <p>Within half mile of school and benefits students = 2</p> <p>Else = 0</p>	4
5. REGIONAL BENEFITS		
<i>Air quality</i>	<p>Projects that connect directly to transit stations and improve ped/bike access = 4</p> <p>Ped/Bike Improvements = 2</p> <p>Else = 0</p>	4
<i>Vehicle miles traveled</i>	Same as above	4

<i>Congestion management</i>	Same as above	4
6. COST-EFFECTIVENESS		
<i>Calculated cost-effectiveness</i>	Score = [(slope) × (dollars per point)] + 13	13
TOTAL PROJECT SCORE		65
GRAND TOTAL		100

Project Ranking and Scoring

Attachment C

OneBayArea Grant (OBAG) Program: “Competitive” Funding

<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>OBAG Request</i>	<i>Cumulative</i>
San Pablo Avenue Complete Streets Project	San Pablo	1	77	\$5,978	\$5,978
Detroit Avenue Complete Streets Project	Concord	2	76	\$2,154	\$8,132
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	2	76	\$3,468	\$11,600
Last-Mile Bike and Pedestrian Access to BART	Concord	4	72	\$1,195	\$12,795
Richmond BART Station Intermodal Improvement Project	BART	5	70	\$2,900	\$15,695
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	6	68	\$1,300	\$16,995
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	6	68	\$4,770	\$21,765
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	8	67	\$6,000	\$27,765
Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Pleasant Hill	9	64	\$1,606	\$29,371
Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg	10	61	\$541	\$29,912
Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon	10	61	\$6,000	\$35,912
Walnut Creek BART Transit Village Multi-Modal Access Project	BART	12	60	\$4,390	\$40,302
Downtown East End Pedestrian, Bike & Streetscape Improvements, Phase 2	Lafayette	13	58	\$1,974	\$42,276
Richmond ‘ROUTE’ (Regional Opportunities to Unite Transit and Employment)	Richmond	13	58	\$5,236	\$47,512

<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>OBAG Request</i>	<i>Cumulative</i>
Port Chicago Highway/Willow Pass Road Bike and Pedestrian Improvement Project	Contra Costa	15	57	\$912	\$48,424
Rheem Boulevard/St. Mary's Road Roundabout	Moraga	16	56	\$476	\$48,900
North Richmond Pedestrian Improvement Project	Contra Costa	16	56	\$1,770	\$50,670
Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo	18	55	\$2,000	\$52,670
Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga	19	54	\$563	\$53,233
SF Bay Trail - Pinole Shores to Bay Front Park	EBRPD	19	54	\$3,500	\$56,733
City of Concord's SR2S Implementation Program	Concord	21	52	\$643	\$57,376
Crossroads Area Streetscape Improvements	Orinda	22	49	\$462	\$57,838

Attachment D

Project Ranking and Scoring, by Subarea

For Information Only

West County

<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>Request</i>
San Pablo Avenue Complete Streets Project	San Pablo	1	77	\$5,978
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	2	76	\$3,468
Richmond BART Station Intermodal Improvement Project	BART	5	70	\$2,900
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	8	67	\$6,000
Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	Richmond	13	58	\$5,236
North Richmond Pedestrian Improvement Project	Contra Costa	16	56	\$1,770
Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo	18	55	\$2,000
SF Bay Trail - Pinole Shores to Bay Front Park	EBRPD	19	54	\$3,500
TOTAL				\$30,852

Central County

<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>Request</i>
Detroit Avenue Complete Streets Project	Concord	2	76	\$2,154
Last-Mile Bike and Pedestrian Access to BART	Concord	4	72	\$1,195
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	6	68	\$4,770
Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Pleasant Hill	9	64	\$1,606
Walnut Creek BART Transit Village Multi-Modal Access Project	BART	12	60	\$4,390
City of Concord's SR2S Implementation Program	Concord	21	52	\$643
TOTAL				\$14,758

East County

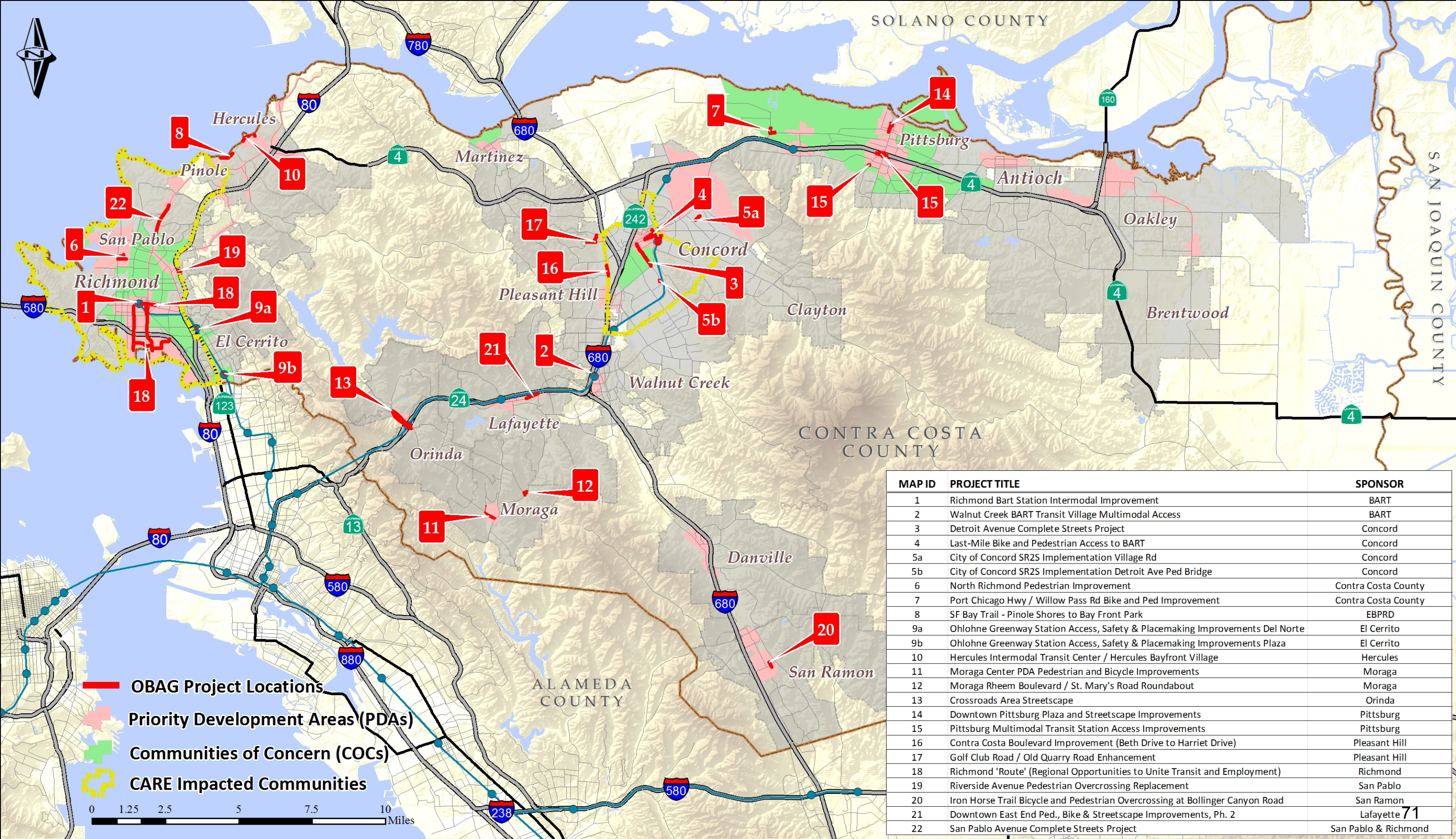
<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>Request</i>
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	6	68	\$1,300
Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg	10	61	\$541
Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	Contra Costa	15	57	\$912
TOTAL				\$2,753

Southwest County

<i>Project</i>	<i>Sponsor</i>	<i>Rank</i>	<i>Score</i>	<i>Request</i>
Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon	10	61	\$6,000
Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette	13	58	\$1,974
Rheem Boulevard/St. Mary's Road Roundabout	Moraga	16	56	\$476
Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga	19	54	\$563
Crossroads Area Streetscape Improvements	Orinda	22	49	\$462
TOTAL				\$9,475



		Maximum	Richmond BART Station Intermodal Improvement Project	Walnut Creek BART Transit Village Multi-Modal Access Project	Detroit Avenue Complete Streets Project	Last-Mile Bike and Pedestrian Access to BART	City of Concord's SR25 Implementation Program	North Richmond Pedestrian Improvement Project	Port Chicago Highway/Willow Pass Road Bike and Ped Improvement Project	SF Bay Trail - Pinole Shores to Bay Front Park	Ohlone Greenway Station Access, Safety and Placemaking Improvements	Hercules Intermodal Transit Center / Hercules Bayfront Village	Moraga Center PDA Pedestrian and Bicycle Improvements	Rheem Boulevard/St. Mary's Road Roundabout	Crossroads Area Streetscape Improvements	Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg Multimodal Transit Station Access Improvements	Contra Costa Boulevard Improvement Project (Beth Drive to Harriet Drive)	Golf Club Road/Old Quarry Road Enhancement Project	Richmond 'ROUTE' (Regional Opportunities to Unite Transit and Employment)	Riverside Avenue Pedestrian Overcrossing Replacement	Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	San Pablo Avenue Complete Streets Project
Number	Sponsor		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Criteria																								
1. SPECIAL CONSIDERATION AREAS																								
Communities of Concern	7	7	0	7	7	0	7	0	0	7	0	0	0	0	0	7	7	0	0	7	0	0	0	7
CARE Communities	3	3	0	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
2. READINESS																								
Consistent land use policies	4	4	2	4	4	4	4	4	4	3	4	4	4	4	0	4	2	4	3	4	4	4	3	4
TLC guidelines	2	2	1	2	2	2	2	2	2	2	2	2	1	1	2	2	2	1	1	2	1	2	2	2
Market potential of PDA	1	0	1	1	1	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1
Financing in place	2	2	2	1	1	0	0	0	2	2	1	2	1	1	0	0	0	2	2	2	1	1	1	2
3. SUPPORTIVE POLICIES																								
Parking management	2	0	2	2	2	2	0	2	2	2	2	2	0	0	0	2	2	2	2	0	2	2	2	2
Travel Demand Management	2	2	1	2	2	2	2	0	2	2	2	2	2	0	2	0	2	2	2	2	2	2	2	2
Affordable housing strategies	2	2	2	2	2	1	2	1	2	2	2	2	2	2	1	2	2	2	2	2	2	2	1	2
Housing density	2	2	2	1	1	1	0	2	2	2	2	2	2	2	0	2	2	2	2	2	1	2	2	1
Job density	2	2	0	2	2	2	0	2	2	2	2	2	2	2	0	2	2	2	2	2	0	2	0	2
4. PROXIMITY																								
Transit station	2	2	2	1	2	0	0	0	0	0	2	2	0	0	2	1	2	0	1	2	0	1	1	1
Affordable/senior housing	2	2	2	2	2	1	1	2	2	2	2	2	1	1	2	2	2	0	2	2	0	2	2	2
Employment/educational centers	2	2	2	2	2	0	0	0	0	0	2	2	1	2	2	2	2	2	2	2	1	2	1	2
TOTAL CONTEXT SCORE	35	32	19	32	33	16	21	18	20	31	25	17	16	12	26	27	19	21	32	15	23	18	33	
1. GENERAL PROJECT CRITERIA																								
Community involvement	4	2	4	4	3	3	3	4	3	4	4	4	4	3	4	3	3	3	3	4	4	4	3	4
Meet deadlines and requirements	4	4	4	4	4	4	4	4	4	4	4	2	4	4	4	4	4	4	4	0	4	4	4	4
Removes constraints	4	0	2	2	0	0	2	2	0	1	1	1	2	0	2	1	1	1	2	2	0	2	2	2
Project readiness	4	2	2	2	2	1	1	1	1	4	1	4	1	1	2	2	1	2	2	1	2	1	1	2
2. CONNECTIVITY																								
Street network connectivity	4	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	4	4	0	4
Transit network connectivity	4	2	2	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	0	0
Bike-ped network connectivity	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Regional significance	4	2	2	0	2	0	0	2	4	2	2	4	2	0	2	0	2	4	0	2	0	4	4	4
3. SAFETY																								
Public safety	4	1	2	4	1	2	1	2	2	2	4	1	2	2	1	1	1	4	4	4	2	2	4	4
Safe routes to school	4	0	0	4	0	4	4	2	0	0	4	0	0	4	0	2	0	2	4	0	4	2	2	4
5. REGIONAL BENEFITS																								
Air quality	4	4	4	2	4	2	2	2	2	2	4	4	2	2	2	2	4	2	4	2	2	2	2	2
Vehicle miles traveled	4	4	4	2	4	2	2	2	2	2	4	4	2	2	2	2	4	2	4	2	2	2	2	2
Congestion management	4	4	4	2	4	2	2	2	2	2	4	4	2	2	2	2	4	2	4	2	2	2	2	2
6. COST-EFFECTIVENESS																								
Calculated cost-effectiveness	13	9	7	10	11	12	10	12	7	9	6	12	12	12	12	12	11	11	8	3	10	5	10	6
TOTAL PROJECT SCORE	65	38	41	44	39	36	35	39	34	45	42	37	37	40	37	35	41	45	47	26	40	38	40	44
GRAND TOTAL	100	70	60	76	72	52	56	57	54	76	67	54	54	56	49	61	68	64	68	58	55	61	58	77



MAP ID	PROJECT TITLE	SPONSOR
1	Richmond Bart Station Intermodal Improvement	BART
2	Walnut Creek BART Transit Village Multimodal Access	BART
3	Detroit Avenue Complete Streets Project	Concord
4	Last-Mile Bike and Pedestrian Access to BART	Concord
5a	City of Concord SR2S Implementation Village Rd	Concord
5b	City of Concord SR2S Implementation Detroit Ave Ped Bridge	Concord
6	North Richmond Pedestrian Improvement	Contra Costa County
7	Port Chicago Hwy / Willow Pass Rd Bike and Ped Improvement	Contra Costa County
8	SF Bay Trail - Pinole Shores to Bay Front Park	EBPRD
9a	Ohlone Greenway Station Access, Safety & Placemaking Improvements Del Norte	El Cerrito
9b	Ohlone Greenway Station Access, Safety & Placemaking Improvements Plaza	El Cerrito
10	Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules
11	Moraga Center PDA Pedestrian and Bicycle Improvements	Moraga
12	Moraga Rheem Boulevard / St. Mary's Road Roundabout	Moraga
13	Crossroads Area Streetscape	Orinda
14	Downtown Pittsburg Plaza and Streetscape Improvements	Pittsburg
15	Pittsburg Multimodal Transit Station Access Improvements	Pittsburg
16	Contra Costa Boulevard Improvement (Beth Drive to Harriet Drive)	Pleasant Hill
17	Golf Club Road / Old Quarry Road Enhancement	Pleasant Hill
18	Richmond 'Route' (Regional Opportunities to Unite Transit and Employment)	Richmond
19	Riverside Avenue Pedestrian Overcrossing Replacement	San Pablo
20	Iron Horse Trail Bicycle and Pedestrian Overcrossing at Bollinger Canyon Road	San Ramon
21	Downtown East End Ped., Bike & Streetscape Improvements, Ph. 2	Lafayette
22	San Pablo Avenue Complete Streets Project	San Pablo & Richmond

Agenda Item 7



CONTRA COSTA
transportation
authority

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Kevin Romick,
Vice Chair

Newell Americh

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David Durant

Federal Glover

Dave Hudson

Mike Metcalf

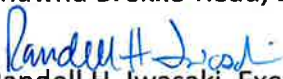
Karen Mitchoff

Julie Pierce

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
Jamar Stamps, TRANSPLAN
Jerry Bradshaw, WCCTAC
Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: April 19, 2013

Re: Items approved by the Authority on April 17, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its April 17, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Circulation of Draft Fiscal Year (FY) 2013-14 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2013-14 CMA budget for review by the Public Managers' Association (PMA) in April 2013. The Contra Costa Congestion Management Agency (CMA) was established through a Joint Powers Agreement between CCTA and the 20 local jurisdictions. The CMA performs certain Authority planning functions, namely: the Measure C/J Growth Management Program (GMP), and the Congestion Management Program (CMP). The final CMA budget will be adopted in June 2013 as part of the full Authority budget. *Staff was authorized to make any necessary minor refinements to the preliminary draft FY 2013-14 CMA budget prior to circulation to the PMA.*
- 2. Update on Draft Plan Bay Area (the 2013 Regional Transportation Plan (RTP)).** The Draft *Plan Bay Area* document was released by MTC on Friday, March 22, 2013, and may be downloaded from MTC's website. *Steve Heminger, Executive Director from MTC, and Miriam Chion, Planning and*

Randell H. Iwasaki,
Executive Director

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

Research Director from ABAG, presented the Plan at the April 17th Authority Board meeting. Comments are due on May 16th. (Attachment)

3. **2013 Update to the Measure J Strategic Plan - Overall Approach and Development Schedule.** Staff seeks approval of key policy issues that will guide the development of the upcoming update to the *Strategic Plan*, which is targeted to be adopted in December 2013. *The Authority approved staff's overall approach to the 2013 Strategic Plan update, including recommendations on nine key policy issues as outlined in the staff report.*
4. **Adopt Initial PDA Investment and Growth Strategy and Forward to MTC for Review and Comment.** MTC Resolution 4035 outlines an approach for allocating federal funding through Fiscal Year 2015–16. The resolution created the OneBayArea Grant (OBAG) program, which focused a significant share of funding on projects that encourage the development of priority development areas (PDAs), and required CMAs to prepare a *PDA Investment and Growth Strategy* by May 1, 2013. According to MTC, the purpose of the *PDA Strategy* is to “ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region’s PDAs, recognizing that the diversity of PDAs will require different strategies.” Staff, with consultant support and input from the PDA/OBAG Working Group and TCC, has prepared a proposed *PDA Strategy* for Authority review. Staff recommends forwarding the Draft to MTC for review and circulating for public comment. *The Authority approved the initial Contra Costa PDA Investment and Growth Strategy for submittal to MTC and ABAG for review, and circulation to the RTPCs and local jurisdictions for comment by July 31, 2013. (The initial PDA Strategy will be transmitted under separate cover.)*



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MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: Randell H. Iwasaki, Executive Director

Date: May 21, 2013

Re: Items approved by the Authority on May 15, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its May 15, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval of 2013 Congestion Management Program (CMP) Update Approach, Scope and Schedule.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. The 2013 CMP will update the required seven-year capital improvement program (CIP), monitor the status of CMP network performance standards, and demonstrate consistency of the Countywide Model with the MTC regional model. *The Authority approved the proposed approach, scope and schedule for the 2013 Congestion Management Program update.*
- 2. Comments on Draft Plan Bay Area – MTC's 2013 Regional Transportation Plan (RTP).** The Draft *Plan Bay Area* document was released by MTC on Friday, March 22, 2013, and may be downloaded from MTC's website. Authority staff has prepared comments on the Draft Plan and EIR. *The Authority reviewed the draft Plan Bay Area comment letter, discussed a number of edits, and*

Randell H. Iwasaki,
Executive Director

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Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

authorized staff to submit the revised letter to MTC on May 16th. (Attachment – Information)

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

April 15, 2013

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

Re: Status Letter for TRANSPAC Meeting – April 11, 2013

Dear Mr. Iwasaki:

At its meeting on April 11, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. At the request of Concord Councilmember Ron Leone, TRANSPAC unanimously approved placement of an urgency item on the TRANSPAC agenda. The details of the urgency item were presented by Susan Miller, CCTA's Director, Projects regarding I-680/SR4 Interchange Improvements (Project 1117-6001). Ms. Miller requested TRANSPAC's approval of the CCTA staff proposal to proceed with final design services for Phase 3 of the I-680/SR4 Interchange Improvement project subject to the City of Concord's request that CCTA and Concord staff work together with Caltrans to consider ending the third eastbound lane west of the Solano Way off-ramp. TRANSPAC unanimously approved this request.
2. Approved an exchange of federal funds and Measure J between the City of Concord and County Connection in support of implementation of the Monument Shuttle project. In this exchange, the City of Concord will receive \$150,055 in Measure J 19a funds for the Monument Shuttle project and in return, County Connection will receive FY 2013 Federal 5310 funds in the amount of \$150,055 from the Lifeline Transportation Program (LTP) grant.
3. Received report on SB 375/SCS from Martin Engelmann, CCTA Deputy Director, Planning.
4. Received report from Corinne Dutra-Roberts, 511 Contra Costa, on the Street Smarts Program.

TRANSPAC hopes that this information is useful to you.

Mr. Randall H. Iwasaki
April 15, 2013
Page 2

Sincerely,

A handwritten signature in cursive script that reads "Barbara Neustadter".

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair – SWAT
Kevin Romick – TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw – WCCTAC
Janet Abelson – WCCTAC Chair
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

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

May 14, 2013

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

Re: Status Letter for TRANSPAC Meeting – May 9, 2013

Dear Mr. Iwasaki:

At its meeting on May 9, 2013, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received presentation on the proposed Regional Express Lanes Network by Ross Chittenden, CCTA Deputy Executive Director, Projects.
2. Unanimously endorsed two proposed SR2S projects; from the City of Pleasant Hill to install a sidewalk along Boyd Road with direct access to Sequoia Elementary School and Sequoia Middle School, and along Elinora Drive with access to Strandwood Elementary School; and from the City of Concord to improve the safety of a school route from the Sierra Road neighborhoods in Concord to Cambridge Elementary School on Lacey Lane, by installing a traffic signal actuated crosswalk on Oak Grove Road at Sierra Road where school children cross the street on foot or on bicycle.
3. Received report on SB 375/SCS from Brad Beck, CCTA Senior Transportation Planner.
4. Received report from Corinne Dutra-Roberts, 511 Contra Costa, on Bike to Work Day, 415 bicyclists had already used the Canal Trail/Iron Horse Trail Crossing by 10:00 A.M.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in black ink that reads "Barbara Neustadter". The signature is fluid and cursive, with a small flourish at the end.

Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair – SWAT
Kevin Romick – TRANSPLAN
Martin Engelmann, Hisham Noeimi, Danice Rosenbohm, Brad Beck (CCTA)
Jerry Bradshaw – WCCTAC
Janet Abelson – WCCTAC Chair
Jamar I. Stamps – TRANSPLAN
Andy Dillard – SWAT
June Catalano, Diana Vavrek, Diane Bentley – City of Pleasant Hill

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

April 15, 2013

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on April 11, 2013.

AUTHORIZE Technical Coordinating Committee (TCC) Appointments: The following TCC appointments were authorized: **Primary** - Ahmed Abu-aly (Antioch), Steve Kersevan (Brentwood) and Paul Reinders (Pittsburg); **Alternates** - Leigha Schmidt (Pittsburg) and Jason Vogan (Oakley).

ACCEPT major project status report: Mayor Taylor reported on a recent Contra Costa Transportation Authority (CCTA) Administration & Projects Committee meeting discussion regarding an update to the Measure J Strategic Plan. He directed TRANSPLAN staff to work with CCTA staff on determining East County's funding needs and priorities and recommended that staff prepare a needs assessment.

RECEIVE report on status of East County Fee Program: TRANSPLAN and East Contra Costa Regional Fee and Financing Authority (ECCRFFA) staff highlighted the recent activity and discussion between the affected parties as well as how staff recommends bringing the issue to a resolution. Once there is an agreement in concept by said parties, it will be taken to the individual city councils and Board of Supervisors for approval, then return to the TRANSPLAN Committee and ECCRFFA for final approval and adoption.

RECEIVE report on TRANSPAC/TRANSPLAN 511 Contra Costa school-based programs: 511 Contra Costa staff presented a report on the "Streets Smarts Diablo Region" school-based transportation and alternative commute programs for East County schools.

RECEIVE Tri-Link (State Route 239) update: CCTA staff provided an update on the SR-239 project and feasibility study. The feasibility study is anticipated to be ready for review by Fall 2013.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, May 9, 2013 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar I. Stamps
TRANSPLAN Staff

c: TRANSPLAN Committee
A. Dillard, SWAT/TVTC
B. Neustadter, TRANSPAC
J. Bradshaw, WCCTAC
B. Beck, CCTA
D. Rosenbohm, CCTA
J. Townsend, EBRPD



CITY OF SAN RAMON
PLANNING SERVICES DEPARTMENT
2401 CROW CANYON ROAD, SAN RAMON, CA 94583
TELEPHONE: 925. 973.2560 FAX: 925. 838.3231

REQUEST FOR COMMENTS

DRC Meeting Date: May 22, 2013

Project Name: Revised Faria Preserve

File Numbers: DPA 12-310-003, MJ 12-900-002, AR 200-046 and
IS 12-250-004

Project Planner: Cindy Yee, Associate Planner



This application is subject to Time and Material (T&M) Charges

TO:

☒ BUILDING

☒ PUBLIC SERVICES

☒ PARKS & COMMUN. SER

☒ ENGINEERING*

☒ ENGINEERING - TRAFFIC *

☒ TRANSPORTATION (Lisa)

☒ ECONOMIC DEVELOPMENT

☒ POLICE SERVICES

☒ AT&T/TCI CABLE

☒ PG&E

☒ EBMUD

☒ ENVIRON. HEALTH

☒ CCCSD

☐ DSRSD

☒ SRVFPD*

☒ SRVUSD

☒ FISH & GAME

☐ CALTRANS

☒ VALLEY WASTE MGMT

☒ CONTRA COSTA C&D

☐ ALAMEDA CO PLNG

☒ TOWN OF DANVILLE

☐ CITY OF DUBLIN

☒ TRI VALY TRAN COUNL

☒ CCTA

☒ WCCTAC

☒ SWAT

☒ TRANSPAC

☒ TRANSPAN

Note: Agencies marked with an "*" receive hard copies of plans.

Applicant

Pat Toohey for
Lafferty Communities
5000 Executive Parkway, Suite 530
San Ramon, CA 94583

Owner

Lafferty Communities
5000 Executive Parkway, Suite 530
San Ramon, CA 94583

Date Application Submitted

May 6, 2013

Project Address

Within the Northwest Specific Plan

Project Name

Revised Faria Preserve

Assessor's Parcel Numbers

208-240-005, -007, -008, -052 to -
054, 208-260-046

Completeness/Incompleteness of Application/CEQA Comments

COMMENTS DUE: May 29, 2013

Project Conditions of Approval

COMMENTS DUE: May 29, 2013

Tentative Action Dates

ZONING ADMINISTRATOR: N/A

PLANNING COMMISSION: TBD

CITY COUNCIL: N/A

This referral is being forwarded to all responsible agencies for review and written comments. The referral is also intended to satisfy the "Referral of Plans" requirement associated with Government Code 65352 related to General Plan Amendments. As required by state law (Govt. Code 65943), the responsible agencies must provide written comments in a timely manner. Please return this form with your comments prior to the designated due date.

The Development Review Committee (DRC) meeting is held alternate Wednesday's beginning at 2:00 P.M. in the Community Conference Room, 2401 Crow Canyon Road. The scheduled DRC meeting date is noted on page 1. All interested agencies are invited to attend; it is recommended that you contact the project planner prior to attending the DRC meeting to confirm that it is still on the agenda.

Please direct all correspondence to the project planner: Cindy Yee, Associate Planner (925) 973-2562

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: May 22, 2013
Project Name: Revised Faria Preserve
File Numbers: DPA 12-310-003, MJ 12-900-002, AR 200-046 and IS 12-250-004

Project Description

The applicant is proposing a 740-unit residential subdivision on an approximately 289-acre project site. Of the 740-units, the applicant is proposing three varying types of single-family detached neighborhoods, a townhouse/condominium neighborhood, a senior apartment complex, and a multi-family apartment complex on 64-acres. The proposal also includes a turn-key 12.7-acre community park, a 0.5-acre rose garden, a parcel for a house of worship, an educational facility site, and a community pool area. The Project maintains a ratio of 78% of the total Project area as public amenities and open space to 22% of development area. Additionally, the applicant proposes to dedicate 144-acres of open space land to be preserved as permanent conservation area located adjacent to the Project area.

The proposed Faria Preserve project is organized into five distinctive residential neighborhoods and surrounded by a variety of public amenities off the main project road identified as "Faria Preserve Parkway." Access to the project would be made via entry points on Bollinger Canyon Road (north of the Merrill Gardens senior community) and Deerwood Road (west of the Pacific Bell office building).

The original Faria Preserve project (and EIR) was first approved in 2006 and modified in 2008 and consisted of 786 residential units on 289-acres divided into four residential neighborhoods. Following the 2008 project refinements, the applicant has been working to address Project comments received from Resource Agencies such as the Regional Water Quality Control Board, the Department of Fish and Game, and the Army Corps of Engineers. Due to the substantial changes that are proposed for the project, a new application for a development plan, major subdivision, architectural review, and environmental review has been submitted.

On April 24, 2013, a DRC meeting was held to discuss the applicant's VTM submittal. This DRC meeting will discuss on the Development Plan Amendment application.

California Environmental Quality Act (CEQA): A Mitigated Negative Declaration is in the process of being prepared for the project pursuant to the California Environmental Quality Act (CEQA), which will be reviewed along with the supporting documents by the Planning Commission.

Potential Project Issues for Consideration:

- Fire Access
- Site Slope and Retaining Walls
- Grading
- Stormwater Management and BMP
- Affordable Housing
- Traffic and Circulation
- Proposed Park and Rose Garden
- Utilities and Infrastructure

A Development Review Committee (DRC) meeting is scheduled for **Wednesday, May 22nd** at 2:00 p.m. in the Community Conference Room at 2401 Crow Canyon Road, San Ramon, CA 94583.

Please provide all application completeness, conditions and comments by **Wednesday, May 29th**.

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: May 22, 2013
Project Name: Revised Faria Preserve
File Numbers: DPA 12-310-003, MJ 12-900-002, AR 200-046 and
IS 12-250-004

Attachments:

1. Vicinity Map
2. Development Plan, date received May 3, 2013



*"Small Town Atmosphere
Outstanding Quality of Life"*

NOTICE OF A PUBLIC HEARING

AND FINAL ENVIRONMENTAL IMPACT REPORT

You are hereby notified that the Danville Planning Commission will hold a public hearing to consider a Final Environmental Impact Report and Preliminary Development Plan - Rezoning request (LEG10-0004), Major Subdivision request (DEV10-0071), Final Development Plan request (DEV10-0072), and Tree Removal request (TR10-28) application on **Tuesday, April 23, 2013**, at 7:30 p.m. at the Town's Community Center at 420 Front Street, Danville. The project is described as follows:

Project Description: Preliminary Development Plan - Rezoning request (LEG10-0004), Major Subdivision request (DEV10-0071), Final Development Plan request (DEV10-0072), and Tree Removal request TR10-28 which would collectively serve to: 1) rezone the property from A-4; Agricultural Preserve District, A-2; General Agricultural District, and P-1; Planned Unit Development District to P-1; Planned Unit Development District; 2) subdivide the 410 +/- acre site to create 69 single family residential lots (in order to comply with the Town's Inclusionary Housing Ordinance, 10 percent of the lots would include a second dwelling unit; 3) provide for architectural design and landscape details for the development, and; 4) allow the removal of 12 Town-protected trees.

Location: The project site is located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road.

APN: 202-050-071, 073, 078, 079, 080, 202-100-017, 019, 038, 040, 215-040-002

Owner: Magee Investment Company & Teardrop Partners, L.P.

Applicant: SummerHill Homes

Case Number: LEG10-0004, DEV10-0071, DEV10-0072, and TR10-28

General Plan: Residential - Single Family - Low Density (1-3 units per acre)

Existing Zoning: R-20; Single Family Residential District

NOTICE IS FURTHER GIVEN THAT an Environmental Impact Report (EIR) has been prepared for this project. Copies of the Final Environmental Impact Report, including responses to all comments received during the public review period, are available for review at the Town offices at 510 La Gonda Way, Danville, and at the Danville public

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

library located at 400 Front Street, Danville. You may also access the Draft EIR, Draft EIR Appendices, and the Final Environmental Impact Report on the Town's website at:

http://www.ci.danville.ca.us/Planning/Development_Applications/Magee_Ranch_Project/

Copies of the proposed project plans are available for review at the Town offices at 510 La Gonda Way, Danville, and on the Town's website referenced above. All interested persons are encouraged to attend and be heard. Please contact David Crompton, Project Planner, at the Danville Town Offices or phone (925) 314-3349 if you have any questions regarding this matter. You may also fax or email your comments to (925) 838-0630 or dcrompton@danville.ca.gov.

If you challenge the Town's decision on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Town at, or prior, to the public hearing.

In compliance with the Americans with Disabilities Act, the Town of Danville will provide special assistance for disabled citizens. If you need special assistance to participate in this meeting, please contact the City Clerk (925) 314-3388. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. [28CFR 35.102-35.104 ADA Title II]