



# SWAT

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

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, July 1, 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 June 3, 2013 *(Attachment - Action)*

End of Consent Calendar

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

- 6.A Measure J Strategic Plan - 2013 Update:** Authority staff will provide a presentation on the 2013 update. SWAT TAC has prepared a recommendation for allocating additional Measure J program capacity for the SWAT sub-region. *(Attachments - Action)*
- 6.B Update/Discussion on *Initial Priority Development Area (PDA) Investment and Growth Strategy*:** The Authority has released the document for circulation, and is now seeking comments as well as an approach to its first update. Comments are due to the Authority by August 15, 2013. *(Attachments - No Action)*

**6.C Update on the Metropolitan Transportation Commission (MTC) Traffic Operations System (TOS) Policy Update:** On May 22, 2013, MTC approved Resolution No. 4104, updating the TOS Policy. (*Attachments – No Action*)

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

- CCTA summary of actions from Board meeting of 6/19/13
- WCCTAC summary of actions from Board meeting of 5/31/13
- TRANSPLAN summary of actions from Committee meeting of 6/13/13
- MTC Resolution No. 4108 Update, TDA Article 3 Policies and Procedures
- MTC Plan Bay Area Public Meeting Schedule

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, August 5<sup>th</sup>, 2013, 3:00 p.m., City of San Ramon, 2222 Camino Ramon, San Ramon, or other meeting date as determined.

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

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

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

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

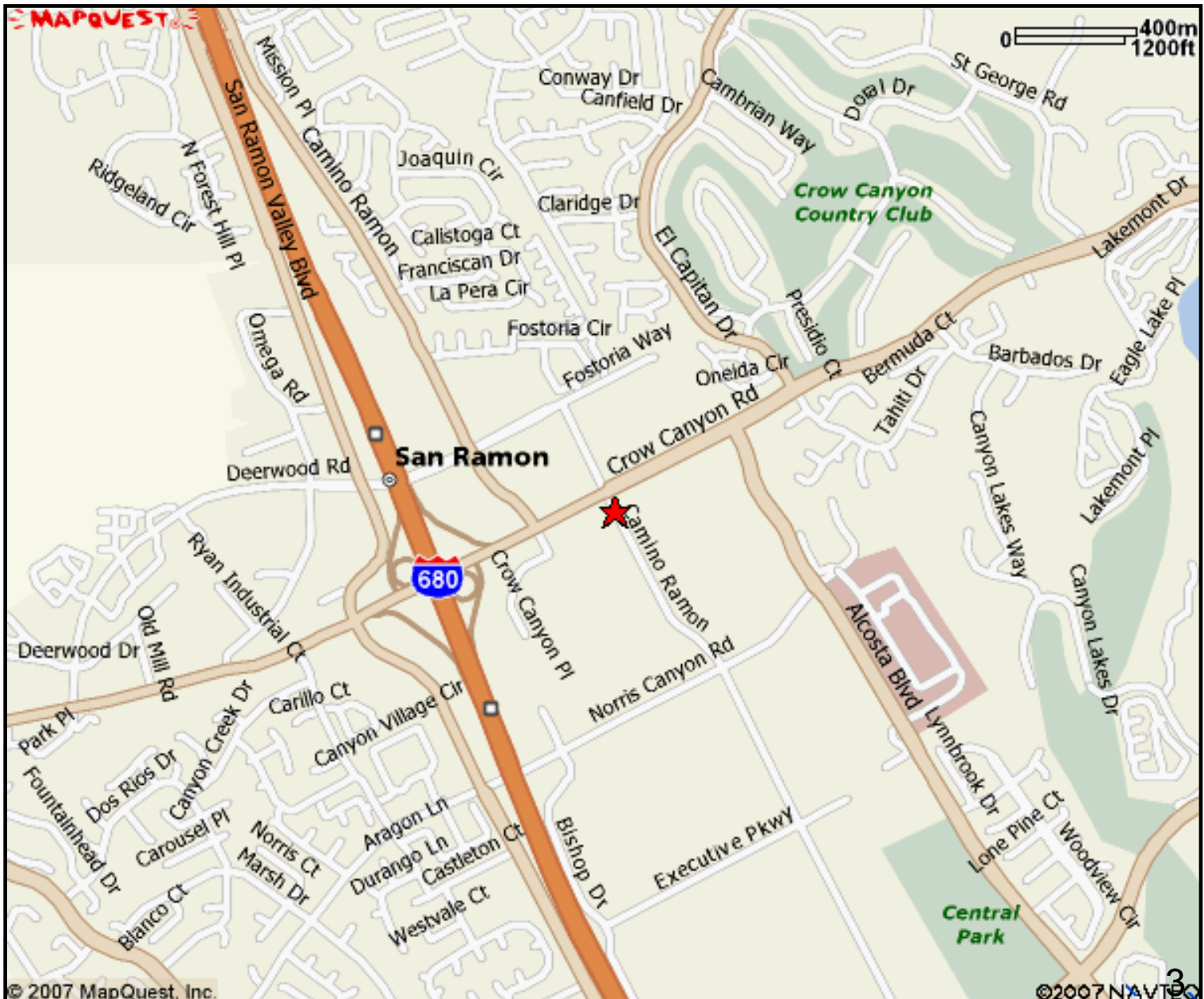
***SOUTHWEST AREA TRANSPORTATION COMMITTEE***  
**MEETING LOCATION MAP**

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

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

**Committee Members Present:** Scott Perkins, City of San Ramon (for David Hudson, Chair); Candace Andersen (Vice Chair), Contra Costa County; Karen Stepper, Town of Danville; Amy Worth, City of Orinda; Michael Metcalf, Town of Moraga; Don Tatzin, City of Lafayette;

**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; Tai Williams, Town of Danville; Andy Dillard, Town of Danville.

**Others present:** Martin Engelmann, CCTA; Brad Beck, CCTA.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by acting Chair Perkins at 3:04 p.m.
2. **PUBLIC COMMENT:** None.
3. **BOARD MEMBER COMMENT:** None.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**

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

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

**Action:** Tatzin/Andersen/Unanimous

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

### **6.A Review and Approve CMAQ SR2S, Cycle 2 Projects and Prioritization List for the SWAT Sub-region:**

Andy Dillard presented a SWAT TAC recommendation for the SWAT sub-region's CMAQ SR2S, Cycle 2 projects and prioritization list. There is approximately \$704,000 for the SWAT sub-region. It was reported that projects from San Ramon, Danville, Lafayette, Orinda, and Moraga are being recommended for funding. The Cycle 2 criteria includes a \$100,000 grant request minimum. In the spirit of applying equitable allocations across the sub-region, Contra Costa graciously agreed to apply their "equitable share" toward the Lamorinda area jurisdiction's projects in order for them to be able to meet the program's minimum grant request criteria. In addition, San Ramon and Danville jurisdictions slightly reduced their project scopes to ensure that multiple projects could be submitted from the sub-region. SWAT Committee members expressed their appreciation for the collaborative efforts and cooperation from the County as well as from all of the jurisdictions. A SWAT recommendation of approval will be forwarded to the Authority by its June 4<sup>th</sup> deadline. Submittals will include a complete project and funding prioritization list, and individual project applications for the sub-region's five projects.

**ACTION:** Stepper/Tatzin/Unanimous

### **6.B Update on SCS/SB 375 Implementation:**

Martin Engelmann, CCTA staff provided an update on SCS/SB 375, and reported that MTC adoption of the Regional Transportation Plan (RTP) was scheduled for July 2013, and that workshops on the Draft EIR had been taking place across the region. The final Sustainable Communities Strategies (SCS) will be a mix and match of alternatives that were identified in the EIR, and that final land use numbers and forecasts would be available in September and would be reported back. MTC will begin work on the 2017 RTP soon after the final adoption of the 2013 RTP. It was further explained that the final RHNA numbers would be approved on July 18<sup>th</sup> in conjunction with the RTP, and that jobs-housing allocation numbers would be determined at a later date.

**ACTION:** None

### **6.C Update/Discussion on OneBayArea Grant (OBAG):**

Martin Engelmann, CCTA staff, provided a presentation on OBAG including an overview of the scoring criteria, process of project selection, and project selections and allocations. It was explained all of the eligible money available for local streets and roads was allocated to jurisdictions by formula - approximately \$16.6 million of the \$45.2 million in OBAG funding available for Contra Costa. The remaining funding allocations (\$24 million) were determined through a competitive scoring process. Of these remaining funds, 70% were required to be spent with PDAs.

It was reported that SWAT TAC had concerns regarding the initial OBAG project scoring, and as such CCTA allowed supplemental information be submitted, and for consideration of rescoring. Ultimately, there were no projects selected from the SWAT sub-region. It was expressed by CCTA staff that although not funded, there are mutual interests in pushing forward and pursuing funding for SWAT projects through upcoming funding opportunities such as Measure J Strategic Plan, Measure J TLC and Bicycle/Pedestrian, next cycle of OBAG, and STIP.

Tai Williams pointed out supplemental information regarding the project application evaluation process, and that some members of the OBAG Working Group and TCC asked that there be three sensitivity “check points” at the end of the evaluation process that include analysis whether or not projects were in PDAs, if the projects were bike/ped, and evaluated relative to sub-regional geographic equity. For this cycle, the recommendation list forwarded was based on rank order, with supplemental information on sub-regional geographic equity provided for consideration in future cycles.

There was consensus among the SWAT Committee members that there needs to be consideration of sub-regional geographic equity in future cycles of OBAG, and further, that it is important to demonstrate to the public and voters that all sub-regional areas are represented and included in OBAG funding allocations. A motion was made to draft a letter to the Authority regarding the OBAG process going forward, recommending that geographic equity be factored into the criteria and evaluation process in efforts to ensure participation and measureable benefits for all sub-regions as part of future cycles of OBAG, and that further, demonstrates to the voting public that transportation funding is allocated in an equitable manner.

**ACTION:** Motion by Stepper, 2<sup>nd</sup> by Metcalf

Ayes: 5

Nays: 0

Abstain: Tatzin

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

- 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

**ACTION:** None

**8. DISCUSSION:** Next Agenda - Staff indicated that the following items would be agendaized for the next SWAT meeting:

- Measure J Strategic Plan Update
- I-680 CSMP Update (tentative)

**ACTION:** None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, July 1<sup>st</sup>, 2013 at City of San Ramon, 2222 Camino Ramon, San Ramon

**ACTION:** Meeting adjourned by acting Chair Perkins at 4:23 p.m.

**Staff Contact:**

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

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



**Agenda Item 6.A**



# SWAT

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

**DATE:** July 1, 2013

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Measure J *Strategic Plan* – 2013 Update

## BACKGROUND

At its meeting of May 15<sup>th</sup>, 2013, SWAT TAC received a presentation from CCTA staff on the Measure J *Strategic Plan* 2013 update. It was reported that, with improving revenue growth forecasts as well as other positive cash flow factors, the 2013 update will include additional programming capacity for Measure J capital projects and project categories. The allocation of additional programming capacity will be based on the RTPC proportional share (percentage) as contained within the Measure J *Expenditure Plan*, through FY2034 (Table 1):

**Table 1 - Additional Measure J Programming Capacity by Sub-region/RTPC (“Bid Pots”)**  
(in millions of nominal dollars)

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

The Measure J *Expenditure Plan* includes specific funding limits for specific projects (i.e. Caldecott Tunnel Fourth Bore) as well as general project categories (e.g. Major Streets, Traffic Flow and Safety Improvements). The following (Table 2) shows the remaining allowable capacity for the SWAT sub-region’s projects in relation to the their respective funding limits:

**Table 2 - Remaining Capacity for SWAT Projects & Categories (90% cap)**  
(x \$1,000 in current dollars)

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

## DISCUSSION

The Authority is requesting that RTPCs provide a list of new or current Measure J eligible projects proposed for funding through their respective “bid pots” through FY2019 and for the period FY2020-34. It is also requested that funding priorities be given to projects that are able to leverage other fund sources and that are constructible by FY2019. In lieu of allocating additional capacity for projects through FY2019, RTPCs also have the option to recommend retaining a portion of their “bid pots” as a reserve for future programming (within period FY2020-34) if projects will not be ready or cannot be identified at this time.

There are four projects/project categories contained in the Measure J *Expenditure Plan* within SWAT which include the Caldecott Tunnel Fourth Bore project, I-680 Carpool Lane Gap Closure/Transit Corridor Improvements, BART Parking and Access Improvements, and Major Streets, Traffic Flow and Safety Improvements. With the nearing completion of the Caldecott Tunnel Fourth Bore project, no additional SWAT Measure J funding is required for the construction phase. However, approximately \$3.0M in Measure J funding will be needed for the landscaping phase, with \$1.5M coming from the TRANSPAC sub-region and \$1.5M from the SWAT sub-region. Of the additional \$24.0M capacity for the SWAT sub-region, this would leave approximately \$22.5M additional capacity for the remaining three Measure J project categories within the SWAT sub-region.

At the SWAT TAC meetings of May and June, staff discussed the additional available capacity and agreed on a recommendation that would fulfill the remaining capacity for both the Major Streets, Traffic Flow and Safety Improvements (\$9.8M) and BART Parking and Access Improvements (\$2.0M) project categories. The remaining additional capacity (\$10.6M) would be programmed for the I-680 Carpool Lane Gap Closure and Transit Corridor Improvements. Based on a combination of project readiness and need, SWAT TAC further recommends that all of the available additional capacity through FY2019 (\$8.0M after Caldecott landscaping allocation) be prioritized for the Major Streets project category. The additional capacity for FY2020-34 (\$14.5M) would be allocated across all three remaining project categories, and as shown in Table 3:

**Table 3 – Recommended Measure J Additional Capacity Programming for SWAT**  
(x \$1,000)

SWAT Project Category	Remaining Project Capacity	SWAT Measure J Additional Capacity Programming (\$24.0M)		Total Additional Capacity
		Through FY2019 (\$9.5M)	FY2020-34 (\$14.5M)	
Caldecott Tunnel 4th Bore	\$4,995	\$1,500	\$0	\$1,500
I-680 Carpool Gap Closure & Transit Access	\$17,040	\$0	\$10,640	\$10,640
BART Parking & Access	\$2,045	\$0	\$2,045	\$2,045
Major Streets	\$9,815	\$8,000	\$1,815	\$9,815
Totals		\$9,500	\$14,500	\$24,000

Along with the recommendation to prioritize fulfillment of the additional project capacity for Major Streets, SWAT TAC analyzed the sub-allocation breakdown per SWAT jurisdiction. The sub-allocation for Major Streets, as contained within the Measure J *Expenditure Plan*, is based on formula using the “50/50” population-road miles split. The sub-allocation programming for Major Streets would be as follows (Table 4):

**Table 4 - Major Streets Additional Capacity Sub-allocations for SWAT Jurisdictions**  
(x\$1,000)

SWAT Jurisdiction	50/50 Pop-Road Miles Formula (%)	2011 Strategic Plan Amount	Additional Measure J Programming Capacity for Major Streets (Funding Limit is \$9.8M)		Total
			Additional Capacity through FY2019 (\$8.0M)	Additional Capacity FY2020-34 (\$1.815M)	
Danville	21.16	\$1,294	\$1,693	\$384	\$3,371
Lafayette	13.74	\$840	\$1,099	\$249	\$2,189
Moraga	9.1	\$557	\$728	\$165	\$1,450
Orinda	12.28	\$752	\$982	\$223	\$1,957
San Ramon	22.94	\$1,403	\$1,835	\$416	\$3,655
County	20.78	\$1,271	\$1,662	\$377	\$3,311
<b>Totals</b>	<b>100</b>	<b>\$6,117</b>	<b>\$8,000</b>	<b>\$1,815</b>	<b>\$15,917</b>

It should be noted that SWAT TAC expressed concerns regarding additional SWAT Measure J funding burdens for the landscaping phase of the Caldecott Tunnel Fourth Bore project. Further, staff recommends that future updates be provided to SWAT regarding the Caldecott construction budget, and upon closer determination of realized cost savings as the project approaches completion.

## RECOMMENDATION

Approve the recommended Measure J *Strategic Plan* project programming priorities for the SWAT sub-region through FY2034 and forward to the Authority by July 31, 2013. The 2013 update of the Measure J *Strategic Plan* is scheduled to be finalized in December 2013.

Attachments: CCTA transmittal and presentation on Measure J *Strategic Plan* 2013 Update



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

April 18, 2013

Janet Abelson, Chair

Kevin Romick,  
Vice Chair

Re: 2013 Measure J *Strategic Plan*

Newell Arnerich

Dear Regional Transportation Planning Committee (RTPC) Managers:

Tom Butt

David Durant

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

Federal Glover

Dave Hudson

Mike Metcalf

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

Karen Mitchoff

Julie Pierce

Robert Taylor

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

Randell H. Iwasaki,  
Executive Director

**Funding Available for Capital Projects by Sub-region**

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

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

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

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

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

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

**Request for RTPCs Input**

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

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

**Central County (TRANSPAC)**

(x \$1,000 in current dollars)

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

**East County (TRANSPLAN)**

*(x \$1,000 in current dollars)*

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

**Southwest County (SWAT)**

*(x \$1,000 in current dollars)*

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

**West County (WCCTAC)**

*(x \$1,000 in current dollars)*

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

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

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

2. For new projects, provide the following information:

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

Should you have any questions, please contact Hisham Noeimi at 925.256.4731 or by email at [hnoeimi@ccta.net](mailto:hnoeimi@ccta.net).

Sincerely,



Randall H. Iwasaki  
Executive Director

Attachments:

Fact Sheet Template  
Measure J *Expenditure Plan* Project Descriptions





# **2013 Measure J** ***Strategic Plan***

**Presentation to SWAT**

**July 1, 2013**



# Big Picture

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

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

**→ INCREASED CAPACITY TO FUND PROJECTS**



# Measure J

## BACKGROUND

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

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

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

BACKGROUND

# Programs in Measure J Expenditure Plan (2004 \$)

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



# Programs v. Project Categories

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

BACKGROUND



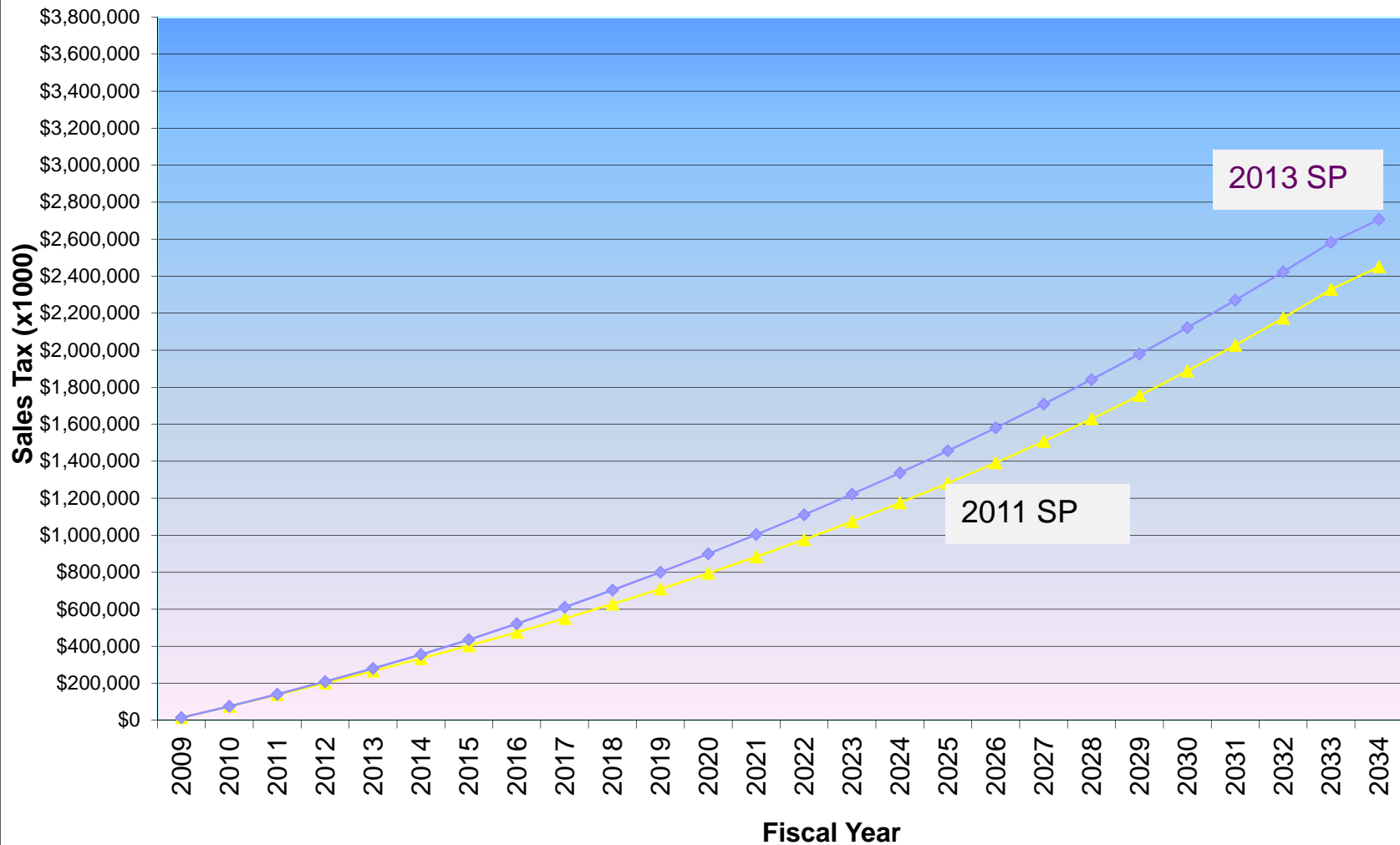
# Measure J Strategic Plan

## BACKGROUND

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



## MEASURE J Cumulative Revenues (Nominal Dollars)

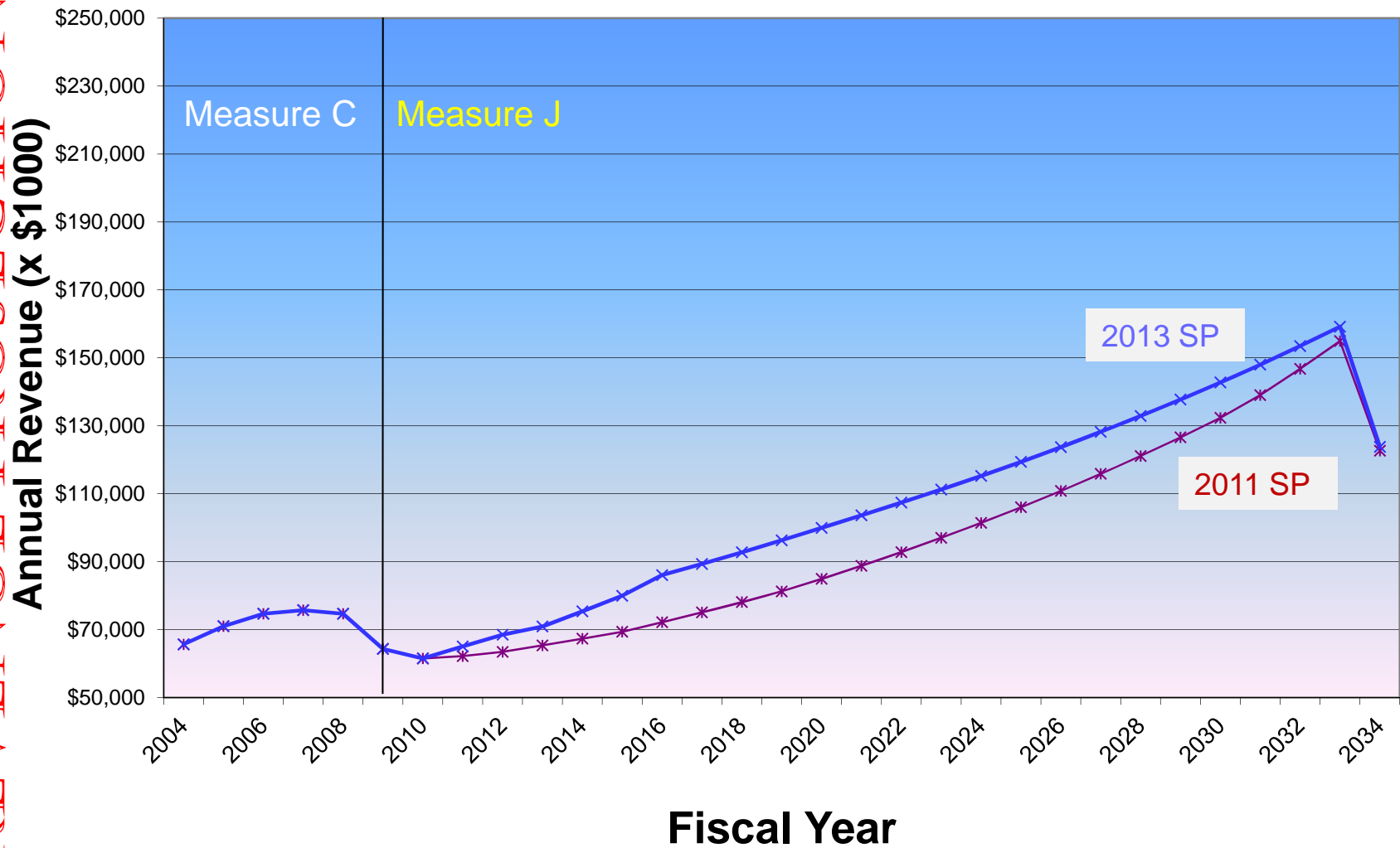


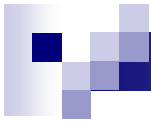




## Annual Sales Tax Revenues (Nominal Dollars)

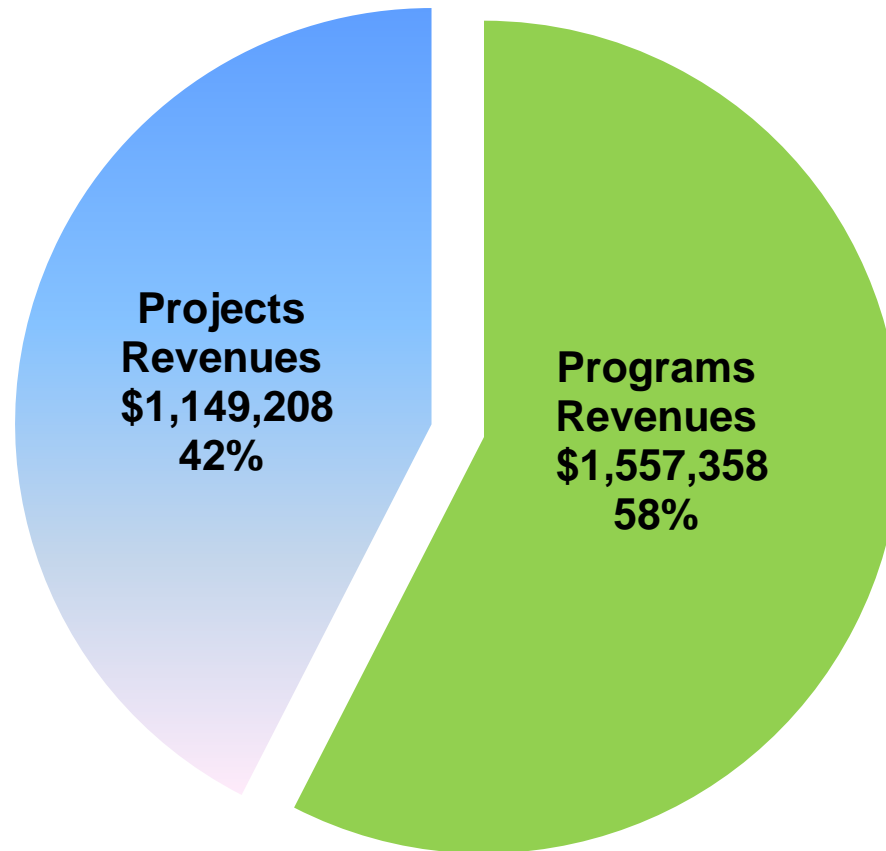
REVENUE PROJECTIONS





# Measure J Revenue

REVENUE PROJECTIONS



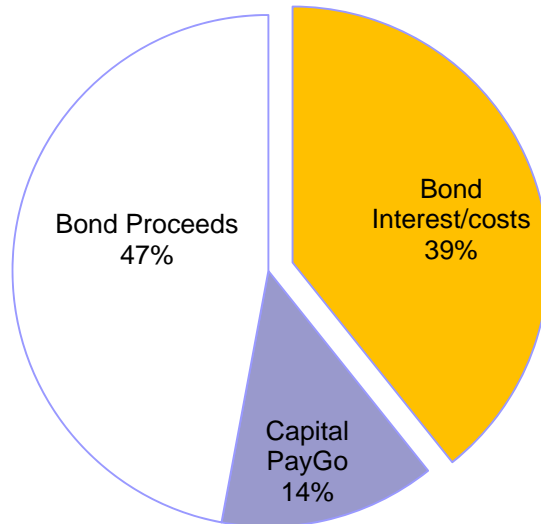
**Revised Estimate: \$2.707 billion**



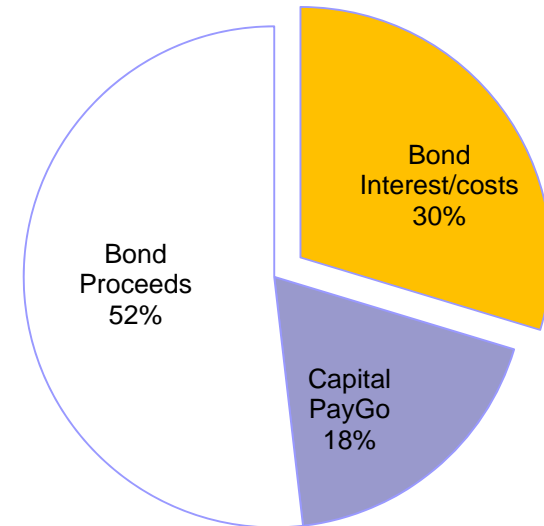
# Projects Revenue (\$ millions)

REVENUE PROJECTIONS

2011 Strategic Plan \$1.04 Billion



2013 Strategic Plan \$1.149 Billion



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



# Guiding Policies

## POLICY ISSUES

- Sub-regional Equity: *Emphasize readiness and leveraging of other funds for programming thru FY2019*
- Limits on Expenditure Caps: *No expenditure cap shall exceed 90%*
- Policy to Escalate 2004 Dollars: *Cease escalation for projects under construction*
- Programmatic Reserve for Construction Contingency: *Hold 5% of new funding available through FY2019 in a programmatic reserve*

# Additional Programming Capacity

( in millions of nominal dollars)

RTPC INPUT

	Thru FY19	FY20 - FY34	Total
<b>Central County (29.7%)</b>	\$20.0	\$34.0	<b>\$54.0</b>
<b>East County (48.5%)</b>	\$43.0	\$56.0	<b>\$99.0</b>
<b>Southwest Co. (12.8%)</b>	\$9.5	\$14.5	<b>\$24.0</b>
<b>West County (9.0%)</b>	\$6.5	\$10.5	<b>\$17.0</b>

# Funding Limits by Project Category

*(in millions of current dollars)*

RTPC INPUT

Project Category	Remaining Capacity
Caldecott Tunnel Fourth Bore	\$ 4.9
I-680 Carpool Lane Gap Closure & Transit Corridor Improvements – Direct HOV Access Ramps Near Norris Canyon	\$ 17.0
BART Parking, Access and Other Improvements	\$ 2.0
Major Streets, Traffic Flow and Safety Improvements	\$ 9.8

**Program \$24M without exceeding limits per category**



# RTPC Input

1. Recommend projects for funding thru FY19 and between FY20-34 subject to the following requirements:
  - ☐ Project must be eligible based on project category descriptions in Measure J expenditure plan
  - ☐ No project category can exceed the remaining capacity
  - ☐ emphasize readiness and leveraging of other funds for new projects

*RTPCs can recommend retaining a portion of their share as a reserve for future programming beyond FY19*

2. For new projects, provide details on scope, cost, funding, and schedule.



# Schedule

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

SCHEDULE





# QUESTIONS?



# APPENDIX



SOUTHWEST COUNTY		2011 Strategic Plan					
	Expenditure	Expendit	Capped	Max Cap	Max	Add'l	Add'l
PROJECT DESCRIPTION	Plan Amounts	ure	Cap	Allowed	Capped	Capacity	Capacity
	in 2004\$	Cap	Amounts		Amounts	in 2004 \$	Capacity
		Set	in 2004\$		in 2004\$		current \$
Caldecott Tunnel 4th Bore	\$ 62,500	83.3%	\$ 52,088	90.0%	\$ 56,250	\$ 4,162	\$ 4,995
I-680 Carpool Lane Gap Closure & Transit Corridor Improvements	\$ 25,000	33.2%	\$ 8,300	90.0%	\$ 22,500	\$ 14,200	\$ 17,040
BART Parking, Access and Other Improvements	\$ 3,000	33.2%	\$ 996	90.0%	\$ 2,700	\$ 1,704	\$ 2,045
Major Streets, Traffic Flow and Safety Improvements	\$ 14,400	33.2%	\$ 4,781	90.0%	\$ 12,960	\$ 8,179	\$ 9,815
							\$ 33,894



New Capacity Thru FY2034	\$ 22,600
Excess Escalation (from Caldecott)	\$ 2,200
SOUTHWEST COUNTY "Bid Pot"	<b>\$ 24,800</b>
minus Reserves	\$ 502
	<b>\$ 24,298</b>
New Capacity Thru FY2019	\$ 7,841
Excess Escalation (from Caldecott)	\$ 2,200
SOUTHWEST COUNTY "Bid Pot" Thru FY2019	<b>\$ 10,041</b>
minus 5% Reserves	\$ 502
	<b>\$ 9,539</b>

**Agenda Item 6.B**



# SWAT

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

**DATE:** July 1, 2013

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Review and Comments on CCTA's Initial Priority Development Area Investment and Growth Strategy

---

## BACKGROUND

Resolution 4035 requires the Congestion Management Agencies (CMAs) to prepare a Priority Development Area (PDA) Investment and Growth Strategy. The PDA Investment and Growth Strategy establishes "a transportation project priority-setting process for OneBayArea Grant (OBAG) funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies."

The Initial PDA Strategy lays out the Authority's actions for encouraging and supporting development within the PDAs in Contra Costa while focusing on establishing a process for setting priorities for OBAG funding. Consistent with MTC direction, these priorities will focus the OBAG funding on projects and programs that aid local jurisdictions in developing their PDAs. The Investment and Growth Strategy also identifies a longer-term set of actions to help jurisdictions refine the plans for their PDAs to better reflect market conditions, local concerns, and the character and particular make-up of those PDAs. These include activities such as providing information, technical assistance, transportation funding support, and advocacy for additional supportive funding.

## DISCUSSION

At its meeting of April 1, 2013 SWAT provided comments on CCTA's *Draft* PDA Investment and Growth Strategy document. On April 17th, 2013 the Authority adopted the Initial PDA Investment and Growth Strategy and has released it for circulation. The Authority is seeking comments on the document in preparation for its first annual update, due to MTC by May 2014. The Authority is also seeking comments on the general approach and process for conducting the update.

At its meeting of June 19<sup>th</sup>, SWAT TAC conducted a cursory review of the PDA Investment and Growth Strategy and initiated discussions on developing comments. Staff has provided preliminary comments (Attachment A), both specific and broad, on the document for consideration and to facilitate further discussions. As previously described, the document includes the OneBayArea Grant screening and selection criteria, presenting additional opportunities to comment on this process as well. Formal comment letters related to OBAG were submitted to the Authority from several jurisdictions, including the City of San Ramon and SWAT, and are included as Attachment B.

Based on additional comments, feedback, and direction received from SWAT on the Initial PDA Investment and Growth Strategy, SWAT TAC will further develop comments at its July TAC meeting and prepare a final set of comments for SWAT's consideration.

## RECOMMENDATION

Review and comment on the Initial Priority Development Area Investment and Growth Strategy and an approach to its first update. Comments are due to the Authority by August 15<sup>th</sup>, 2013.

Attachments:   A – SWAT TAC Preliminary Comments on the Initial PDA Investment and Growth Strategy  
                      B – Comment Letters to the Authority on OBAG funding and process from City of San Ramon and SWAT  
                      C – Notice of Request for Comments on Initial PDA Investment and Growth Strategy  
                      D – Initial PDA Investment and Growth Strategy document

## Attachment A – SWAT TAC Preliminary Comments/Areas of Concern on Initial Priority Development Area Investment and Growth Strategy

PDA I&G Strategy Chapter/Page No.	Topic	Comment	Submitted By
Chapter 4, pg. 27	PDA Planning Grants	It was requested that grant eligibility includes “transit service planning within a PDA” and “transit capital improvements within a PDA”. Further, it was expressed that transportation objectives such as “transit corridors and TOD” activities belong in general transit planning categories.	CCCTA
Appendix A, pg. 34	PDA Place Types	It was expressed that some of the PDA “Place Type” Guidelines as shown in Appendix A may not be achievable for some jurisdictions in respect to their given “Place Type” designation and should be further refined to ensure that the .	SWAT/Lafayette
Chapter 4, pg. 26	OBAG Process	In keeping with the historical practice of CCTA in fostering fair and equitable distribution of transportation funds throughout the County, a certain level of geographic equity should also be employed for OBAG.	SWAT-All
Chapter 4, pg. 26	OBAG Process	Although the Program Guidelines in Appendix 5 (from the previously circulated OBAG Guidelines) granted the TCC the authority to make adjustments to the initial scoring based on geographic equity, the TCC was reluctant to make such adjustments and some members stated that it was more of a policy decision than a technical decision. In the future, the agreed upon process for providing geographic equity must be better defined so that it can fairly be applied.	Lafayette
Chapter 4, pg. 26 Appendix E, pg. 63	OBAG Process/Scoring	There is a problem with the process when it results in a lack of funding for cities within an entire sub-region to implement any PDA strategy, regardless of how sound it may be. Part of this problem is due to way the criteria have been established, without acknowledgement of inherent differences amongst the County’s sub-regions. For example, in Lamorinda’s PDAs near BART, any proposed project automatically starts with a 10-point deficit due to the points assigned to Special Consideration Areas. On the one hand jurisdictions are judged on their ability to implement a PDA, but on the other, the same jurisdictions are not given a fair chance to receive funding to implement their PDAs.	Lafayette/SWAT
Appendix E, pg. 66	OBAG Scoring	In the published Program Guidelines, the Project Criteria 2a Connectivity and Improvement Benefits/Transit Network was defined as “Does project expand or improve the transit system or service?” Later this was changed to “Improves transit service or connections between service providers.” As a result the reviewers decided to give no credit for improvements at bus stops; e.g. Lafayette’s project proposed to remove barriers to transit at the bus stops by removing vegetation to provide all-weather waiting areas away from the vehicle travel lane.	Lafayette
Appendix E, pg. 67	OBAG Scoring	The published Program Guidelines, the Project Criteria 4 a-c Regional Benefits for Air quality improvement, VMT reduction and Congestion management were changed significantly in the Initial OBAG scoring and in the final scoring criteria. For example, the Program Guidelines for Air quality improvement criteria was listed as “Is the project expected to result in a measurable reduction in air pollutants?” By the Initial OBAG scoring this criteria was changed to “Bike/ped improvement OR improves transit access OR supports housing adjacent to transit = 2, Provides two of the above = 4.” By the final scoring criteria the definition was “Projects that connect directly to transit stations and improve ped/bike access = 4; Ped/Bike Improvements = 2.” Similar changes occurred for VMT reduction and Congestion management.	Lafayette
Appendix E, pg. 67	OBAG Scoring	The narrowed definition of Connectivity and Improvement Benefits for Transit Network (described above) had a multiplier effect in the Regional Benefits criteria. The categories of Air quality, Vehicle miles traveled and Congestion management were all awarded points based on credit given in the Transit Network category. So if a project was given no points due to the new definition of a Transit Network, it would impact a project’s score in Air quality improvement, Reduction in VMT and Congestion management. In Lafayette’s case, by not allotting points for its improvements at transit stops, it had a multiplier effect that resulted in the loss of 8 points.	Lafayette





## CITY OF SAN RAMON

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SAN RAMON, CALIFORNIA 94583  
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WEB SITE: [www.sanramon.ca.gov](http://www.sanramon.ca.gov)

June 19, 2013

Janet Abelson, Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

### **RE: OneBayAreaGrant (OBAG) Project Evaluation Process**

Dear Chair Abelson:

On behalf of the City of San Ramon, we thank the Contra Costa Transportation Authority (CCTA) Commissioners and staff for its support to develop a countywide Contra Costa OneBayAreaGrant (OBAG) project evaluation process. With respect to the current process, we acknowledge the challenges to seek and build consensus among a very diverse County, balancing the needs of many stakeholders, while adhering to the mandates set forth in MTC Resolution 4035.

With the first round of OBAG funding coming to an end, we are hopeful that the next round of funding will provide ample opportunities to address issues raised by members of the Technical Coordinating Committee (TCC) and Southwest Area Transportation Committee (SWAT), including:

- Inconsistencies with Criteria and Scoring Measures;
- Reconsider scoring criteria that will benefit projects directly within a Priority Development Area (PDA);
- Reconsider scoring criteria that will benefit projects that implement the directives of the Sustainable Communities and Climate Protection Act of 2008 (SB 375);
- Prioritize and allocate funding to projects that provide a "regional" benefit; and
- Incorporate "geographic" equity that provides a level of funding for ALL sub-regions of the County.

Over the course of the last two transportation sales tax measures, Measure C and Measure J, San Ramon has played an active role in many endeavors to ensure the continuation of a countywide sales tax measure for the benefit of the entire County. We continue to be active participants in challenging discussions among our colleagues and elected officials, to gain consensus on programs and/or projects that meet the very diverse needs of all regions within the County, and that provide some level of funding to each region.

With that said, we concur with SWAT's observations with the current OBAG process, and we support the recommendations in the letter dated June 5, 2013 to Planning Committee Chair, David Durant. The current OBAG process has resulted in inconsistencies with the Authority's historical practice of ensuring geographic equity. More importantly, the inability to demonstrate that all four regions of the County will receive a return on a regional investment could have an adverse affect in the long term.

We also endorse the recommendation of SWAT to incorporate a geographic overlay. The overlay concept would recognize the adopted project evaluation criteria by distributing the highest proportion of funds to those projects that received the highest scores, but ensure a level of geographic equity by distributing some level of funding to projects in every sub-region. From our perspective, the concept of incorporating geographic equity is fundamental to the core values of the Authority's philosophy and practice of ensuring funds are distributed throughout the County.

We appreciate the opportunity to provide comments and feedback and look forward to continued participation in the process. We also want to express our appreciation to Authority staff for their work on this challenging endeavor.

Sincerely,



Phil Wong, Director  
Community Development

Cc: City Council, City of San Ramon  
City Manager, City of San Ramon  
SWAT  
Randell Iwasaki, Executive Director, CCTA  
Martin Engelmann, Deputy Executive Director, CCTA  
Lisa Bobadilla, Transportation Division Manager, City of San Ramon



# SWAT

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

June 5, 2013

David Durant  
Planning Committee Chair  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

RE: OneBayAreaGrant (OBAG) Project Evaluation Process

Dear Mr. Durant:

On behalf of my fellow Southwest Area Transportation Committee (SWAT) members, I thank the Contra Costa Transportation Authority (CCTA) staff for its guidance through the uncharted waters of developing a countywide OneBayAreaGrant (OBAG) project evaluation process within the confines of a short and challenging time frame.

As policy makers, we appreciate the challenges inherent in seeking to balance the needs of many stakeholders and complying with the mandates outlined in MTC Resolution 4035. As the first cycle of the OBAG funding allocation process draws to a close, SWAT would like to forward the following observations and corresponding concerns for CCTA's consideration at its June 5, 2013 Planning Committee Meeting:

- **Geographic Equity:** CCTA has historically followed a philosophy and practice of ensuring that funds are distributed throughout the county, either in a single or multiple funding cycles. This practice of geographic equity is one of the bedrocks upon which CCTA successfully renewed its sales tax measure in 2004 - demonstrating to the local (and often times reluctant) Contra Costa taxpayers that there is always a local return on a countywide investment.
- **Shaping Our Future/Sustainable Communities Strategy:** SWAT also recognizes that the objectives of the Sustainable Communities Strategies (SCS) mirror the spirit and the intent of Contra Costa's Shaping Our Future, which is to take a regional unified approach toward accommodating each jurisdiction's fair share of jobs and housing growth. In SCS parlance, the accommodation of jobs and housing are reflected in areas designated as Priority Development Areas (PDAs). The spirit of the OBAG grant concept is that jurisdictions would have the financial resources to support the SCS by making transportation investments in their PDAs.

Unfortunately, the current OBAG process resulted in the southwest subregion - the only subregion in the county - being unable to benefit from the use of OBAG funds to implement the directives of California's climate law (SB 375).

June 19, 2013  
Authority Meeting Handout  
Agenda Item 4.B.10

SWAT observes that the current process produced results that are inconsistent with the Authority's historical practice of ensuring geographic equity. More importantly, SWAT is concerned that the inability to demonstrate that each subregion would derive a return on a regional investment could translate – in the future – to a lack of ongoing support for CCTA and its overarching mission.

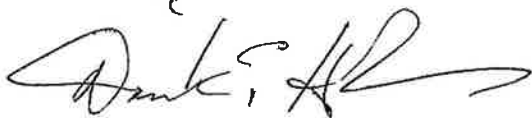
### **Recommendation**

Respectfully, SWAT requests that the Planning Committee consider the incorporation of a geographic equity "overlay." The overlay concept would recognize the adopted project evaluation criteria by distributing the highest proportion of funds to those projects that received the highest scores, but ensures a certain level of geographic equity by distributing some level of funding to projects to every subregion.

This concept of incorporating geographic equity is both integral to CCTA's policies and practices, and is also explicitly identified by the OBAG Working Group as one of three "sensitivity checks" for the distribution OBAG funds.

We appreciate the Planning Committee's consideration and look forward to ensuring that these precedent-setting processes communicate a clear message to the voters that CCTA consistently works to ensure there is an ability to derive some level of benefit (though not necessarily equal benefit) for all who participate.

Sincerely,

A handwritten signature in black ink, appearing to read "David Hudson", with a stylized flourish extending to the right.

David Hudson, Chair  
Southwest Area Transportation Committee

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Marilyn Carter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA

SWAT Summary Letter  
March 5, 2013



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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

Date: June 5, 2013

To: Interested Parties

Re: Request for Review and Comment on the CCTA's Initial PDA Investment & Growth Strategy Comments due by August 15, 2013

As the designated congestion management agency (CMA) for Contra Costa, the Contra Costa Transportation Authority must prepare and annually update a Priority Development Area (PDA) Investment & Growth Strategy. The strategy is required by the Metropolitan Transportation Commission as part of the OneBayArea Grant (OBAG) program. Its purpose 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.*

Randell H. Iwasaki,  
Executive Director

The Authority adopted its Initial PDA Investment & Growth Strategy on April 17, 2013 and is now releasing it for public review. Comments received will be used in the required update of the PDA Strategy.

The Initial PDA Strategy lays out the Authority's actions for encouraging and supporting development within the PDAs in Contra Costa. It focuses on establishing a process for setting priorities for OBAG funding. Consistent with MTC direction, these priorities will focus the OBAG funding on projects and programs that aid local jurisdictions in developing their PDAs. The Initial PDA Strategy also identifies a longer-term set of actions to help jurisdictions refine the plans for their PDAs to better reflect market conditions, local concerns, and the character and particular make-up of those PDAs. These include activities such as providing information, technical assistance, transportation funding support, and advocacy for additional supportive funding.

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The purpose of the first update to the PDA Strategy, which the Authority must submit to MTC by May 1, 2014, is to refine the strategies for supporting and encouraging the development of PDAs in Contra Costa. A key component of this update will be to study more closely the infrastructure needs, market conditions and other barriers to the development of the PDAs in Contra Costa. This information will be used to improve our strategies for developing PDAs that

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better reflect local constraints and opportunities. A better understanding of these conditions will also enable the Authority to refine the criteria used to select projects for funding through later cycles of federal funding.

MTC also requires that the Authority and other CMAs assess local jurisdiction efforts toward creating sufficient housing for all income levels as required through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals.

The Authority expects to begin the update of the PDA Strategy in early fall and have a draft ready for circulation and review in December.

The Authority is circulating the Initial PDA Strategy for review by local jurisdictions and other agencies, the Regional Transportation Planning Committees and the general public. Click on the following link to download the document <http://www.ccta.net/EN/main/planning/OBAG.html>. The Authority is looking for comments on both on the Initial PDA Strategy and on the approach to its update. Comments are due by August 15, 2013.

If you have questions, feel free to contact me by email ([mre@ccta.net](mailto:mre@ccta.net)) or by phone (925 256-4729).

Sincerely,



Martin R. Engelmann, PE  
Deputy Executive Director, Planning

Attachment: Distribution List



# Initial Priority Development Area Investment & Growth Strategy

*Adopted April 17, 2013*

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration. Content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.



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## CHAPTER 1

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# Introduction

This Priority Development Area Investment and Growth Strategy (the PDA Strategy) has been prepared by the Contra Costa Transportation Authority (CCTA, or the Authority) pursuant to requirements of the Metropolitan Transportation Commission (MTC) as established in its Resolution 4035 (adopted May 17, 2012 and revised in November 2012). The PDA Strategy is a key implementation measure for the new MTC and Association of Bay Area Governments (ABAG) regional plan, *Plan Bay Area*. The PDA Strategy must be adopted by the Authority and submitted to MTC/ABAG by May 1, 2013. The PDA Strategy is not a static document. Instead, it initiates a PDA Strategy Program that will evolve in future years. As described in this document, a substantial technical work is envisioned for the “first update” of the PDA Strategy, which will be completed over the next year.

The Association of Bay Area Governments (ABAG) and MTC have prepared new regional housing and employment growth forecasts and a draft regional plan titled *Plan Bay Area* that address the goals of the Sustainable Communities Strategy (SCS) as required under California law (SB 375). These SCS goals include improved linkages of land use and transportation planning to reduce greenhouse gases and combat impending climate change. As a part of this effort ABAG and MTC have worked with each Bay Area jurisdiction to identify “Priority Development Areas” (PDAs) which are transit-served locations where future growth may be accommodated in a way that promotes the goals of the SCS. To support the development of these PDAs, MTC has required that, in large counties such as Contra Costa, 70 percent of the federal funding available through the new OneBayArea Grant (OBAG) program must be allocated to transportation projects or programs that support PDA development. PDAs were originally identified by local governments as part of ABAG’s regional FOCUS program that promoted a more compact land use pattern for the Bay Area. The FOCUS program was subsequently transformed into *Plan Bay Area*.

A key aspect of *Plan Bay Area* implementation is a new framework for allocating federal transportation funding through MTC titled the One Bay Area Grant Program (OBAG). Through this program, the Authority and other congestion management agencies (CMAs) in the Bay Area will allocate Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012–13 through FY 2015–16). This new program is intended to encourage the development of PDAs by directing federal grant funds, through the county CMAs, to PDA-serving transportation projects.

To help CMAs set priorities for the OBAG funds that reflect the diversity of PDAs in their respective counties, MTC requires CMAs to prepare a PDA Investment & Growth Strategy that describes how the transportation funding available through the OBAG program will be prioritized and allocated within each county.

This initial PDA Strategy has been prepared to fulfill this requirement. The Authority's goal, however, is for it to guide the agency in supporting PDA development over a longer time horizon than this current four-year funding cycle. Accordingly, the PDA Strategy describes existing conditions in the Contra Costa's PDAs, explains how PDAs and projects will be prioritized for the current cycle of federal funding, and sets up a framework for additional efforts that the agency will undertake to improve the link between transportation and the desired land use form. The elements of the PDA Strategy are described in Chapter 4. A key part of the Strategy will be to align the Contra Costa Countywide Transportation Plan (CTP), which establishes the Authority's long-range policy guiding future transportation investments, programs, and advocacy over a 30-year time horizon, with the goals of *Plan Bay Area*. The PDA Strategy will have the same time horizon as the current CTP (through 2040) and will be updated annually.

Consistent with MTC direction, the PDA Strategy also contains an inventory of Contra Costa's Priority Conservation Areas (PCAs). Under the OBAG Program, MTC has allocated \$5 million in the present funding cycle to be distributed through a competitive application process to fund projects that promote open space preservation and access, land conservation, and habitat protection in designated PCAs.

## **STRATEGY PREPARATION AND PUBLIC OUTREACH**

As part of the preparation of the PDA Strategy and the OBAG program, Authority staff met with a number of different groups to get feedback on what approach the Authority should take in developing them. The Authority also used its website and other means of getting input from the public.

A key forum for developing the PDA Strategy was the PDA / OBAG Working Group. This group was made up of a combination of staff from local jurisdictions and transit

agencies and representatives from the development community and groups interested in the implementation of the SCS and PDAs. The Working Group, which was set up to advise the Authority on the PDA Strategy and OBAG program, met January through March of 2013 to review and comment on the initial drafts of the documents and make its recommendations to the Authority's Technical Coordinating Committee, Planning Committee and Authority Board for final action.

In addition to the PDA / OBAG Working Group, the Authority met with the following groups:

#### ***Authority and Committee Meetings***

- Authority Board and Planning Committee
- Technical Coordinating Committee
- Countywide Bicycle and Pedestrian Advisory Committee
- Citizens Advisory Committee
- Bus Transit Coordinating Committee

#### ***Regional Transportation Planning Committee (RTPC) Meetings***

- WCCTAC – West Contra Costa Transportation Advisory Committee (West County)
- TRANSPAC – Transportation Partnership and Cooperation (Central County)
- TRANSPLAN (East County)
- SWAT – Southwest Area Transportation Committee (Southwest County)

#### ***Other Meetings***

- Monument Community Transportation Action Team
- Lafayette Circulation Commission
- Iron Horse Trail Corridor Advisory Committee Meeting

In addition, a new page on the OBAG program was added to the Authority's website. The "Mr. Roadshow" feature in the Contra Costa Times also featured the OBAG program. In response to that feature, the Authority received several suggested improvements, primarily requests for maintenance of particular roadways and completing gaps in the bicycle network.

## **NEXT STEPS**

The Authority adopted the Initial Contra Costa PDA Investment and Growth Strategy on April 17, 2013. Following its adoption, the PDA Strategy will be forwarded to MTC

for review and comment. Following MTC review a final PDA Strategy will be approved as a basis for related implementing actions

As required by Resolution 4035, the Authority must update the PDA Strategy annually. As noted above, the PDA Strategy is really an evolving program. Consistent with this programmatic approach, the first update can look in greater detail at the land use plans for the PDAs in Contra Costa, increase specification and costs for transportation infrastructure, and document more precisely the existing affordable housing policies within the PDAs. MTC's comments on the criteria for selecting projects and programs for funding through the OBAG program and for selecting grants for PDA planning within Contra Costa will be incorporated, as appropriate, into future updates to the PDA Strategy.

## CHAPTER 2

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# *Plan Bay Area* and the Priority Development Areas

### BACKGROUND

During recent years there has been an increasing emphasis in transportation planning on integrating land use planning and transportation investment decisions to allow more people to use transit, walk or bike to meet their daily needs. For years in the Bay Area, worsening traffic congestion in a constrained urban environment, changing demographics and significant population growth have led ABAG and MTC to engage with sustainable planning efforts to maintain the Bay Area's high quality of life and economic productivity. The OBAG program originated with the regional FOCUS program, which started in 2006. Following passage of SB 375 this program transformed into the regional Sustainable Community Strategy (SCS) planning effort that has resulted in *Plan Bay Area*.

The Preferred Land Use and Transportation Investment Strategy approved by MTC and ABAG on which *Plan Bay Area* is built promotes compact, mixed-use development that combines both residential and commercial uses and is located close to public transit, jobs, schools, shopping, parks, recreation and other amenities. The OBAG program provides funding incentives designed to stimulate the production of housing in areas well served by transportation, particularly public transit using allocation of the federal transportation dollars to reward jurisdictions that accept housing allocations through the states Regional Housing Need Allocation (RHNA) process and that actually produce housing.

The need for integrated land use and transportation planning acquired new urgency upon passage of two landmark pieces of state legislation that mandate reductions in greenhouse gas emissions:

- California Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006 which mandates a reduction in California's greenhouse gas emissions to 1990 levels by 2020.
- Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008 which mandated a new regional planning effort in California intended to achieve the emissions reductions expected from the land use sector under AB 32. SB 375 aims to reduce greenhouse gas emissions from passenger vehicles through better coordination between transportation investments and land use decisions.

A key mechanism that is being used to achieve these reductions is to directly connect the region's primary transportation funding instrument with regional growth projections. SB 375 requires every regional MPO (Metropolitan Planning Organization – MTC in the Bay Region) to incorporate a Sustainable Communities Strategy (SCS) into the Regional Transportation Plan (RTP). The SCS is a regional land use strategy that illustrates how to house all projected population growth within the region across all income levels. The RTP must accommodate this growth and invest in transportation projects that will reduce greenhouse gas emissions.

Working with ABAG, MTC used the framework of Priority Development Areas (PDAs) that had already been established through the FOCUS program as the foundation for identifying areas for future population and employment growth in the Bay Area's Sustainable Communities Strategy (SCS). In Contra Costa, the FOCUS program spanned from 2005 through 2008. It involved a comprehensive, multijurisdictional countywide effort to begin to identify PDAs and assess their benefits. MTC and ABAG have incorporated Contra Costa's work on FOCUS into a number of different land use scenarios that were evaluated and applied in the development of the SCS.

The Preferred Land Use Scenario adopted for the SCS is called the Jobs-Housing Connection Scenario. This Scenario accommodates more than two thirds of the housing production in PDA on about 4 percent of the Region's total land area. MTC's Resolution 4035 and the OBAG Program have combined all these policy efforts — the federal transportation program, the FOCUS program with its PDAs and PCAs, SB 375 and the Sustainable Communities Strategy — in an effort to reward jurisdictions that are planning for and producing housing, both market rate and affordable units in their respective PDAs. This is a distinct change from past rounds of federal transportation funding which were largely distributed to cities by formula based on population and/or road miles and mostly used for local streets and roads projects.

Now, MTC is placing much less emphasis on geographic equity and instead focusing funds on multimodal investments in areas that are willing to absorb population growth. The specific policy objectives and implementation requirements of the OBAG



program and how the Authority incorporated them into the programming of OBAG funds is described in Chapter 4.

## DEFINITION AND TYPES OF PDAS

Currently, there are 34 PDAs in Contra Costa County that have been voluntarily nominated by local jurisdictions and approved by ABAG, originally as part of the FOCUS program or during subsequent preparation of *Plan Bay Area*. The qualifications to become a PDA are relatively simple: an area must be in an existing community, near transit service and planned for more housing. According to the ABAG FOCUS program,

*Priority Development Areas (PDAs) are locally-identified, infill development opportunity areas within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment served by transit. To be eligible to become a PDA, an area had to be within an existing community, near existing or planned fixed transit or served by comparable bus service, and planned for more housing.<sup>1</sup>*

Specifically, to qualify as a PDA an area must meet these definitions:

- **Area Size and Planning:** the area being proposed for designation as a priority development area should have a minimum size is 100 acres, which equals an area of approximately a ¼ mile radius. A PDA should be part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan.
- **Existing Community:** the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non-motorized modes of transportation an option.
- **Housing:** the area has plans for a significant increase in housing units to a minimum density of the selected place type from the Station Area Planning Manual, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

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<sup>1</sup> <http://www.bayareavision.org/initiatives/prioritydevelopmentareas.html>

- **Near Transit:** (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with minimum headways of 20 minutes during peak weekday commute periods, or (3) the area defined as a planned transit station by MTC's Resolution 3434.

Initially, as part of the regionwide FOCUS Program some 94 PDAs were designated and evaluated by the related local jurisdictions. This number has increased as local jurisdictions proposed additional PDAs. At present, some 169 PDAs in locations throughout the Bay Area have been designated, vetted, and approved by the respective local governments as legitimate locations for sustainable growth. Originally, PDAs focused on housing production. The definition was later expanded, however, to include jobs, a critical element in the success of PDA development. Research shows that increasing a community's density and its accessibility to job centers are the two most significant factors for reducing vehicle miles travelled (VMT).

## PDA Types

The PDAs fall into one of eight urban "Place Types" as have been defined by ABAG as part of *Plan Bay Area*.

### **High Development Intensity**

<b>Regional Center</b>	Primary center of economic and cultural activity for the region. Served by frequent, regional and intercity rail transit with major sub-regional and local connections.
<b>City Center</b>	Sub-regional center of economic and cultural activity with some regional destinations. Served by frequent dedicated regional transit with connections to frequent sub-regional and local service.
<b>Urban Neighborhood</b>	Residential areas with a mix of residential and local-serving retail uses. Served by frequent dedicated regional transit with connections to some sub-regional and local service.

### **Medium Development Intensity**

<b>Mixed-Use Corridor</b>	Focus of local community and economic activity for areas without a distinct center. Served by sub-regional transit (in some cases dedicated) and local transit.
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<b>Suburban Center</b>	Sub-regional center of economic activity with local amenities in traditionally suburban areas, with some subregional destinations. Served by dedicated regional transit with strong connections to sub-regional and local service.
<b>Employment Center</b>	Region and sub-regional serving districts focused on employment generating uses. Served by dedicated regional or sub-regional transit (in some cases dedicated) and some local transit. Can also be served by employer shuttles.

### ***Moderate Development Intensity***

<b>Transit Town Center</b>	Local center of economic and cultural activity with a range of housing options and local amenities. Served by dedicated regional or subregional transit with strong connections to local transit.
<b>Transit Neighborhood</b>	Residential neighborhoods with a variety of housing options and to local retail and services. Served by dedicated regional or subregional transit, with some connections to local transit.

In addition, ABAG has identified two rural PDAs: Rural Town Center and Rural Corridor.

## **ISSUES AFFECTING DEVELOPMENT OF THE PDAS**

ABAG and MTC recognize that achieving the goals of *Plan Bay Area* of creating a more compact urban form in the Bay Area, especially within designated PDAs, will face a number of challenges that may limit or impede desired development. Most of the PDAs are located in urban areas that are fully or nearly fully developed that must be intensified and redeveloped to achieve the regional housing and job growth targets. The “development readiness” of the individual PDAs is affected by many factors beyond the simple physical capacity of the area. Also, “development readiness” varies substantially between the PDAs. Where conditions are favorable, PDAs are likely to grow in excess of the SCS forecast. Where multiple constraints exist that may impede development, PDAs are likely to grow much more slowly. Reducing these development constraints, through coordinated investment and local policy reforms, constitutes the underlying purpose of the PDA Strategy.

The following types of constraints have been identified as a part of the development of *Plan Bay Area*.

- **Policy Constraints.** A policy constraint occurs when the existing local land use policies (land uses, densities, etc.) do not allow the development intensity necessary to accommodate the SCS housing and/or jobs forecast for the PDA. Overall in Contra Costa, it appears that local planning and zoning are largely consistent with the uses and densities envisioned in the SCS Jobs Housing Connection Scenario, though there are PDAs where there are policies in place that may limit PDA development or where additional planning and environmental review could further improve development readiness. The general consistency of the SCS forecast and local land use planning reflects the fact that, during the development of *Plan Bay Area*, ABAG and MTC conducted a significant local jurisdiction and public outreach program including an locally completed assessment of development capacity and readiness and also responses to a range of alternative growth scenarios.
- **Market Constraints.** Market constraints occur when local real estate market conditions, presently or as expected in the future, do not support the type or intensity of development implied by the SCS forecast for the given PDA. While market prospects for multifamily and mixed use development have recently been and will likely remain strong in the inner Bay Area PDAs, conditions in the more outlying PDAs where more traditional suburban development dominates are less certain. Market demand may also lag in those PDAs with unfavorable demographic or institutional conditions. It is important to note that the SCS forecast is “long range” — through the year 2040 — and that during this time market conditions in those areas currently facing market constraints will likely improve. However, it is also the case that market constraints are more difficult to influence (through policy changes and investment) than the other development constraints.
- **Infrastructure Constraints.** Infrastructure constraints occur when development as envisioned in the SCS forecast cannot be supported due to deficiencies in major infrastructure (transportation system, public parking, water and sewer utilities, transit services, etc.) serving a given PDA. While many of Contra Costa County’s PDAs are favored by the presence of substantial existing transit service and infrastructure capacity that can accommodate additional infill development and intensification, there are PDAs where this basic infrastructure is inadequate and that will require substantial public investment to improve capacity and development readiness. Sustaining and improving transit service will continue to be an important part of achieving PDA development objectives. In nearly all PDAs a concerted local and regional effort to build and maintain adequate infrastructure and urban amenities in the PDAs will be necessary. The OBAG program is one part of this effort.

- **Site-related Constraints.** Site-related constraints occur where development capacity of the PDA is derived from redeveloping existing urban uses. While there are some vacant sites in most of Contra Costa's PDAs and a few (e.g. Concord's Community Reuse Area), much of the development capacity will be derived from redeveloping existing commercial land uses with new multifamily or mixed use development. Moreover, in many instances there are numerous small parcels with problematic configurations that will require private or public parcel assembly to create adequate development sites. The re-instatement of local redevelopment powers by State legislative action will be an important tool to address this constraint.
- **Context Constraints.** PDAs do not exist in a vacuum. Many of them are crossed or bordered by major routes carrying significant regional traffic. Often that traffic is destined for the PDA itself, especially when the PDA includes a transit station. Sometimes this regional traffic is merely passing through. In either case, development of the PDA will need to address the impacts of regional traffic while ensuring that the design of the PDA supports and gives priority to walking, bicycling and transit use. PDAs are also part of the surrounding community and the pattern of land uses and access encompassing PDA will affect the design and pattern of land uses within the PDA. These surrounding land uses may limit the types and intensity of development within the PDA.
- **Infrastructure Financing Constraints.** Financing constraints occur when the cost of needed infrastructure exceeds the ability of the local jurisdiction to pay for these improvements. With the demise of redevelopment agency powers, local governments have limited authority and financing capacity to promote or pursue redevelopment projects by assembling land or subsidizing desired private development. Where market conditions are strong the private sector may have adequate incentive to invest but where market conditions are weak or development costs are high, lack of redevelopment powers and public financing will impede PDA development. While the OBAG program will provide additional funding, the amount available, when compared to the infrastructure investments required, will not satisfy those needs. Additional funding from federal and State sources as well as more flexible local and regional funding sources, as may be granted by State legislation, will be necessary to overcome this constraint.
- **Fiscal Constraints.** Fiscal constraints occur when local jurisdictions cannot support the additional costs of maintaining the infrastructure or providing municipal services needed by the new development. This issue is of particular concern now given the fiscal effects (reduced tax flows to local government) of the Great Recession and related State budget actions. At a minimum, fiscal constraints reduce the incentive for local governments to accommodate new

development (in PDAs or elsewhere). While compact urban development is inherently more efficient and more easily provided with municipal services, local governments will need support with improving the efficiency of municipal services and increasing the local tax base. The Authority's Local Street Maintenance and Improvement Program is an example of countywide funding that supports local maintenance efforts.

- **Financial Feasibility Constraints.** Financial feasibility constraints occur when potential new development does not create enough value (i.e. sales prices or rental values) to offset the cost to construct this development. In combination, the above policy, market, and physical constraints evident in some of Contra Costa's PDAs will make the desired multifamily and mixed use development there infeasible from a private investment standpoint, particularly in the coming decade. Over time these financial feasibility constraints are expected to diminish as market conditions improve, infrastructure constraints are resolved (as suggested above) and as public and private redevelopment efforts become successful. Providing affordable housing presents a particular financial feasibility constraint as substantial subsidies will be required in most cases to achieve the desired levels of affordable housing in the PDAs. This is especially true where land costs are high. Assembling an adequate, consistent, and flexible strategy for providing such subsidies will be one of the key challenges of PDA development.

The PDA Strategy is intended as one mechanism to address these constraints and promote PDA investment and development. As a part of future efforts, more detailed assessment of development readiness will be conducted along with more specific prescriptions regarding how these constraints can be removed.

## CHAPTER 3

# PDAS in Contra Costa

## INVENTORY OF CONTRA COSTA PDAS

As a part of Contra Costa’s FOCUS Program and the subsequent preparation of *Plan Bay Area*, PDAs were proposed, approved, and incorporated into the Plan. The PDAs in Contra Costa are located in each part of the county as shown on Table 3-1. The cities of Brentwood and Clayton do not have PDAs. As noted above there are eight “Place Types” of PDAs. Table 3-2 shows the sub-area location of PDAs by these place types.

**Table 3-1**  
**PDAs by Geographic Area**

<i>Sub-Area</i>	<i>Number</i>	<i>Sponsoring Jurisdictions</i>
West	12	El Cerrito, Hercules, Pinole, Richmond, San Pablo, West Contra Costa Transportation, Advisor Committee, Contra Costa County
Central	8	Concord, Martinez, Pleasant Hill, Walnut Creek, Contra Costa County
Southwest	6	Danville, Lafayette, Moraga, Orinda, San Ramon
East	8	Antioch, Brentwood, Oakley, Pittsburg
Total	34	

Three place types — Transit Town Center, Transit Neighborhood, and Mixed-Use Corridor — make up the majority of the PDAs in Contra Costa. Of the 34 PDAs, 26 of them (75 percent) are in one of these three categories. Another 15 percent — five PDAs — are designated Suburban Center. Of the remaining three PDAs, one is designated Regional Center (Concord Community Reuse Area), one City Center (Downtown

Concord) and one Employment Center (San Pablo Rumrill Boulevard). Table 3-2 below lists all 34 PDAs in Contra Costa by their designated place type.

**Table 3-2**  
**PDAs in Contra Costa by Place Type**

<i>Place Types</i>	<i>PDA Names</i>	<i>Total</i>
<b>Regional Center</b>	Concord Community Reuse Area	1
<b>City Center</b>	Downtown Concord	1
<b>Suburban Center</b>	Pinole Old Town Hillcrest eBART Station West Downtown Walnut Creek Oakley Employment Focus Area San Ramon City Center	5
<b>Employment Center</b>	San Pablo Rumrill Boulevard	1
<b>Transit Town Center</b>	Hercules Waterfront District North Camino Ramon (San Ramon) Appian Way Corridor (Pinole) Rivertown Waterfront (Antioch) Downtown Danville Downtown Oakley Downtown Lafayette Railroad Avenue eBART Station (Pittsburg) Moraga Center Downtown Orinda	10
<b>Urban Neighborhood</b>	None	0
<b>Transit Neighborhood</b>	Central Hercules Diablo Valley College (Pleasant Hill) South Richmond Potential Planning Area (Oakley) North Richmond Downtown Pittsburg Concord Community Reuse Area Pittsburg/Bay Point BART Station Downtown Martinez	9
<b>Mixed-Use Corridor</b>	San Pablo Avenue Corridor (El Cerrito) San Pablo Avenue & 23rd Street (San Pablo) Central Richmond & 23rd Street Corridor San Pablo Avenue Corridor (WCCTAC) Buskirk Avenue Corridor Downtown El Sobrante Contra Costa Centre	7
<b>Total</b>		34

Tables B-1 through B-4 in Appendix B provide a basic inventory of the Contra Costa PDAs. While existing development conditions vary in PDAs in the region, nearly all of the Contra Costa PDAs are existing urbanized areas that will achieve the household and employment growth through infill of the limited remaining undeveloped



properties and redevelopment of existing “underdeveloped”. A notable exception to this pattern is the Concord Community Reuse Area (formerly the Naval Weapons Station), which will be developed as an entirely new urban neighborhood. Figures 1 through 4 show the locations of the PDAs within each of the County’s four sub-areas.

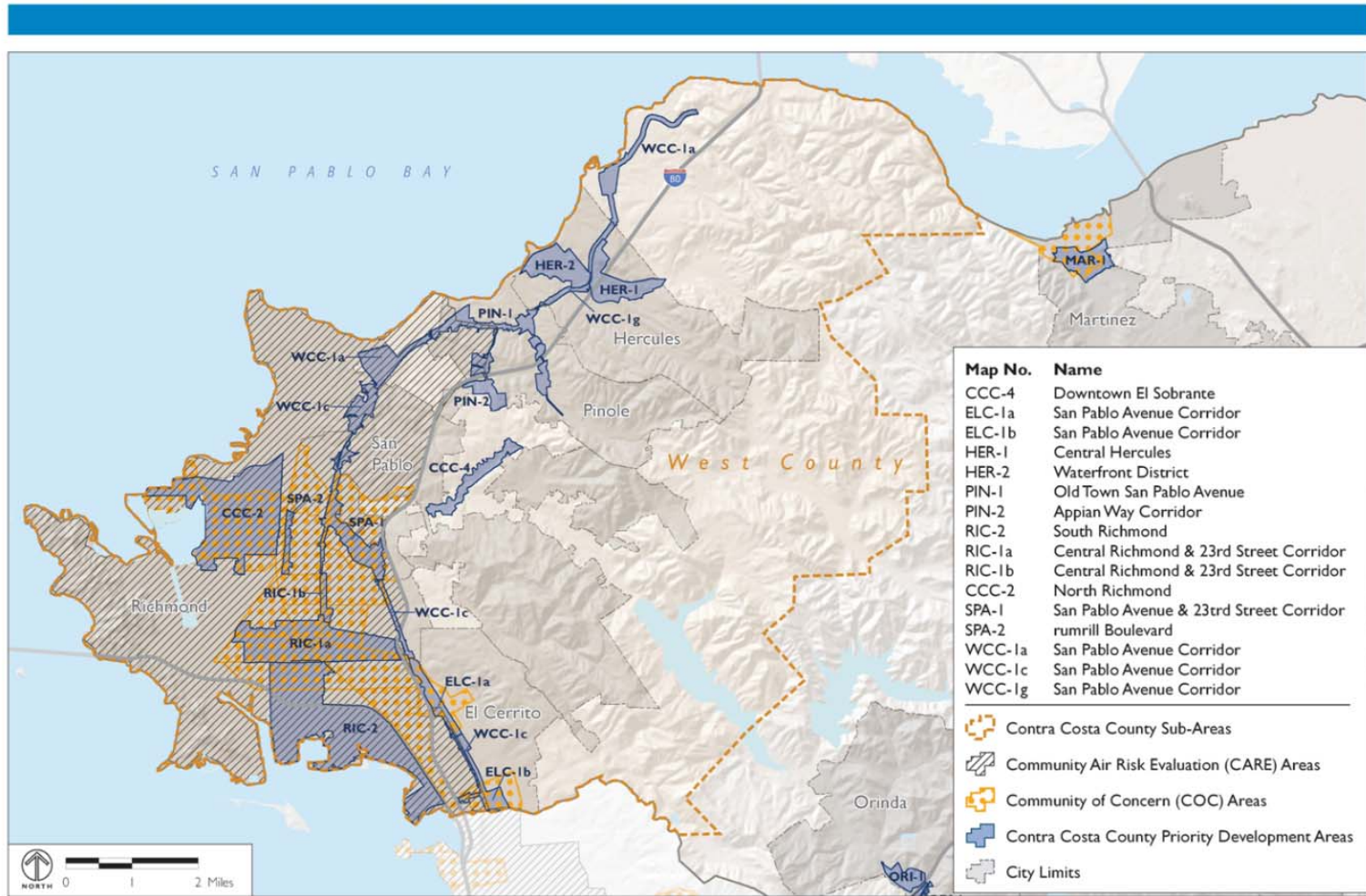
A key aspect of the SCS and *Plan Bay Area* is to focus growth in the Bay Area’s PDAs. By getting more jobs and housing closer to frequent transit service with supportive land uses and walkable design, people will need to make fewer trips in single-occupant vehicles. With fewer vehicle miles traveled, per capita emissions of greenhouse gases would be reduced, which is the main objective of SB 375 and the SCS.

Table 3-3 below compares the existing and forecast jobs and households in both PDAs and the rest of Contra Costa. This comparison demonstrates the primary role that PDAs will play in accommodating expected future growth. Overall, the existing households in the PDAs will increase 115 percent to over 100,000 households by 2040 while employment in Contra Costa PDAs will increase 60 percent to almost 188,000 jobs. About 60 percent of both new employment and new households will occur in PDAs. This is despite the fact that PDAs make up only 3.3 percent of Contra Costa and only seven percent of area with the Urban Limit Line.

**Table 3-3**  
**Growth in PDAs and Non-PDA-Areas in Contra Costa, 2010–2040**

	Growth				Share of All Contra Costa		
	2010	2040	Total	Percent	2010	2040	Share of Growth
<b>PDAs</b>							
Jobs	117,164	187,761	70,597	60%	34%	40%	59%
Households	46,602	100,236	53,634	115%	12%	22%	61%
<b>Non-PDAs</b>							
Jobs	227,757	277,693	49,936	22%	66%	60%	41%
Households	328,762	362,836	34,074	10%	88%	78%	39%
<b>Contra Costa</b>							
Jobs	344,921	465,454	120,533	35%			
Households	375,364	463,072	87,708	23%			

# West County PDAs

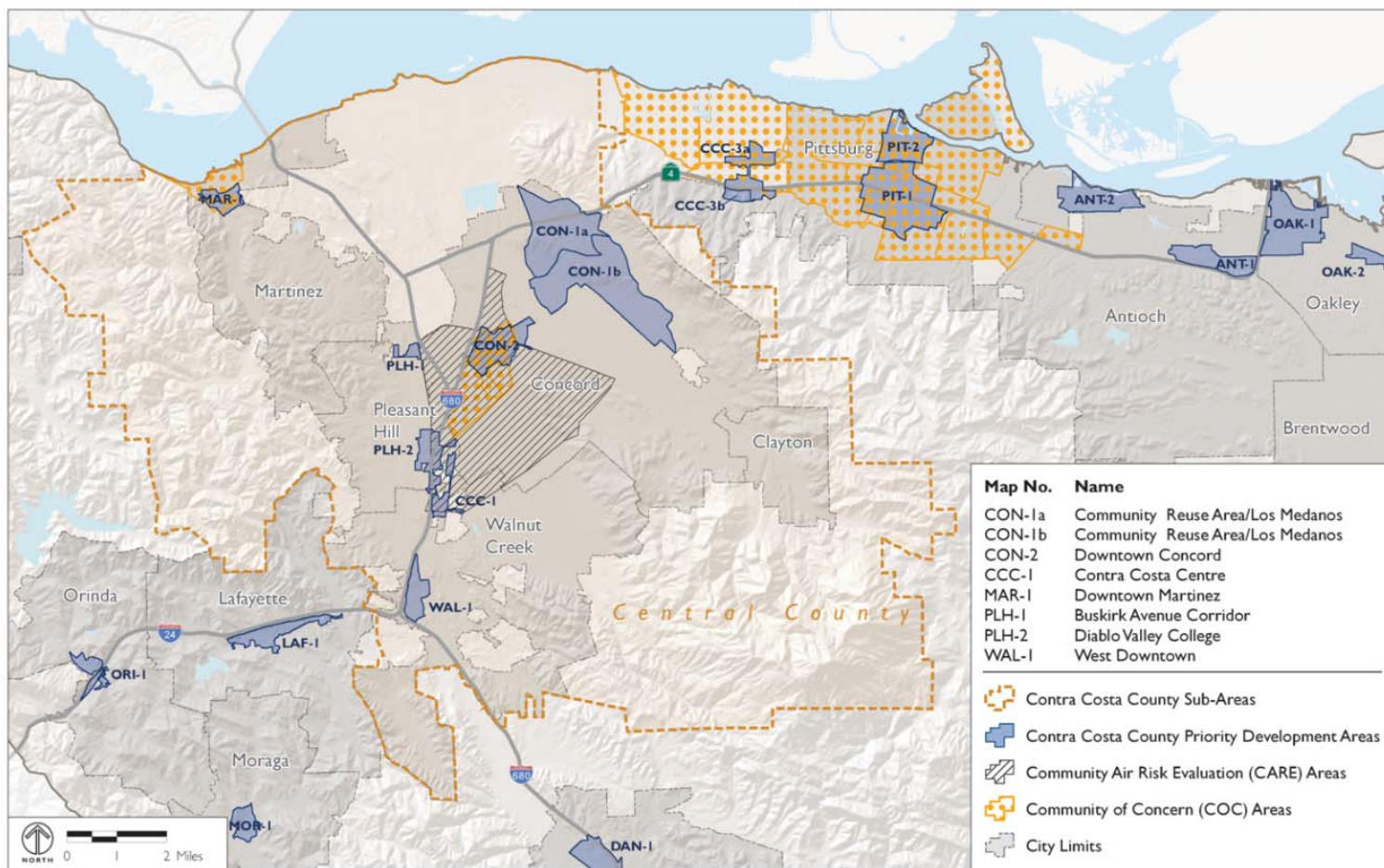


Source: Association of Bay Area Government, 2012 and Contra Costa Transit Authority, 2013

FIGURE 1 — WEST COUNTY PDAS

FIGURE 2 — CENTRAL COUNTY PDAs

# Central County PDAs



Source: Association of Bay Area Government, 2012 and Contra Costa Transit Authority, 2013



## East County PDAs

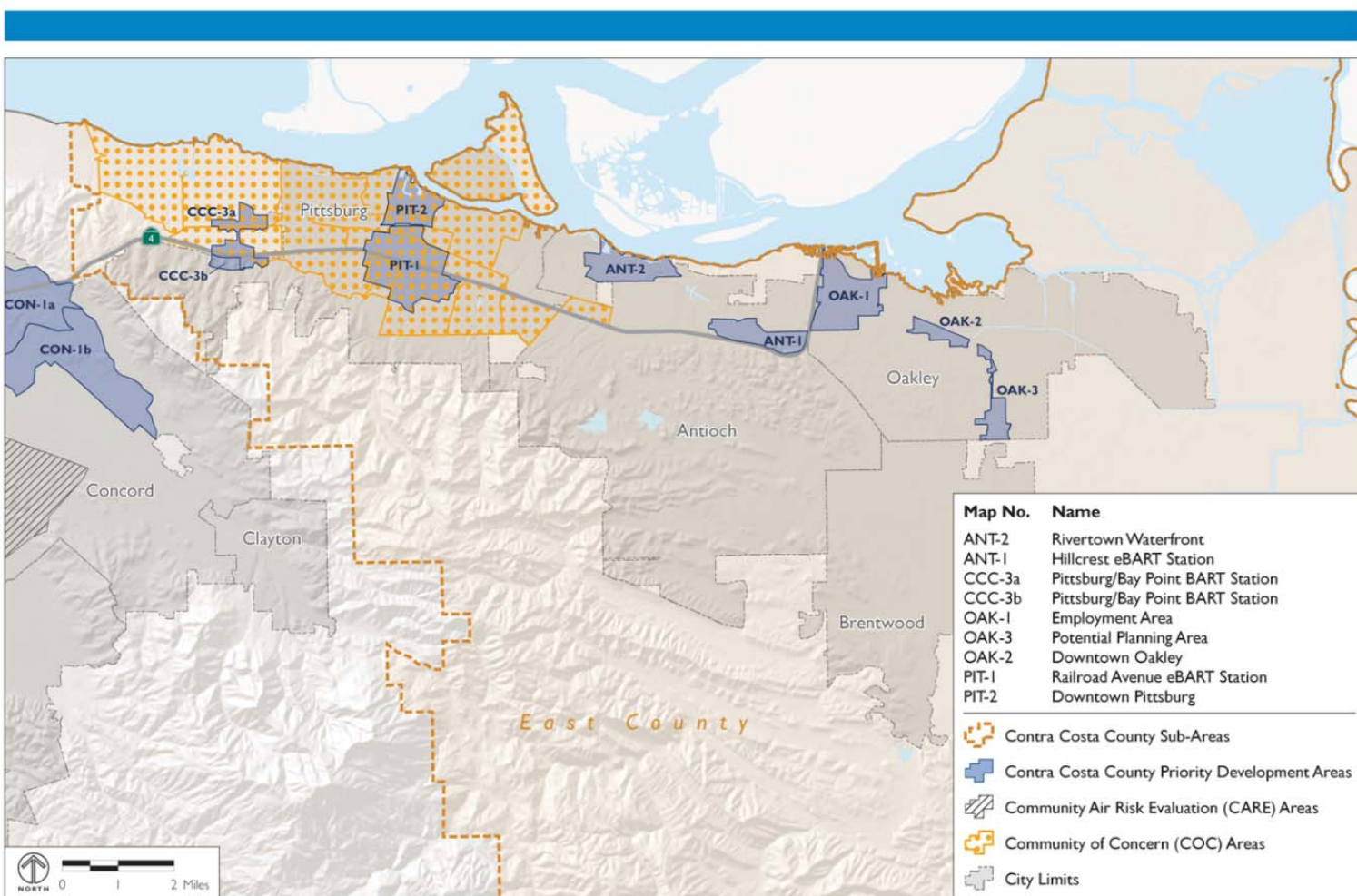
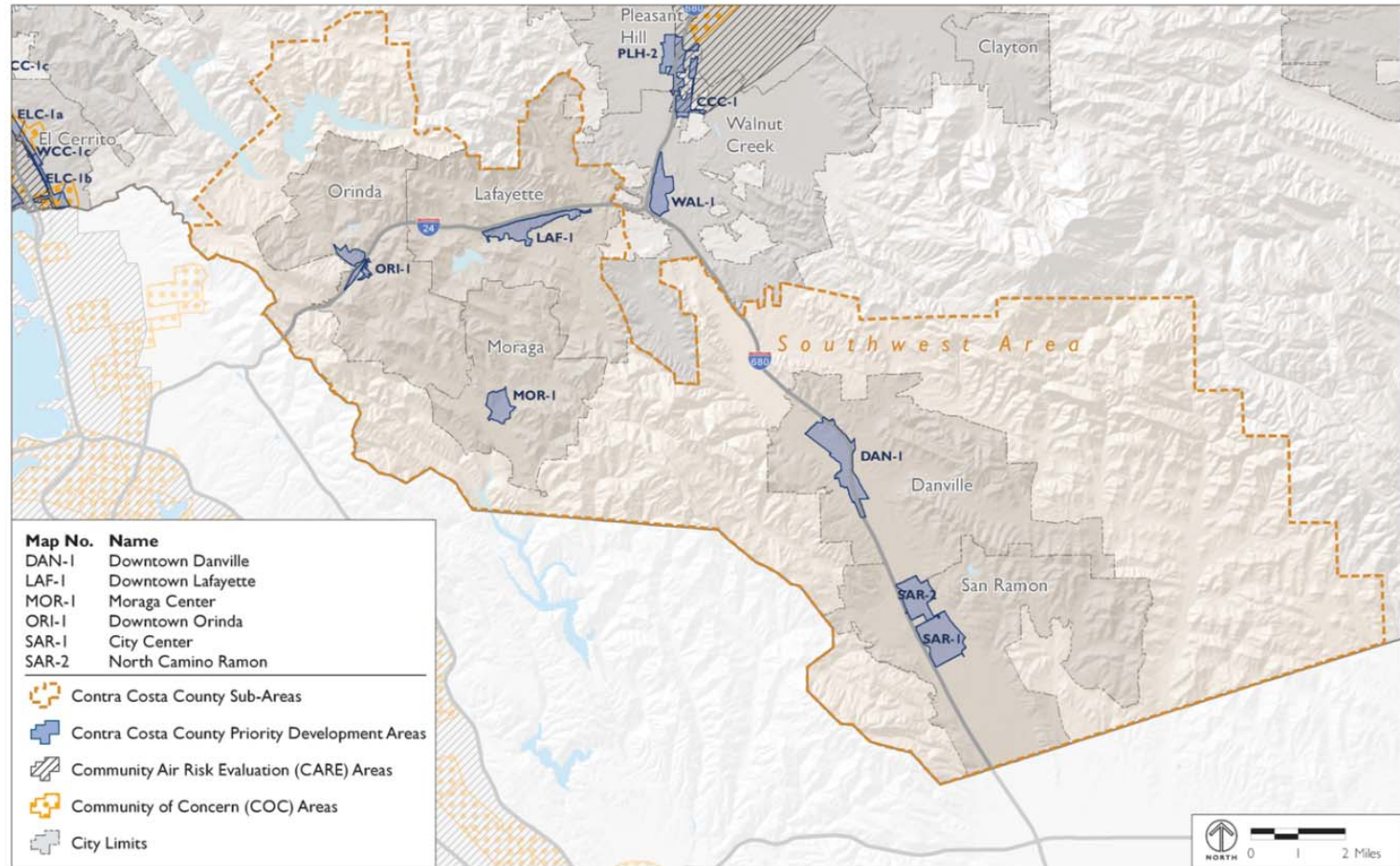


FIGURE 3 — EAST COUNTY PDAS

# Southwest Area PDAs

FIGURE 4 — SOUTHWEST COUNTY PDAS



Source: Association of Bay Area Government, 2012 and Contra Costa Transit Authority, 2013

Tables C-1 through C-4 in Appendix C provide more detailed information on the existing households and population within the PDAs and the amount of growth anticipated in the *Plan Bay Area* Jobs/Housing Connection Scenario, for each of the County's sub-areas.

## SPONSORING JURISDICTION HOUSING POLICIES

One of the major objectives of *Plan Bay Area*, in addition to achieving a more compact urban form in the Bay Area, is to promote a diversity of housing types and affordability within the PDAs and beyond. As such the Regional Housing Needs Allocation (RHNA) Program that ABAG administers in cooperation with the State of California Housing and Community Development Department (HCD) is being incorporated into *Plan Bay Area* with the new affordable housing allocations being proportional to the growth targets expressed in the Jobs/Housing Connection Scenario. Accordingly, one important criterion for being favorably considered for the OBAG funding will be the effectiveness of local jurisdictions efforts toward achieving their RHNA allocations.

**Appendix D** shows a listing of affordable housing policies and programs that have been implemented by cities and the County in Contra Costa. While the County and most of the cities have active affordable housing programs achieving affordable housing RHNA targets will continue to be a challenge given the cost of such efforts, limited funding resources, and the need to assure feasible market-rate development. A key focus of the first update of the PDA Strategy will be a more thorough review of PDA affordable housing policies and strategies and also an effort to identify resources, tools, policy options, and strategies that have proven successful at achieving affordable housing objectives.

## CHAPTER 4

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# Investment & Growth Strategy Components

### PURPOSE

The Contra Costa PDA Investment & Growth Strategy lays out the Authority's initial actions for encouraging and supporting development within the PDAs in Contra Costa. In the short term, the PDA Strategy focuses on establishing a process for setting priorities for OBAG funding. These priorities will focus the transportation investments funded through the OBAG Program on projects and programs that aid local jurisdictions in developing their PDAs. The PDA Strategy also outlines a longer-term set of actions to help jurisdictions refine the plans for their PDAs to better reflect market conditions, local concerns, and the character and particular make-up of those PDAs. These include activities such as providing information, technical assistance, transportation funding support, and advocacy for additional supportive funding.

The PDA Strategy recognizes that PDAs in Contra Costa are very diverse and that different strategies will be required to achieve their planned development. Improving coordination between land use and transportation has long been one of the Authority's goals since the adoption of its first Countywide Comprehensive Transportation Plan (CTP) in 1995. This goal, and the Authority's support for alternative ways of traveling are embodied in the most recent CTP, adopted in 2009, and is a priority for the agency moving forward.

This is the Authority's first PDA Strategy. As part of the annual update of the PDA Strategy, the Authority will update and expand information on the status of the PDAs and development conditions in Contra Costa. This further detail will allow the Authority to refine the actions in the PDA Strategy. By better understanding conditions in our PDAs and linkages between infrastructure investments and construction of new housing and commercial development projects, the agency will be in a much better



position to support PDAs. This information can help the Authority to identify transportation investments that can help overcome barriers to development within PDAs and to better assess readiness for future funding. The Authority will work to refine this PDA Strategy so that transportation investments are most effectively targeted to catalyze new housing and jobs in areas with multimodal transportation options.

The monitoring of conditions in Contra Costa will help the Authority meet MTC's requirement that the Authority monitor land use changes in Contra Costa. This includes jurisdictions' efforts to approve sufficient housing for all income levels as part of the Regional Housing Needs Allocation (RHNA) process and to develop and implement policies that will help PDAs achieve a mix of income levels among their populations.

## **OBJECTIVES**

The Authority has established four objectives for the PDA Strategy. These objectives focus both on supporting the development of PDAs in Contra Costa through the priorities for OBAG funding, identification of infrastructure needs and local planning and on coordinating support for PDAs with the broader needs for maintaining and improving the broader transportation system in Contra Costa.

1. Establish a process for allocating OBAG funds that gives priority to projects that support and encourage the development of designated PDAs in Contra Costa

The screening and scoring criteria and definition of "proximate access" described below are designed to direct OBAG funding towards projects that would most effectively support the development of PDAs in Contra Costa.

2. Identify the infrastructure in the PDAs, both transportation and non-transportation, needed to support and encourage the development of designated PDAs and other barriers to the development of PDAs within Contra Costa

Through the PDA Planning Grants and other planning activities involving local jurisdictions and monitoring of development with Contra Costa, the Authority will gather information on the extent of capital investment needed to foster the development of the infill development envisioned in PDAs in Contra Costa. The Authority can use this information to refine the criteria for selecting projects and advocate for new funding sources and approaches to supporting PDA development.



3. Support local efforts to refine development policies within designated PDAs to better respond to market conditions, community objectives and available resources

Through its ongoing CMA planning efforts, the development and refinement of planning support tools, and the PDA planning grant program, the Authority will work with local agencies to create PDAs that provide transportation choices and serve all income levels.

4. Coordinate the investment in projects that support and encourage the development of PDAs with investments in the maintenance and improvement of the broader transportation system

The OBAG program provides funds for both the maintenance and improvement of the transportation system, with an emphasis on those investments that support PDA development. Other funding sources are also available, including Measure J, for supporting a transportation system that serves the county and the region. The Authority will look for ways to coordinate the various resources so that transportation investments are used as effectively as possible to create a well-maintained, multi-modal transportation system.

## ACTIONS

The following actions are intended to lead to achievement of the preceding four objectives. The actions focus on what the Authority can do to help encourage the development of PDAs in Contra Costa and to use the federal funding to implement the goals both of *Plan Bay Area* and of the Authority's CTP and Measure J. One key action is to ensure that regional approaches reflect the diverse needs of PDAs in the region and, especially, of the diverse PDAs within Contra Costa.

1. Establish a priority-setting process that focuses the majority of OBAG funds on projects that support PDA development and transportation alternatives, with additional emphasis on the maintenance of the transportation system
2. Integrate support for the development of PDAs and the policies of the 2013 Regional Transportation Plan and Sustainable Communities Strategy into the 2014 Countywide Comprehensive Transportation Plan

The Authority has begun the process of updating its Countywide Comprehensive Transportation Plan (CTP). One of the objectives of the 2014 update will be incorporate the SCS and transportation investments into the CTP and to set priorities for future updates to MTC's Regional Transportation Plan.

The goals in the Authority's CTP already address many of the issues by the SCS and the Regional Transportation Plan. These include support for alternative modes of travel and cooperative planning to address countywide issues. The SCS, however, will call for a closer integration of land use and transportation planning. The 2014 CTP will need to address how best to balance this regional direction with its goal of cooperative planning and the limitations of Measure J.

3. Monitor the planning and development of designated PDAs in Contra Costa to understand infrastructure needs, market conditions and other barriers to their development

The information collected will be used to refine the criteria for selecting projects and updating the housing components of the PDA Strategy

4. Support local planning efforts, including the implementation of the PDA planning grant program and other CMA planning activities

The PDA planning grants will be used to fund more detailed local plans for PDAs within Contra Costa. These plans will help local jurisdictions develop a more focused strategy for achieving the aims for their PDAs and provide the Authority with detailed information on infrastructure needs, market demand and policy approaches that work in Contra Costa.

5. Refine the Authority's planning tools, including the Countywide Model, to provide technical support for PDA planning

The new Countywide Model incorporates the PDAs as well as a component for estimating greenhouse gas emissions. In addition, the Authority's new Technical Procedures document allows the use of new techniques and adjustments when evaluating PDAs and similar types of development where more traditional standards and approaches would not adequately assess the impacts of the development.

6. Investigate how Measure J funding programs might be aligned with OBAG and other regional funding programs to most effectively achieve the Authority's goals

As both the CMA for Contra Costa and the agency in charge of implementing Measure J, the Authority is entrusted with ensuring that both federal funds and local sales tax funds are invested wisely and effectively. As part of the upcoming 2014 CTP, the Authority will look at expected revenues and how it can use those funds, from whatever source, to achieve its goals and support an effective, sustainable transportation system. To help leverage transportation sales tax

revenues to achieve Authority objectives and lessen the administrative burden of using federal funds, the Authority will investigate the aligning the next cycle of OBAG funding with the next cycle of Measure J for TLC and pedestrian and bicycle funding.

7. Work with regional agencies to ensure that their programs and policies reflect the market and community conditions in Contra Costa and support PDA development in the county

Contra Costa contains a considerable diversity of PDAs with respect to market and community conditions. Through the development of the 2014 PDA Strategy, the Authority will work with local jurisdictions to identify changes to regional policies on PDAs that would better reflect that diversity of market and community conditions. This could include changes to definitions of the PDA place types and the range of expected densities in them as well as regional approaches for supporting the development of PDAs in the region. The Authority will use the analysis conducted as part of the 2014 PDA Strategy as a springboard for working with MTC and ABAG to refine regional policies to reflect this diversity so that they will succeed in encouraging and supporting the development of PDAs in Contra Costa.

8. Advocate for changes to State laws and regulations and increased funding that support local efforts to develop their PDAs

These changes should include seeking refinement of CEQA requirements, consistent with the legislative efforts of MTC and other regional agencies, streamlining of the local assistance process, reducing the voter approval requirements for transportation sales tax measures, reinstating local redevelopment powers and improving the fiscal resources and flexibility of local governments.

## ENGAGING LOCAL AGENCIES

To make sure the PDA Strategy is successful, the Authority will need to work with local agency staff in a variety of ways. Authority staff will work with staff to ensure that information about their plans and PDAs is correct and that local agencies are informed about regional policies affecting the development of their PDAs. Much of this interaction will occur through one-on-one contacts between Authority and local staff. Transmittal of regional policies and actions will occur through information sharing at the Authority's Technical Coordinating Committee (TCC), the four RTPC TACs, and the Contra Costa Planning Directors Committee. These three groups will also be the main forums for the review of the draft 2014 PDA Strategy.

Finally, Authority staff will serve on the TAC for any of the studies funded with the PDA planning grants.

## **IMPLEMENTING THE OBAG PROGRAM AND THE PDA PLANNING GRANTS**

The PDA Strategy identifies criteria for selecting projects for two funding programs: the OBAG program and the PDA Planning Grants program.

### **OBAG Program**

MTC created the OneBayArea Grant (OBAG) program as a way to better integrate the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. It is intended to focus transportation improvements funded through these federal sources to support agencies that have adopted land-use and housing policies that support the production of housing. Three policies drive the OBAG program:

Reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing with transportation dollars

Support the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs)

Give the CMAs the responsibility for programming more funding and more flexibility in how those funds are programmed. The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas

The OBAG funds can be used to fund any of the following six types of transportation improvements:

- Local Streets and Roads Preservation
- Bicycle and Pedestrian Improvements
- Transportation for Livable Communities
- Safe Routes To School/Transit
- Priority Conservation Area
- Planning and Outreach Activities

The Authority has set aside OBAG funds for CMA planning and outreach and for local streets and roads preservation. The remainder will be available for Transportation for

Livable Communities, bicycle and pedestrian improvements and, potentially, safe routes to school or transit.

At least 70 percent of the OBAG funds must be allocated to projects or programs that are in, directly connect to, or provide “proximate access” to PDAs.

The screening and scoring criteria and definition of “proximate access” are included in Appendix E.

### **PDA Planning Grant Program**

The PDA Planning Grant Program is designed to support local jurisdictions in planning their PDAs and implementing those plans. The PDA planning must emphasize the production and preservation of affordable housing. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing and jobs, intensifying land use, promoting alternative modes of travel to the single occupancy vehicle, and managing parking. PDAs with a greater potential for residential displacement should be given higher priority in the selecting PDAs for planning grants.

Eligible Planning activities that support transportation objectives include:

- Planning for mixed income near transit: increasing affordability with location efficiency
- Station Area/PDA Planning (i.e. Specific or Precise Plan with EIR)
- Transit and employment
- Transit corridors and TOD
- Families and TOD: Complete Communities
- Expanding housing opportunities near transit
- Parking management and pricing connected to new land uses
- Bicycle and pedestrian planning connected to new land uses

Appendix F describes the PDA planning grant program in greater detail, including the process and criteria for selecting grantees.

### **UPDATING THE PDA STRATEGY**

As the CMA for Contra Costa, the Authority must update its adopted PDA Investment and Growth Strategy annually. As noted in the introduction, this PDA Strategy simply initiates an ongoing programmatic effort by CCTA to assist the local jurisdictions toward PDA development objectives. The first update will be due to MTC by May 1, 2014. In this first update and all subsequent ones, the Authority and other CMAs must assess local jurisdiction efforts toward creating sufficient housing for all income levels

as required through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals.

MTC has identified a range of policy options including inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted existing affordable housing units, and condo conversion ordinances that support stability and preserve affordable rental housing as potential policy changes. These are only a few of the potential strategies that a jurisdiction might adopt to help achieve its housing objectives. Appendix D contains a longer list of potential strategies that the Authority will investigate as part of the development of the 2014 PDA Strategy. The intent of this investigation will be first to identify strategies that different jurisdictions in different contexts have used successfully to achieve their objectives. The 2014 PDA Strategy would then identify which strategies work best in which contexts and thereby create a “best practices” approach to help jurisdictions choose which strategies would work best in their jurisdiction. Achieving the PDA affordable housing targets implied by the SCS forecast and required by the RHNA process will require a concerted effort on the part of regional agencies, local governments, the private sector including the non-profit housing developers, and housing advocates to control and reduce costs of development, to sustain existing federal and State subsidy programs (e.g. the income tax credits), and to create new and innovate funding sources such as county-wide or regional trust funds.

### **Scope and Schedule for the 2014 PDA Strategy**

To provide a basis for updates to the PDA Strategy, the Authority will need to collect additional data for each PDA in Contra Costa. This information could include:

- Current housing, jobs and population data and market conditions
- Growth projections and trends for housing, jobs and population and development activity
- Review of RHNA Allocations and capacity to fulfill these allocations
- Capacity of transportation facilities, transit service, and bicycle and pedestrian networks
- Current local policies (land use regulations, housing, parking and TDM)
- Existing local infrastructure funding capacity
- Potential impact of OBAG Investments

Based on a review of this information, the Authority can then refine the policies and actions called for in the PDA Strategy. The updated PDA Strategy will also reflect and build on the information collected and policy changes proposed in the 2014 CTP. As noted above, the updated CTP will integrate the SCS, with its reliance and focus on PDAs, with the Measure J’s emphasis on cooperative planning.

The update will have five basic steps:

1. Collect more detailed information on PDAs in Contra Costa,
2. Evaluate that data
3. Identify potential changes to Initial PDA Strategy
4. Prepare 2014 PDA Strategy
5. Prepare proposed and final 2014 PDA Strategy

As noted below, the proposed schedule for the 2014 PDA Strategy includes a comment period for the public and local agency partners.

<i>Date</i>	<i>Action</i>
Apr 17	Authority approves Initial PDA Strategy
May 1	Initial PDA Strategy due to MTC
Jun–Aug	Gather data
Sep	Evaluate data and identify potential changes to Initial PDA Strategy
Oct–Nov	Prepare draft 2014 PDA Strategy
Dec	Authority approves release of draft 2014 PDA Strategy
Dec 2013–Feb 2014	Comment period
Apr	Authority adopts 2014 PDA Strategy
May 1, 2014	2014 PDA Strategy due to MTC

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## CHAPTER 5

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# Priority Conservation Areas

### PRIORITY CONSERVATION AREAS

While the focus of this PDA Strategy is on Priority Development Areas, Contra Costa County also has 14 Priority Conservation Areas (PCAs) which are also eligible for funding as part of the One Bay Area Grant (OBAG) Program. PCAs are areas of regional significance that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Contra Costa's PCAs include natural open space areas, major multi-use trails, and agricultural areas that not only contribute to local and regional ecological and environmental health and sustainability, but also provide important recreational and economic opportunities for the County's residents and visitors.

As part of the FOCUS Program in 2007, ABAG asked local governments, public agencies and non-profit organizations to nominate potential PCAs. Final PCA designations were made based on the following three criteria: level of consensus, regional significance (in terms of providing important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions) and urgency for protection.

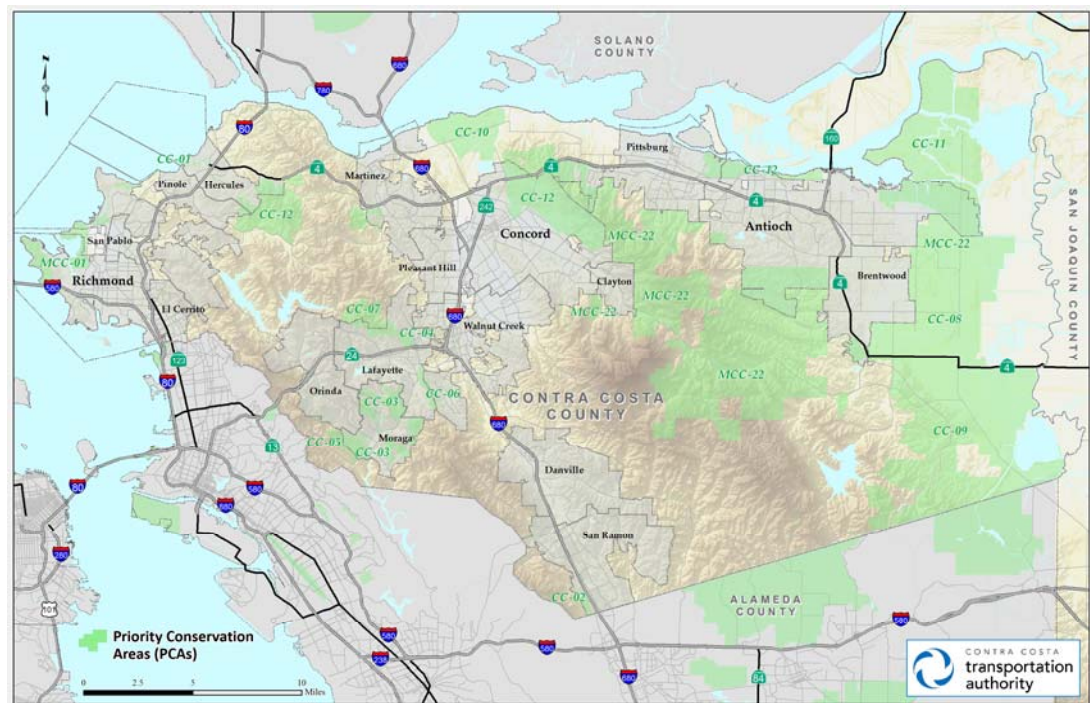
Land trusts, open space districts, parks and recreation departments, local jurisdictions and other organizations were all involved in the designation of PCAs. The goal of designating PCAs was to accelerate protection of key open space areas, agricultural resources, and areas with high ecological value to the regional ecosystem. Historical, scenic, and cultural resources were also considered.

Under the OBAG program, \$10 million was set aside for PCAs. Half of these funds will go to a PCA pilot program in the North Bay; the remaining \$5 million will be available to PCA projects outside of the North Bay through a competitive grant process requiring a 3:1 ratio of matching funds. The specific types of projects that may be eligible for this

funding are still being determined, but may include multi-use trails, “farm-to-market” and local food system infrastructure improvements that facilitate local agricultural production and other activities related to open space conservation and habitat protection.

## OVERVIEW OF CONTRA COSTA COUNTY'S PCAS

In general, Contra Costa's PCAs can be grouped into three main types, as summarized in Figure 5-1, which shows the names and general locations of Contra Costa's PCAs. Also included as PCAs, but not shown on the map, are gap closures of the San Francisco Bay and Ridge Trails and other regional trail system gap closures, such as those along the Iron Horse Trail. Appendix G provides additional detail on each of the 14 Contra Costa PCAs.



**FIGURE 5-1 PRIORITY CONSERVATION AREAS**

## PDA Place Types

**Table A-1**  
**Place Types for Priority Development Area Planning**

<i>Place Type Name</i>	<i>PDA Examples</i>	<i>Description</i>	<i>Guidelines</i>	<i>New Projects</i>
<b>High Development Intensity</b>				
Regional Center	Downtown Oakland Downtown San Francisco Downtown San Jose	Primary center of economic and cultural activity for the region.  Served by frequent, regional and intercity rail transit with major sub-regional and local connections.	<ul style="list-style-type: none"> <li>8,000-30,000 dwelling units</li> <li>40,000-150,000 jobs</li> <li>High- and mid-rise offices, apartments, and condos; ground floor retail</li> </ul>	<ul style="list-style-type: none"> <li>75-300 dwelling units/net acre</li> <li>5.0 net FAR</li> </ul>
City Center	Downtown Berkeley Downtown Concord Downtown San Rafael Downtown Santa Rosa	Sub-regional center of economic and cultural activity with some regional destinations. Served by frequent dedicated regional transit with connections to frequent sub-regional and local service.	<ul style="list-style-type: none"> <li>5,000-15,000 dwelling units</li> <li>5,000-30,000 jobs</li> <li>Mid- and low rise offices, apartments and condos; townhomes; some ground floor retail</li> </ul>	<ul style="list-style-type: none"> <li>50-150 dwelling units/net acre</li> <li>2.5 Net FAR</li> </ul>
Urban Neighborhood	East Sunnyvale San Francisco Eastern Neighborhoods South Hayward BART Station Area	Residential areas with a mix of residential and local-serving retail uses. Served by frequent dedicated regional transit with connections to some sub-regional and local service.	<ul style="list-style-type: none"> <li>2,500-10,000 dwelling units</li> <li>Mid and low-rise apartments and condos; townhomes; local retail in individual or mixed-use buildings</li> </ul>	<ul style="list-style-type: none"> <li>40-100 dwelling units/net acre</li> <li>1.0 net FAR</li> </ul>

**Table A-1**  
**Place Types for Priority Development Area Planning**

<i>Place Type Name</i>	<i>PDA Examples</i>	<i>Description</i>	<i>Guidelines</i>	<i>New Projects</i>
<b>Medium Development Intensity</b>				
Mixed-Use Corridor	East 14 <sup>th</sup> Street/Mission Boulevard El Camino Real San Jose-Camden Urban Village San Pablo Avenue	Focus of local community and economic activity for areas without a distinct center.  Served by sub-regional transit (in some cases dedicated) and local transit.	<ul style="list-style-type: none"> <li>▪ 2,000-5,000 Units</li> <li>▪ 750-1,500 Jobs</li> <li>▪ Mid and low-rise apartments and condos; townhomes; small lot single family adjacent to corridor; local retail in individual or mixed-use buildings</li> </ul>	<ul style="list-style-type: none"> <li>▪ 25-60 dwelling unit/net acre</li> <li>▪ 4.0 net FAR</li> </ul>
Suburban Center	Dublin Transit Center Livermore BART Station Area	Sub-regional center of economic activity with local amenities in traditionally suburban areas, with some subregional destinations.  Served by dedicated regional transit with strong connections to sub-regional and local service.	<ul style="list-style-type: none"> <li>▪ 2,500-10,000 Units</li> <li>▪ 7,500-50,000 Jobs</li> <li>▪ Mid- and low rise homes and offices, townhomes; limited ground floor retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 35-100 dwelling unit/net acre</li> <li>▪ 4.0 net FAR</li> </ul>
Employment Center	Mountain View-East Whisman San Jose-Old Edenville	Region and sub-regional serving districts focused on employment generating uses. Served by dedicated regional or sub-regional transit (in some cases dedicated) and some local transit. Can also be served by employer shuttles.	<ul style="list-style-type: none"> <li>▪ Mid and low-rise office and flex commercial buildings; some ground floor local-serving retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 1.5 net FAR</li> </ul>

**Table A-1**  
**Place Types for Priority Development Area Planning**

<i>Place Type Name</i>	<i>PDA Examples</i>	<i>Description</i>	<i>Guidelines</i>	<i>New Projects</i>
<b>Moderate Development Intensity</b>				
Transit Town Center	Fremont Irvington District Downtown Lafayette Downtown Mountain View Fairfield/Vacaville Train Station Area	Local center of economic and cultural activity with a range of housing options and local amenities. Served by dedicated regional or subregional transit with strong connections to local transit.	<ul style="list-style-type: none"> <li>▪ 3,000-7,500 dwelling units</li> <li>▪ 2,000-7,500 jobs</li> <li>▪ Mid- and low rise office, apartments and condos; townhomes; small lot single family; ground floor retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 20-75 dwelling units/acre</li> <li>▪ 2.0 net FAR</li> </ul>
Transit Neighborhood	Castro Valley BART Santa Rosa Roseland Sunnyvale Tasman Crossing	Residential neighborhoods with a variety of housing options and to local retail and services. Served by dedicated regional or subregional transit, with some connections to local transit.	<ul style="list-style-type: none"> <li>▪ 1,500-4,000 Units</li> <li>▪ Low-rise apartments and condos; townhomes; limited local retail</li> </ul>	<ul style="list-style-type: none"> <li>▪ 20-50 dwelling unit/net acre</li> <li>▪ 1.0 net FAR</li> </ul>
<b>Rural PDAs</b>				
Rural Town Center	Downtown Dixon Graton Sebastapol	Existing centers of economic and community activity surrounded by agricultural lands or protected conservation lands.	<ul style="list-style-type: none"> <li>▪ Within identifiable town center of rural community</li> <li>▪ Focus on improved access to local services and non-motorized transportation</li> </ul>	
Rural Corridor	Sonoma County - The Springs	Existing community and commercial corridor for a rural community without an identifiable center.	<ul style="list-style-type: none"> <li>▪ Clearly defined edges surrounded by conservation or agricultural lands</li> <li>▪ Focus on improved access to local services and non-motorized transportation</li> </ul>	

Source: ABAG and MTC, Jobs Housing Connection Strategy Main Report, Revised May 16, 2012

## APPENDIX B

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# Inventory of PDAs in Contra Costa

**Table B-1**  
**Inventory of Contra Costa County PDAs — West County**

<i>Sponsoring Jurisdiction</i>	<i>PDA Summary</i>						
	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
El Cerrito	San Pablo Avenue Corridor	El Cerrito's San Pablo Avenue Corridor, from McDonald Avenue to the north and Carlson Boulevard to the south, including the El Cerrito Del Norte and the El Cerrito Plaza BART stations	Mixed-Use Corridor	430	Urban Infill	7	AC Transit, including the Rapid Bus and Transbay Bus; BART (El Cerrito Plaza and Del Norte Stations); Golden Gate Transit; Vallejo Transit; WestCat
Hercules	Central Hercules	Comprised of two future urban districts: the Hilltown District located astride the Interstate 80 and State Route 4 crossroads; and the New Town Center District.	Transit Neighborhood	252	Urban Infill	2	WestCAT; future – Capitol Corridor, WTA, BART
Hercules	Waterfront District	Located aside San Pablo Bay on the western side of the City of Hercules, adjacent to the intersection of Interstate 80 and State Route 4, and to the Central Hercules PDA	Transit Town Center	244	Site Reuse	3	WestCAT
Pinole	Appian Way Corridor	Appian Way Corridor, from San Pablo Avenue to El Sobrante, crossing I-80	Transit Town Center	141	Urban Infill	4	WESTCAT/AC Transit



**Table B-1**  
**Inventory of Contra Costa County PDAs — West County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Pinole	Old Town	Old Town Pinole along Pinole Valley Corridor	Suburban Center	240	Urban Infill	7	WestCAT, Vallejo Transit, Golden Gate Transit. Future – ferry service to Hercules.
Richmond	Central Richmond & 23rd Street Corridor	MacDonald Avenue corridor from San Pablo Avenue to 8th Street, generally bounded by Barret Avenue and Nevin Avenue to the north, and Ohio Avenue to the south	Mixed-Use Corridor	825	Urban Infill	9	BART, AC Transit, AMTRAK, Capitol Corridor train service, Golden Gate Transit, Future – direct access to ferry service to San Francisco
Richmond	South Richmond	South Richmond area, generally bounded by the Richmond Marina Bay and Richmond Inner Harbor to the south, Interstate 580 and 23rd Avenue to the east, Ohio Avenue to the north, and South 8th Street to the west	Transit Neighborhood	1,422	Urban Infill and Site Reuse	3	BART, AC Transit, AMTRAK, Capitol Corridor train service, Golden Gate Transit. Future – ferry service to San Francisco
San Pablo	San Pablo Avenue & 23rd Street	Made up of two corridors. The first runs along 23rd St. between San Pablo Ave on the north and Costa Ave on the south. The second runs along San Pablo Ave. between Pablo Vista Ave. on the northwest and Lowell Ave. on the southeast.	Mixed-Use Corridor	284	Urban Infill	13	AC Transit Bus Service

**Table B-1**  
**Inventory of Contra Costa County PDAs — West County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
San Pablo	Rumrill Boulevard	Encompasses land on both sides of Rumrill Blvd. from the City limits boundary in the south, to the junction of Brookside Dr. and Rumrill Blvd. on the north.	Employment Center	55	Urban Infill	11	AC Transit Bus Service
West Contra Costa Transportation Advisory Committee	San Pablo Avenue Corridor	Sixteen miles along San Pablo Avenue from the southern border of the City of El Cerrito to the northern border of the town of Crockett	Mixed-Use Corridor	635	Urban Infill	8	BART, AC Transit, Capitol Corridor train service, WestCAT, Vallejo Transit, Golden Gate Transit. Future – ferry service to Richmond and Hercules
Contra Costa County	North Richmond	Located within both the City of Richmond and unincorporated Contra Costa County, generally bounded by Richmond Parkway to the west, the rail right-of-way to the east, West Gertrude Avenue, Vernon Avenue, and Chesley Avenue to the south, and Protectocoat Lane to the north.	Transit Neighborhood	1,126	Site Reuse and Intensification	1	AC Transit Bus Service
Contra Costa County	Downtown El Sobrante	San Pablo Dam Road and Appian Way, from El Portal Drive to Valley View Road	Mixed-Use Corridor	171	Urban Infill	11	AC Transit: Routes 70 & 74

**Table B-2**  
**Inventory of Contra Costa County PDAs — Central County**

<i>PDA Summary</i>							
<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Clayton	None	n/a	n/a	n/a	n/a	n/a	n/a
Concord	Community Reuse Area	Former Concord Naval Weapons Station	Regional Center	1,066	Site Reuse	0	North Concord BART
Concord	Community Reuse Area	Former Concord Naval Weapons Station	Transit Neighborhood	1,606	Site Reuse	0	North Concord BART
Concord	Downtown	Downtown Concord BART Station Planning Area	City Center	486	Urban Infill	11	BART, CCCTA Bus Service (The County Connection), TriDelta Transit
Martinez	Downtown	Martinez commercial area surrounding the Martinez Intermodal Station, bounded roughly by Joe DiMaggio Drive, Willow Street, Masonic Street, and Richardson Street	Transit Neighborhood	191	Urban Infill	5	AMTRAK – Capital Corridor, Bus – County Connection, Tri-Delta Transit, Benicia Breeze, BART from North Concord station
Pleasant Hill	Buskirk Avenue Corridor	Area along Buskirk Avenue between Monument Boulevard and Coggins Drive, adjacent to Highway 680 in the southeast portion of Pleasant Hill	Mix-Use Corridor	320	Urban Infill	7	CCCTA Bus Service (The County Connection)
Pleasant Hill	Diablo Valley College	Area surrounding intersection of Golf Club Road and Old Quarry Road at Diablo Valley College	Transit Neighborhood	58	Urban Infill	7	CCCTA Bus Service (The County Connection)

**Table B-2**  
**Inventory of Contra Costa County PDAs — Central County**

<i>PDA Summary</i>							
<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Walnut Creek	West Downtown	The core area of Walnut Creek including the Walnut Creek BART station, generally surrounding the intersection of Ygnacio Valley Road and California Boulevard	Suburban Center	232	Urban Infill	7	BART, CCCTA Bus Service (The County Connection), Fairfield/Suisun Transit, Wheels
Contra Costa County	Contra Costa Centre	Pleasant Hill BART Station Area, bounded generally on the north by Joe DiMaggio Drive, on the northeast by Willow Street, on the southeast by Masonic Street, and on the southwest by Richardson Street	Mix-Use Corridor	100	Urban Infill	24	BART, CCCTA Bus Service (The County Connection), Solano Transit, Livermore Transit

**Table B-3**  
**Inventory of Contra Costa County PDAs — Southwest County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Danville	Downtown Danville	Surrounds Danville's historic downtown core. It is bisected by the 2.3 mile segment of Danville Blvd./Hartz Ave./San Ramon Valley Blvd., running in a northwesterly to southeasterly direction, between Del Amigo Rd. and Jewell Tce.	Transit Town Center	546	Urban Infill	4	CCCTA Bus Service (The County Connection)
Lafayette	Downtown	Area along Mt. Diablo Boulevard. and surrounding land south of Highway 24 from just east of Pleasant Hill Road to west of Happy Valley Road	Transit Town Center	304	Urban Infill	7	BART, CCCTA Bus Service (The County Connection)
Moraga	Moraga Center	Area surrounding the intersection of Moraga Way and School Street, generally bounded by Moraga Road to the east and Camino Ricardo to the west	Transit Town Center	180	Urban Infill and Site Reuse	3	CCCTA route 106 to BART
Orinda	Downtown	Downtown Orinda	Transit Town Center	155	Urban Infill	3	BART; Central Contra Costa Transit Authority (County Connection)

**Table B-3**  
**Inventory of Contra Costa County PDAs — Southwest County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
San Ramon	City Center	Bishop Ranch Business Park area, along Bollinger Canyon Road east of I-680 interchange, bounded by Executive Parkway to the north, Alcosta Boulevard to the east, and Montevideo subdivision to the south	Suburban Center	456	Urban Infill	1	Contra Costa County Transit Authority
San Ramon	North Camino Ramon	North Camino Ramon Plan Area, bounded by City Limits to north, Norris Canyon Road to south, Highway 680 to west, and Alcosta Blvd to east	Transit Town Center	302	Urban Infill	0	Contra Costa County Transit Authority

**Table B-4**  
**Inventory of Contra Costa County PDAs — East County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Antioch	Hillcrest eBART Station	Area bounded by Hwy 4 on the south, Hwy 160 on the east, Hillcrest Ave. on the west., and Oakley Rd. on the north	Suburban Center	382	Reuse/ New Development Area	0	BART bus service, Tri Delta Transit
Antioch	Rivertown Waterfront	Northwestern waterfront portion of the City of Antioch, bounded generally by the San Joaquin River, 10th Street, O Street, and Fulton Shipyard Road	Transit Town Center	474	Urban Infill	4	Tri Delta Transit
Brentwood	None	n/a	n/a	n/a	n/a	n/a	n/a
Oakley	Downtown	Central downtown area of Oakley	Transit Town Center	146	Urban Infill	4	Tri Delta Transit
Oakley	Employment Focus Area	Area within the northwest corner of the city limits	Suburban Center	758	Urban Infill	1	Tri Delta Transit
Oakley	Potential Planning Area	Area along Highway 4 within the southern part of the city	Transit Neighborhood	232	Urban Infill	5	Tri Delta Transit runs along Highway 4/Main Street and throughout the City of Oakley
Pittsburg	Downtown	Area adjacent to the waterfront of the Sacramento River Delta and three-quarters of a mile from the future site of the eBART transit station; AKA, "Old Town"	Transit Neighborhood	435	Urban Infill	5	Tri Delta Transit

**Table B-4**  
**Inventory of Contra Costa County PDAs — East County**

<i>Sponsoring Jurisdiction</i>	<i>Name</i>	<i>Location</i>	<i>Place Type</i>	<i>PDA Summary</i>			
				<i>Size (gross acres)</i>	<i>Development Status</i>	<i>Households per Acre</i>	<i>Existing Transit Service</i>
Pittsburg	Railroad Avenue eBART Station	Area within 1/2-mile of the proposed eBART station at the intersection of State Route 4 and Railroad Avenue	Transit Town Center	1,071	Urban Infill	4	Tri-Delta Transit bus service, County Connection Transit Service, BART Service at the Pittsburg/Bay Point BART Station (approx. 3 miles from the specific plan area) with a BART park-and-ride lot within the PDA
Contra Costa County	Pittsburg/Bay Point BART Station	Current eastern terminus of BART's Concord line, surrounding the Pittsburg/Bay Point BART Station at the intersection of State Highway 4 and Bailey Road	Transit Neighborhood	409	Urban Infill	3	BART and Tri-Delta Transit



## APPENDIX C

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# Existing Development and Forecast Growth in Contra Costa PDAs

**Table C-1****PDA Household and Employment Growth (*Plan Bay Area Targets*) — West County**

<i>Sponsoring Jurisdiction</i>	<i>Name of PDA</i>	<i>Households</i>				<i>Employment</i>			
		<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>	<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>
El Cerrito	San Pablo Avenue Corridor	1,220	2,280	1,060	87%	3,510	4,340	830	24%
Hercules	Central Hercules	400	2,800	2,400	600%	800	1,830	1,030	129%
Pinole	Waterfront District	640	1,660	1,020	159%	1,210	1,860	650	54%
	Appian Way Corridor	520	1,110	590	113%	2,430	3,190	750	31%
Richmond	Old Town	1,300	1,470	180	14%	2,830	3,440	610	22%
	Central Richmond & 23rd Street Corridor	5,340	6,940	1,610	30%	6,600	8,660	2,070	31%
San Pablo	South Richmond	3,250	4,740	1,490	46%	6,990	9,320	2,330	33%
	San Pablo Avenue & 23rd Street	2,780	4,240	1,470	53%	5,530	7,510	1,980	36%
WCCTAC	Rumrill Boulevard	430	430	—	—	220	320	100	45%
Contra Costa County	San Pablo Avenue Corridor	3,900	6,480	2,590	66%	3,190	5,160	1,970	62%
	North Richmond	1,030	1,410	380	37%	1,480	1,980	500	34%
	Downtown El Sobrante	1,670	2,190	510	31%	940	1,430	490	52%

**Table C-2****PDA Household and Employment Growth (*Plan Bay Area Targets*) — Central County**

<i>Sponsoring Jurisdiction</i>	<i>Name of PDA</i>	<i>Households</i>				<i>Employment</i>			
		<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>	<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>
Concord	Community Reuse Area	70	3,320	3,240	4629%	170	14,180	14,020	8247%
	Community Reuse Area	—	8,960	8,960	—	—	3,240	3,240	—
	Downtown	4,200	7,530	3,320	79%	7,840	10,190	2,350	30%
Martinez	Downtown	750	1,460	710	95%	4,040	5,110	1,070	26%
Pleasant Hill	Buskirk Avenue Corridor	1,620	1,750	130	8%	4,580	6,190	1,610	35%
	Diablo Valley College	330	640	310	94%	2,550	4,190	1,640	64%
Walnut Creek	West Downtown	1,270	4,400	3,130	246%	7,440	12,210	4,770	64%
Contra Costa County	Contra Costa Centre	1,780	2,310	530	30%	3,730	4,740	1,010	27%

**Table C-3****PDA Household and Employment Growth (*Plan Bay Area Targets*) — East County**

<i>Sponsoring Jurisdiction</i>	<i>Name of PDA</i>	<i>Households</i>				<i>Employment</i>			
		<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>	<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>
Antioch	Hillcrest eBART Station	150	2,400	2,250	1500%	20	3,260	3,240	16200%
	Rivertown Waterfront	1,430	3,330	1,900	133%	4,030	4,520	490	12%
Brentwood	None	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Oakley	Downtown	520	1,690	1,170	225%	800	1,390	580	73%
	Employment Area	560	1,450	890	159%	680	2,290	1,610	237%
	Potential Planning Area	980	1,450	1,260	129%	290	880	590	203%
Pittsburg	Downtown	1,600	3,540	1,950	122%	1,390	2,500	1,110	80%
	Railroad Avenue eBART Station	3,600	7,240	3,640	101%	5,590	7,910	2,320	42%
Contra Costa County	Pittsburg/Bay Point BART Station	1,020	1,800	780	76%	530	2,590	2,060	389%

**Table C-4****PDA Household and Employment Growth (*Plan Bay Area* Targets) — Southwest County**

<i>Sponsoring Jurisdiction</i>	<i>Name of PDA</i>	<i>Households</i>				<i>Employment</i>			
		<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>	<i>2010</i>	<i>2040</i>	<i>Growth</i>	<i>% Growth</i>
Danville	Downtown Danville	1,370	2,120	760	55%	5,320	7,280	1,960	37%
Lafayette	Downtown	1,890	2,880	990	52%	5,960	7,520	1,560	26%
Moraga	Moraga Center	430	760	330	77%	1,140	1,400	260	23%
Orinda	Downtown	330	530	210	64%	3,220	3,980	750	23%
San Ramon	City Center	480	1,390	910	190%	10,400	17,760	7,370	71%
	North Camino Ramon	40	1,820	1,780	4450%	11,410	14,440	3,020	26%

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# Affordable Housing Policies in Contra Costa PDAs

The information in the following table is taken from the survey of local jurisdiction housing policies that ABAG conducted in 2012. The survey asked jurisdictions about only a limited number of the many approaches jurisdictions could and do use to achieve their housing objectives. The survey results reported in the following table thus represent only a partial assessment of currently adopted affordable housing policies in Contra Costa. Jurisdictions are successfully using many other policies and approaches than those ABAG surveyed to achieve their affordable housing objectives. The policies and actions being used reflect the particular context of the PDA and the jurisdiction.

Jurisdictions will continue to refine their adopted approaches to meet changing conditions within their PDAs and jurisdictions. Many have in the past relied on redevelopment as one of tool to help reach their affordable housing objectives. Its recent loss will require new or refined approaches to support affordable housing development in Contra Costa.

The following list identifies the broader range of policies and actions that the Authority will ask about as part of the development of the first update to PDA Strategy.

## POLICIES/ACTIONS TO INCREASE THE SUPPLY OF AFFORDABLE HOUSING

- Inclusionary zoning ordinance or in-lieu fee
- Land banking
- Housing trust fund
- Fast-track permitting for affordable housing
- Reduced, deferred or waived fees for affordable housing
- Second units permitted by right
- Density bonus for affordable housing

- Flexible design standards to facilitate affordable housing production
- Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing)

### **POLICIES/ACTIONS TO PRESERVE AFFORDABLE HOUSING**

- Condo conversion ordinance regulating the conversion of apartments to condos
- SRO conversion ordinance
- Demolition of residential structures ordinance
- Low-cost loan program for affordable housing rehabilitation, preservation

### **POLICIES/ACTIONS TO PREVENT DISPLACEMENT OF EXISTING RESIDENTS DUE TO ESCALATING RENTS**

- Rent control
- Just cause eviction ordinance
- Foreclosure prevention programs
- Homebuyer education/counseling/assistance programs
- First-time homebuyer loan programs
- Code enforcement relocation program
- Repair/rehabilitation loan program for low-income residents
- Fair housing and landlord-tenant counseling programs



**Table D-1**  
**Affordable Housing Policy Survey**

<i>Jurisdiction</i>	<i>Inclusionary Housing Ordinance</i>	<i>Land Banking (sites)</i>	<i>In-Lieu Fee Program</i>	<i>Rent Control Ordinance</i>	<i>Other Housing Preservation Strategies</i>	<i>Other Housing Production Strategies</i>	<i>Condo Conversion Restrictions</i>	<i>Just Cause Eviction Policies</i>
Antioch	None	None	None	None	Provides rental subsidies for low/mod seniors in Vista Diablo Mobile Home Park	None	None	None
Brentwood	Ordinance requires 5+ unit projects to include 10%, very low, low, moderate income units	None	None	None	None	None	Policies in place (Maintain supply of rental housing for very low, low & moderate income in place)	None
Clayton	None	None	None	None	None	None	None	None
Concord	Ordinance requires 5+ unit projects to include 6-10%, low, moderate income units or pay an in-lieu fee	None	None	Only for Mobile homes	None	Affordable Housing Incentive Program (provide incentives beyond those offered by Density Bonus Program); Development standards	Section 94-391 of Municipal Code regulates the conversion of multi-family apartments to condos	None
Danville	Ordinance requires 5+ unit projects to include 10-15%, very low, low, moderate income units	None	None	None	None	None	None	None

**Table D-1**  
**Affordable Housing Policy Survey**

<i>Jurisdiction</i>	<i>Inclusionary Housing Ordinance</i>	<i>Land Banking (sites)</i>	<i>In-Lieu Fee Program</i>	<i>Rent Control Ordinance</i>	<i>Other Housing Preservation Strategies</i>	<i>Other Housing Production Strategies</i>	<i>Condo Conversion Restrictions</i>	<i>Just Cause Eviction Policies</i>
El Cerrito	None	Yes (10848 San Pablo Avenue site)	Participant in East Bay Housing Organizations study of Land Value Recapture Program	None	Chapter 19.22 of the Municipal Code governs notice and conversions of expiring affordability controls	The Zoning Ordinance Incentives Program, Chapter 19.23 of the Municipal Code, provides incentives beyond those offered by State Density Bonus Program, including density	Chapter 19.45 of Municipal Code regulates condominium conversions	None
Hercules	None	None	None	None	None	None	None	None
Lafayette	None. City has committed to establish an Inclusionary Housing Ordinance during 2013	None	None	None	Discourage conversion of older units to other uses by pursuing funding for preservation, rehabilitation and weatherization of older units	None	Ordinance regulates the conversion of rental units to Condos	None
Martinez	None	None	None	None	Participate in the CCC Neighborhood Preservation Program, and the County Rental Rehabilitation Program	None	None	None

**Table D-1**  
**Affordable Housing Policy Survey**

<i>Jurisdiction</i>	<i>Inclusionary Housing Ordinance</i>	<i>Land Banking (sites)</i>	<i>In-Lieu Fee Program</i>	<i>Rent Control Ordinance</i>	<i>Other Housing Preservation Strategies</i>	<i>Other Housing Production Strategies</i>	<i>Condo Conversion Restrictions</i>	<i>Just Cause Eviction Policies</i>
Moraga	None	None	None	None	None	None	None	None
Oakley	None	None	None	None	None	None	None	None
Orinda	None	None	None	None	None	None	None	None
Pittsburg	Ordinance requires 5+ units projects to include 15-20%, very low, low income units	None	None	None	None	None	None	None
Pleasant Hill	Ordinance requires 5+ unit projects to include 5-25%, very low, low, senior, moderate income units	None	None	None	None	None	Yes: Ordinance (Preserves rental units)	None
Richmond	RMC Section 15.04.810.060 "Inclusionary Housing" requires that any residential project produce between 10-25%, very low, low, moderate, or senior housing	None	None	None	None	Use of Neighborhood Stabilization Program (NSP) to acquire and rehabilitate foreclosed residential properties for affordable housing	Section 15.08.635 of Municipal Code" regulates the conversion of rental units to Condos	RMC Chapter 7.105 "Eviction Control on Residential Property in Foreclosure"

**Table D-1**  
**Affordable Housing Policy Survey**

<i>Jurisdiction</i>	<i>Inclusionary Housing Ordinance</i>	<i>Land Banking (sites)</i>	<i>In-Lieu Fee Program</i>	<i>Rent Control Ordinance</i>	<i>Other Housing Preservation Strategies</i>	<i>Other Housing Production Strategies</i>	<i>Condo Conversion Restrictions</i>	<i>Just Cause Eviction Policies</i>
San Pablo	None. According to the City's Housing Element, an ordinance for inclusionary housing will be studied.	None	None	None	None	None	Yes: Condominium Conversion Ordinance--Chapter 15.44	None
San Ramon	None. (On a case by case basis the City negotiates with developers to ensure a portion of future residential development is affordable to extremely low, very low, low, and moderate income households. Developers can satisfy this requirement through new construction, donation of land, and/or payment of in-lieu fees).	None	None. (The City's Housing Element includes a housing program calling for the adoption of a commercial linkage fee).	None	City Rehabilitation Loan and Grant Program (for health and safety home repairs for households below County median income); Annual Review of publicly-assisted affordable housing projects at risk of conversion to market-rate housing	None	Ordinance (Applies to conversion of existing multi-family residential rental housing to residential condominiums. Requires compliance with the City's Inclusionary Housing standards and Policies.)	None

**Table D-1**  
**Affordable Housing Policy Survey**

<i>Jurisdiction</i>	<i>Inclusionary Housing Ordinance</i>	<i>Land Banking (sites)</i>	<i>In-Lieu Fee Program</i>	<i>Rent Control Ordinance</i>	<i>Other Housing Preservation Strategies</i>	<i>Other Housing Production Strategies</i>	<i>Condo Conversion Restrictions</i>	<i>Just Cause Eviction Policies</i>
Walnut Creek	Ordinance requires 2+ unit residential projects to include 6-10%, very low, low, moderate income units (or in-lieu fee in certain cases), 2+ rental unit projects to provide an in-lieu fee, and 2+ unit condo conversion projects to include 11-15% very low, low income units (or in-lieu fee in certain cases).	None	Yes: \$5 per sq. ft. of net new commercial floor area (first 1,000 sq. ft. exempt).	None		None	Yes: Policies in place (Rent restrictions during conversion, first right to purchase by tenants, lifetime lease for seniors, 3-year lease for Section 8)	None
Contra Costa County	Ordinance requires 5+ unit projects to include 15% affordable units or provide an in lieu fee	None	None	Only for Mobile Homes	Neighborhood Stabilization Program; Residential Weatherization Program: HACCC Rental Rehab Assistance Loans	None	Condo Conversion Ordinance	None

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## **OBAG Screening and Selection Criteria**

## DRAFT

### OBAG Project Screening Criteria

<i>Criteria Category</i>	<i>Description</i>	<i>Basis</i>	<i>Proposed Value</i>
Matching Funds	Matching Funds are any and all funding the applicant has previously secured or obligated for the proposed project from local, state, or other non-federal sources.	Federal Requirement	11.5% minimum
Applicant Type	Is the applicant an entity eligible to receive federal funding?	Federal Requirement	yes/no
Project Eligibility	The proposed project is eligible for the available federal funding	Federal Requirement	yes/no
Certified Housing Element Adopted	Does the jurisdiction in which the project is located have a HCD-certified Housing Element of their General Plan?	MTC Required	yes/no
Complete Streets General Plan or Resolution	Has the jurisdiction in which the project is located adopted a General Plan that complies with the Complete Streets Act of 2008 or has it adopted a complete streets resolution that incorporates elements predefined by MTC?	MTC Required	yes/no
Complete Streets Checklist	Has the applicant completed a "complete streets checklist" for the proposed project?	MTC Required	yes/no
Minimum Request Size	Project funding request should be of a sufficient size to justify effort and promote effectiveness.	MTC Required	\$400,000
Maximum Request Size	Project funding request should not exceed a given amount to assure that a diversity of projects is funded in the current funding cycle.	CCTA Policy	\$6,000,000
Fatal Flaw	Has the sponsor identified the scope, cost, schedule and environmental analysis required to implement the project?	CCTA Policy	yes/no



# DRAFT

## OBAG Project Scoring Criteria

**Table E-1 — Context Criteria**

<i>Proposed Scoring Criteria</i>	<i>Definition</i>	<i>Proposed Measure</i>	<i>Maximum Score</i>	<i>Score</i>
<b>1. Location of PDA within or partially within "special consideration areas"</b>			<b>10</b>	
a) Community of Concern (COC)	Is the project located in a PDA and one of MTC's COCs? MTC created this label from a metric including transportation availability and choices, accessibility, affordability, safety and environment.	Yes = 7 No = 0	7	—
b) BAAQMD Community Air Risk Evaluation (CARE) Area	Is the project located within a PDA and one of BAAQMD Air Risk Evaluation Areas or adjacent to a corridor with a relatively high concentration of freight traffic?	In with locally approved best management practices = 3  In without locally approved best management practices or out = 0	3	—
<b>2. Readiness of PDA for Development</b>			<b>9</b>	
a) Are land use planning and regulations consistent with regional PDA development policies and growth targets?	Estimate of new development capacity of PDA as percentage of the 2040 One Bay Area Regional Plan housing forecast for that PDA	>80% = 4 60-80% = 2 <60% = 0	4	—
b) Consistency with TLC Guidelines	Has the jurisdiction adopted design standards and guidelines that are consistent with MTC's TLC guidelines?	Yes = 2 Partially = 1 No = 0	2	—

**Table E-1 — Context Criteria**

<i>Proposed Scoring Criteria</i>	<i>Definition</i>	<i>Proposed Measure</i>	<i>Maximum Score</i>	<i>Score</i>
c) Market potential of PDA	The ratio of planned, approved and currently active housing development (pipeline) projects to existing development in the PDA.	≥1.5 = 1 <1.5 = 0	1	—
d) Public and private financing in place	Is there a plan in place that demonstrates funding sources for major public improvements required in the PDA (beyond funding for the proposed project)?	Yes = 2 No = 0	2	—
<b>3. Supportive Policies in Place within PDA</b>			<b>10</b>	
a) Parking Management	Has applicant adopted parking management policies within the PDA? (Policies could include reduced off-street parking requirements, parking management program, and pricing.)	Yes = 2 No = 0	2	—
b) Travel Demand Management	Has applicant adopted travel demand management policies? (e.g., adopted ordinance to implement transportation demand management (TDM) policies that encourage balanced multimodal access to the priority development area)	Yes = 2 No = 0	2	—
c) Affordable housing preservation and creation strategies	Has the applicant adopted the appropriate range of affordable housing programs (inclusionary zoning, density bonus incentives, financial incentives, etc.) to achieve their affordable housing objectives? And will there be no net loss of affordable housing in the PDA?	Policies + no net loss = 2 Policies but net loss = 1 No policies and net loss = 0	2	—
d) Housing Density (current and future) within PDA	Are PDA housing densities allowed under existing planning and zoning regulations consistent with the density ranges indicated for the “place type” of the subject PDA?	Top half of range = 2 Bottom half of range = 1 Below range = 0	2	—
e) Job Density (current and future) within PDA	Is PDA employment capacity allowed under existing planning and zoning regulations consistent with the employment density ranges indicated for the “place type” of the subject PDA?	Top half of range = 2 Bottom half of range = 1 Below range = 0	2	—

**Table E-1 — Context Criteria**

<i>Proposed Scoring Criteria</i>	<i>Definition</i>	<i>Proposed Measure</i>	<i>Maximum Score</i>	<i>Score</i>
<b>4. Proximity Benefits</b>			<b>6</b>	
a) Public Transit Station	Is the project proximate to a public transit station?	1/4 mi = 2 1/2 mi = 1 Beyond 1/2 mi = 0	2	—
b) Affordable housing / Senior housing / Disabled housing	Is the project proximate to existing or planned affordable senior or disabled persons housing?	1/4 mi = 2 1/2 mi = 1 Beyond 1/2 mi = 0	2	—
c) Employment centers / Educational centers	Is the project proximate to existing or planned employment centers and/or educational center consistent with the PDA place type? (A center is equal to or greater than 1,000 employees or students and staff.)	1/4 mi = 2 1/2 mi = 1 Beyond 1/2 mi = 0	2	—
PDA Score Total			<b>35</b>	

**Table E-2 — Project Criteria**

	<i>Definition</i>	<i>Proposed Metric</i>	<i>Maximum Score</i>	<i>Score</i>
<b>1. General Project Criteria</b>			<b>16</b>	
a) Community Involvement	Does the project have council approval and support from identified stakeholders and the community (e.g. letters of support)?	Yes = 4 No = 0	4	—
b) Ability to meet applicable deadlines and funding requirements	Does the Applicant have a demonstrated track record of meeting deadlines set in the federal aid process and to actual delivery of projects similar to the proposed project as defined in the application?	Yes = 4 No = 0	4	—
c) Removal of development constraint(s)	Does the proposed project remove an identified transportation deficiency or identified development constraint in the PDA?	Yes = 4 No = 0	4	—
d) Project readiness	Has the sponsor prepared 35% construction drawings or final design development drawings, or other studies or plans that have confirmed the feasibility of the project or program? Have all departments that would play a role in implementing the project signed off on it? Do stakeholders affected by the project support it?	Yes = 4 No = 0	4	—
<b>2. Connectivity and Improvement Benefits</b>			<b>16</b>	
a) Streets and roadway network	Does project address an operational deficiency on the local street network?	Yes = 4 No = 0	4	—
b) Transit network	Does project expand or improve the transit system or service?	Yes = 4 No = 0	4	—
c) Bicycle and pedestrian networks	Does project expand or improve bicycle or pedestrian facilities?	Yes = 4 No = 0	4	—

Table E-2 — Project Criteria

	<i>Definition</i>	<i>Proposed Metric</i>	<i>Maximum Score</i>	<i>Score</i>
d)	Regional significance (provide service to variety of users from multiple jurisdictions?)	Yes = 4 No = 0	4	—
<b>3. Safety Benefits</b>			<b>8</b>	
a)	Does project increase public safety (reduction of risk of accidents for vehicles, bicycles, and pedestrians?)	<i>High:</i> Project will address a demonstrated safety issue with a proven or demonstrated countermeasure. <i>Medium:</i> Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed.) <i>Low:</i> Project will generally improve safety, even though there are no known problems. Project will reduce exposure/risk of conflicts between motor-vehicles and bike/pedestrians.	High = 4 Medium = 2 Low = 1 None = 0	4 —
b)	Safe Routes to Schools	Does the project improve safety for school children accessing their schools by walking and bicycle or improve vehicle safety and performance?	High = 4 Medium = 2 Low = 1 None = 0	4 —
<b>4. Regional Benefits</b>			<b>12</b>	
a)	Air quality improvement	Is the project expected to result in a measurable reduction in air pollutants?	Yes, substantial = 4 Yes, moderate = 2 Yes, low = 1 No = 0	4 —

**Table E-2 — Project Criteria**

	<i>Definition</i>	<i>Proposed Metric</i>	<i>Maximum Score</i>	<i>Score</i>
b)	Reduction in vehicle miles travelled (VMT) and/or greenhouse gas (GHG) emissions	Does the project result in absolute and measurable reductions in VMT (reduced vehicle miles) and/or GHG emissions (tons of CO2 reduction)?		
		Yes, substantial = 4	4	—
		Yes, moderate = 2		
		Yes, low = 1		
		No = 0		
c)	Congestion management	Is the project expected to result in a measurable reduction in vehicle congestion on local streets or the regional routes serving the PDA?	4	—
		Yes, substantial = 4		
		Yes, moderate = 2		
		Yes, low = 1		
		No = 0		
<b>Project Score Sub-total</b>			<b>52</b>	
<b>5. Cost Effectiveness</b>			<b>13</b>	
a)	Measure of cost effectiveness in a manner that is independent of project size	Relative measure of the effectiveness of the project for the amount of funds requested		
		Dollars per point received: (Score) = (Total project cost) ÷ (Sum of scores for 2b.1–4)	13	—
<b>Composite Score for Proposed Project</b>			<b>65</b>	
<b>Total Context and Project Criteria</b>			<b>100</b>	

## DEFINING PROXIMATE ACCESS

Resolution 4035, which outlines MTC's approach to the next round of federal transportation funding, requires that the Authority must direct at least 70 percent of the funds available to Contra Costa through the OBAG program to PDAs. The resolution does allow a project that is outside the limits of a PDA to count towards the minimum provided if it "directly connects to or provides proximate access to a PDA."

MTC does not define what "proximate access" means. Instead, the CMAs must determine what projects will count towards the PDA minimum and which will not. Resolution 4035 notes that:

For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.

A three-step process will be applied for determining whether a project will be counted in the PDA share or not, and what the "policy justifications" are for including them. The first step is the simplest: is the project in a PDA or does it directly connect to one? This is the criterion in Resolution 4035. The second step sets "bright-line" tests for whether a project can be counted in the PDA share. These criteria, because they rely on direct measurements, can be easily evaluated. The third step allows the project applicant to make the case for counting the project in the PDA share even though it meets none of the criteria in steps 1 and 2. Because this criterion does not rely on clear measures, it will require professional judgment in its evaluation.

### 1. In or Directly Connects To

The proposed project is wholly or partially within the limits of a PDA or directly connects to a PDA

### 2. "Bright-Line" Tests

a. The project improves access to the PDA and is:

1. within ½ mile of a PDA, or

2. within 1 mile of a PDA and within a designated community of concern (COC), or
  3. within 2 miles of a PDA and is a project that improves transit access, including bicycle or pedestrian access to transit, on a transit route that serves and connects a PDA
- b. The project improves or completes a gap on the Countywide Bikeway Network designated in the Authority's Countywide Bicycle and Pedestrian Plan, is within the designated Contra Costa Urban Limit Line, and improves bicycle and pedestrian access to one or more PDAs.
  - c. The project connects a PDA either to a transit station or transit center or to a significant concentration of jobs, either of which is within 1 mile of the PDA

### **3. Other Justification**

The Project is greater than ½ mile from any PDA and does not meet any of the above criteria, but does provide critical improvements in access to a PDA, such as removing a barrier in gaining access to a PDA and providing substantially more direct bicycle or pedestrian access to the PDA.



# Contra Costa PDA Planning Grant Program

MTC has allocated \$2,745,000 in federal STP funds to Contra Costa to support local jurisdictions in their planning and implementation of PDAs. (The funds will be available in fiscal years 2012–13 through 2015–16.) CMA grants to local jurisdictions are to be aligned with the recommendations and priorities identified in the adopted PDA Growth and Investment Strategy. These funds may not be distributed by formula and must target PDAs that are high impact and capable of early implementation.

The key planning goals of this program, building upon the original MTC Planning Grant Program goals, are as follows:

- To increase both the housing supply, including affordable housing for low-income residents, and jobs within the PDAs.
- By increasing land use intensities in PDAs, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
- Increase walking, bicycling, carpooling and car-sharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
- Locate key services and retail businesses within PDAs thus further reducing VMT

The Authority will provide individual grants to local jurisdictions through a single program administered by the CMA.

## PLANNING GRANT FUNDING DETAILS

- Minimum grant: \$75,000
- Maximum grant: \$900,000
- No more than one third of the available funding in this cycle will be awarded to any one single jurisdiction.

## RECOMMENDED PLANNING ELEMENTS

Generally, all PDA planning efforts should include the following six elements as a part of improving “development readiness”. The exact mix of elements and emphasis on them in the work scope proposed for Planning Grant funding will depend on the character of the particular PDA and its planning needs. Applicants may request funding for some or all of these elements. If the PDA planning grant would fund only some of these elements, the applicant should identify how the other elements will be addressed. Applicants may rely on previously completed planning studies addressing the planning area completed within the last 10 years or other ongoing planning studies to meet some of these planning elements. The applicant should also identify remaining elements that may be needed and the schedule for completing them.

- 1) **Existing and Forecast Conditions in the PDA.** Identify demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process within the PDA. In addition to these more traditional components, this element could include:
  - a) A **market demand analysis** for housing at all levels of affordability, jobs and retail in the planning area.
  - b) An **accessibility analysis** for people with disabilities that ensures fully accessible transit stations, paths of travel between stations and surrounding areas, and accessible and habitable housing units.
  - c) A **parking analysis** to create a parking policy and management element that aims at reducing parking demand and supply through pricing, zoning, and support for alternative modes.
- 2) **Land Use and Development Alternatives.** The plan should identify alternative approaches to developing the PDA and evaluate their relative ability to achieve plan objectives.

- 3) **Plan Policies.** The plan should identify the policies, standards and guidelines for the development of the PDA. These policies should include, at a minimum, the land use and design standards for the PDA and the circulation components of the plan, including an approach that ensures multi-modal access and connectivity within and to the PDA. This element should also include a *housing strategy* that promotes housing affordable to low-income residents and attempts to minimize displacement of existing residents and *pedestrian-friendly design standards* for streets, buildings and open space.
- 4) **Implementation Element.** The plan should include program of actions designed to carry out the plan policies. The implementation program should include a realistic financing strategy that describes all necessary actions needed to implement the plan and an analysis of infrastructure needs and a budget for meeting those needs.
- 5) **Community Outreach and Involvement.** Development of the plan should include a community outreach component designed to involve the affected community, including existing residents and business owners, to ensure that community concerns are understood and reflected to the extent possible in the plan. This process should make a special effort to involve traditionally under-served populations.
- 6) **Environmental Review.** The plan should include a comprehensive program environmental impact report (as defined in CEQA) for the PDA plan area which will help provide environmental clearance for the actual development of the PDA.

## SELECTION CRITERIA

### Part One: Screening Criteria

- 1) Planning area is a planned or potential PDA (meets the basic criteria for a PDA) or contains a Resolution 3434 transit station.
- 2) Local transit providers that serve the planning area are supportive of or partnering with the applicant.
- 3) Applicant has committed minimum local match amount (11.47 percent of total project cost)
- 4) Indication of support from its Council or Board supporting the proposed planning process.

## Part Two: Evaluation Criteria (100 Points Total)

Planning Grant Applications will be scored and ranked using the following criteria:

### 1. Location within a Community of Concern (yes or no)..... 5 points

Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program – see <http://geocommons.com/maps/110983>

### 2. Project Impact.....up to 25 points

What is the potential for the plan to:

(a) Increase the following performance measures within the PDA:

- Housing supply, particularly affordable housing for low-income residents
- Employment, key services and retail
- Transit ridership and multi-modal transportation options

(b) Remove a key constraint to implementation of the PDA plan

### 3. Compatibility of policies with development objectives .....up to 15 points

Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing planning policies and development regulations, such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies

### 4. Planning Process .....up to 25 points

Consistency of the planning process proposed for Planning Grant funding with the recommended planning elements described on pages 70-71 above. This point score will recognize the merit of any existing planning elements and the ability of the proposed effort to complete the planning elements.

### 5. Local Commitment and readiness, gradient.....up to 15 points

- (a) Planning process is ready to begin – the jurisdiction will be able to enter into a funding agreement with CCTA within three months of grant award.

Applicant is prepared to see the funded planning program through to implementation, including any associated updates to the jurisdiction's general plan, zoning code, or other related municipal ordinances and creation of local financing mechanisms as may be necessary to achieve desired development.

- (b) Demonstration of community, major property owner(s), City Council, and relevant transit operator(s) support for planning process (public involvement to date, letters of support, etc.).

**6. Implementation Feasibility ..... up to 15 points**

- (a) Demonstrated feasibility of the plan from a political, market, and financial perspective.
- (b) Existence of implementing resources and agreements including infrastructure funding commitments, development agreements, and other partnerships with public, non-profit, or private entities.

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## APPENDIX G

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# Inventory of Contra Costa Priority Conservation Areas

**Table G-1**  
**Contra Costa County Priority Conservation Areas**

<i>MAP_ID</i>	<i>Name</i>	<i>Acres</i>	<i>Lead Nominating Agency</i>	<i>Description*</i>
CC_01	Central Hercules and Waterfront District	142	City of Hercules	Some of the most environmentally significant land in the City of Hercules is located along and adjacent to the San Pablo Bay. The lower reaches of both the Pinole and Refugio Creeks empty into the Bay, feeding sensitive wetlands that are scattered throughout the Hercules Waterfront and Central Hercules Districts.  <a href="http://www.bayareavision.org/pca/contra-costa/central-hercules/">http://www.bayareavision.org/pca/contra-costa/central-hercules/</a>
CC_02	Big Canyon Preserve	8	City of San Ramon	Big Canyon Preserve, located in the western part of the City of San Ramon, is part of a landscape that naturally breaks into a series of canyons and valleys of tremendous open space and scenic value as a visual backdrop to the San Ramon Valley.  <a href="http://www.bayareavision.org/pca/contra-costa/big-canyon-preserve/">http://www.bayareavision.org/pca/contra-costa/big-canyon-preserve/</a>
CC_03	MOSO and NON-MOSO Open Space	2,297	Town of Moraga	The Moraga Open Space Ordinance (MOSO), an initiative to preserve open space and protect ridgelines in the Town of Moraga, and the subsequent re-zoning of substantial portions of the Town as open space has resulted in “MOSO” and “non-MOSO” open spaces distributed throughout Moraga and bordering the Cities of Lafayette and Orinda, as well as unincorporated portions of Contra Costa County.  <a href="http://www.bayareavision.org/pca/contra-costa/moso-and-non-moso-open-space/">http://www.bayareavision.org/pca/contra-costa/moso-and-non-moso-open-space/</a>
CC_04	Acalanes Ridge Open Space	24	City of Walnut Creek	The Acalanes Ridge Open Space Priority Conservation Area is one of the largest and highest undeveloped ridgelines within the City of Lafayette and is visually prominent from many locations within the Lafayette community and the City of Walnut Creek.  <a href="http://www.bayareavision.org/pca/contra-costa/acalanes-ridge-open-space/">http://www.bayareavision.org/pca/contra-costa/acalanes-ridge-open-space/</a>
CC_05	Indian Valley	707	East Bay Municipal Utility District	Indian Valley, located in the southern portion of the Caldecott Wildlife Corridor in Contra Costa County, is a valuable regional asset in terms of open space, water quality for human consumption, riparian habitat, hiking trail opportunities, spawning habitat for wild trout, wetlands, and other unique plant communities.  <a href="http://www.bayareavision.org/pca/contra-costa/indian-valley/">http://www.bayareavision.org/pca/contra-costa/indian-valley/</a>



**Table G-1**  
**Contra Costa County Priority Conservation Areas**

<i>MAP_ID</i>	<i>Name</i>	<i>Acres</i>	<i>Lead Nominating Agency</i>	<i>Description*</i>
CC_06	Burton Ridge	549	City of Lafayette	Burton Ridge, located northwest of Las Trampas Regional Wilderness, is visible from portions of the City of Walnut Creek and the Town of Moraga, and throughout Burton Valley in Lafayette. <a href="http://www.bayareavision.org/pca/contra-costa/burton-ridge/">http://www.bayareavision.org/pca/contra-costa/burton-ridge/</a>
CC_07	Lafayette Ridge	1,370	City of Lafayette	Lafayette Ridge, located north of Highway 24 within the City of Lafayette, is an area of visual prominence and special ecological significance in Contra Costa County that provides a vital role in defining the character and quality of life of the Lamorinda community. <a href="http://www.bayareavision.org/pca/contra-costa/lafayette-ridge/">http://www.bayareavision.org/pca/contra-costa/lafayette-ridge/</a>
CC_08	Contra Costa County Agricultural Core	11,434	Contra Costa County	The Agricultural Core is an area of prime agricultural lands located in eastern Contra Costa County between the City of Brentwood and the Town of Discovery Bay. <a href="http://www.bayareavision.org/pca/contra-costa/agricultural-core/">http://www.bayareavision.org/pca/contra-costa/agricultural-core/</a>
CC_09	East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan	41,232	Contra Costa County	The East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP) area, located in the foothills east of Mount Diablo, supports a rich array of species and habitats and diverse topographic, climatic, hydrologic and geologic conditions from the valley to the peak. <a href="http://www.bayareavision.org/pca/contra-costa/east-contra-costa-county-habitat-conservation-plan-natural-community-conservation-plan/">http://www.bayareavision.org/pca/contra-costa/east-contra-costa-county-habitat-conservation-plan-natural-community-conservation-plan/</a>
CC_10	Point Edith Wetlands Area	3,551	East Bay Regional Park District	Point Edith Wetlands, located east of the City of Martinez in Contra Costa County on the Suisun Bay, is a tidal wetland habitat area that is part of the Point Edith Wildlife Area currently managed by the California Department of Fish and Game. <a href="http://www.bayareavision.org/pca/contra-costa/point-edith-wetlands-area/">http://www.bayareavision.org/pca/contra-costa/point-edith-wetlands-area/</a>
CC_11	Delta Recreation Area	12,623	East Bay Regional Park District	The Delta Recreation Area is a waterfront wetland area that provides significant recreational, natural, and scenic value along the Sacramento/San Joaquin River Delta east of Oakley. <a href="http://www.bayareavision.org/pca/contra-costa/delta-recreation-area/">http://www.bayareavision.org/pca/contra-costa/delta-recreation-area/</a>

**Table G-1**  
**Contra Costa County Priority Conservation Areas**

<i>MAP_ID</i>	<i>Name</i>	<i>Acres</i>	<i>Lead Nominating Agency</i>	<i>Description*</i>
CC_12	Potential Pinole Watershed Area	2,753	East Bay Regional Park District	<p>The Pinole Watershed is located along Pinole Creek. The Pinole Creek Watershed area is a regional scenic and recreational resource, as well as a significant habitat for a variety of fish species, including rainbow trout and steelhead.</p> <p><a href="http://www.bayareavision.org/pca/contra-costa/potential-pinole-watershed-area/">http://www.bayareavision.org/pca/contra-costa/potential-pinole-watershed-area/</a></p>
MCC_01	San Francisco Bay Trail - Bay Area Ridge Trail	42	East Bay Regional Park District	<p>The San Francisco Bay Area has two significant and complementary long-distance trails: the San Francisco Bay Trail hugs the shoreline and the Bay Area Ridge Trail runs along the ridgelines overlooking the Bay.</p> <p><a href="http://www.bayareavision.org/pca/multi/bay-area-ridge-trail/">http://www.bayareavision.org/pca/multi/bay-area-ridge-trail/</a></p>
MCC_022	East Bay Regional Parks District, Regional Trails System Gaps	708	East Bay Regional Park District	<p>Alameda County and Contra Costa County have miles of trails in urban and rural settings. However, opportunities exist to connect existing trails and to link to regional parks and other planned regional trail systems.</p> <p><a href="http://www.bayareavision.org/pca/multi/regional-trails-system-gaps/">http://www.bayareavision.org/pca/multi/regional-trails-system-gaps/</a></p>

\* Descriptions excerpted from Bay Area Vision FOCUS Priority Conservation Area Showcase

**Agenda Item 6.C**



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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***Memorandum***

TO: Operations Committee

DATE: May 3, 2013

FR: Steve Heminger, Executive Director

W. I. 6037

RE: Proposed MTC Traffic Operations System (TOS) Policy Update – MTC Resolution No. 4104

In March 2004, the Commission adopted a Traffic Operations System (TOS) and Major New Freeway Projects Policy to require the inclusion of TOS elements in major, new freeway projects. This policy was only partially effective because TOS elements were being installed but not necessarily activated. MTC staff proposes to revamp the TOS Policy to: 1) establish a more action-oriented approach to installing and operationalizing the freeway TOS elements and 2) encourage compliance by conditioning MTC discretionary funding based on meeting the requirements of the TOS Policy. Staff recommends this policy be adopted by the Commission as MTC Resolution No. 4104.

**Background**

The 2004 TOS Policy was incorporated into the Transportation 2030 Plan and subsequent regional transportation plans as well as the Regional Transportation Improvement Program (RTIP) policies and procedures. TOS elements include changeable message signs, closed-circuit television cameras, traffic monitoring systems, highway advisory radio, traffic detectors, and ramp meters. Installing TOS equipment during the construction phase, rather than after a project is completed, is significantly more cost-effective. Further, a complete system of TOS installed and operated on the Bay Area's freeway system allows for the effective management of traffic within a corridor. It may also be coordinated with local transportation management systems to maximize overall effectiveness.

**TOS Policy in Practice**

Since 2004, the TOS Policy enabled MTC and Caltrans to make significant progress in installing TOS elements as part of major, new freeway projects. The MTC Freeway Performance Initiative (FPI) further expanded the number of freeway locations equipped with TOS/ramp metering equipment. While the region has realized some tangible success with the 2004 TOS Policy, the policy is limited by the following factors:

- **Limitations of the 2004 TOS Policy:** The TOS Policy focuses on the installation but not the activation of the TOS elements. For ramp meters in particular, has been a significant constraint. For example, ramp meters and other TOS equipment have been installed along various segments along SR-4 in Contra Costa County, I-80 in Solano County, and US-101 in Marin and Sonoma Counties but the meters have sat idle awaiting activation. They also become inoperable or subject to damage or copper theft, as exemplified by SR-4 equipment that is under repair at a cost of \$970,000.
- **Repetitive Consensus Building:** Through the FPI, MTC—in partnership with Caltrans, CMAs, and local agencies—has led ramp metering studies to assess existing traffic conditions, develop ramp metering timing plans, and foster consensus and support for metering. In addition, Caltrans

has a practice where the activation of ramp metering is contingent upon unanimous agreement with local agencies along the corridor. This agreement is memorialized by the execution of Memorandum of Understandings (MOUs). We have learned that execution of these MOUs is a voluntary practice of Caltrans District 4 and is not required by either District 4 or Headquarters' policy.

- **Excessive Caution in Planning Studies:** MTC and Caltrans have long relied on planning practices that slow activation. With each corridor, the process starts with a feasibility study to determine metering efficacy, initiate the design and construction, and then engage in the MOU discussion. Once the MOUs are executed, metering plans are developed to set timing rates and then finally activate the meters. At a minimum, the feasibility study is a paper exercise that has minimal impact, given the region's experience, as well as the widely documented safety and mobility benefits gained from metering.

### **New Recommended Approach to TOS Policy**

When a corridor has a usable segment, staff believes it is more effective to state the safety and mobility benefits of ramp metering to stakeholders up front, develop the ramp metering plan during the construction phase, and activate the meters immediately following the completion of a ramp metering plan. Issues such as queues from metered ramps impeding operations of local streets or near-term freeway congestion insufficient to warrant ramp metering can be addressed and mitigated on a case-by-case basis. In some instances, ramp meters can be set to green or at a demand rate for safety or incident management purposes. This approach will significantly accelerate metering activations.

MTC staff proposes to revamp the TOS Policy to reflect a more action-oriented approach to activating ramp meters/TOS elements and to encourage compliance by conditioning MTC discretionary funding on meeting the requirements of the TOS Policy (see **Attachment A**). The new policy elements are as follows:

- **TOS Activation:** All major new freeway projects must include the installation and *activation* of TOS/ramp metering to effectively manage and operate the region's freeway system and coordinate with local transportation management systems.
- **Ramp Metering Operating Principles:** Operating principles for ramp metering are added to the TOS Policy to guide the operations of ramp meters and provide assurances to local agencies about how potential impacts are to be addressed and mitigated. Note that the inclusion of these operating principles into the TOS Policy would negate the need for Caltrans to execute MOUs.
- **Funding Conditions:** For any jurisdiction in which MTC finds that ramp meters are installed but not in operation, MTC will consider suspending fund programming actions for federal and state discretionary programs until the Ramp Metering Plan is implemented and activated.

### **Recommendation**

Staff recommends that this Committee refer MTC Resolution No. 4104 to the Commission for approval.



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Steve Hemminger

SH:AN

J:\COMMITTEE\Operations\2013 Operations Comm Packet\05\_Ops\_May2013\3a\_TOS Policy Update\_Nguyen\_revisedAN.doc

## Attachment A MTC Traffic Operations System (TOS) Policy<sup>1</sup>

~~It is the Commission's policy that~~ All major, new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include *the installation and activation of freeway* traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004 *or applicable scoping document*. *TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations & detections, highway advisory radio, and ramp meters.* ~~Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.~~

### Policy Implementation:

To effectively implement this policy, the Commission requests that Caltrans:

- Work with MTC and the CMAAs to develop guidelines to determine which TOS elements are appropriate for specific major new freeway projects, considering local conditions, congestion level and other factors;
- Work with the CMAAs to identify the proposed major new freeway projects that are subject to this policy, and to define the number, types and costs of TOS elements to be included in these projects;
- Develop and implement an on-going process to review major new freeway projects for appropriate TOS elements *in applicable scoping documents such as Project Study Reports (PSRs) and Project Initiation Documents (PIDs)* and design documents; and
- Develop and maintain an inventory of existing TOS elements installed in the region's freeway system, and their operational status to ensure ongoing system maintenance.

*Specifically, ramp meters shall be activated upon completion of a Ramp Metering Plan. To guide the operations of ramp meters, Caltrans, in consultation with MTC, the Congestion Management Agency and local agencies, shall, to the extent feasible, apply the following operating principles:*

- 1. Ensure that queues from metered ramps do not impede operation of local streets and intersections or block access to private property. Should this occur, each location should be examined on a case-by-case basis by Caltrans and local agency. Operational problems that cannot be corrected by existing equipment could be candidates for future operational and/or capital improvements.*
- 2. Ensure that no communities are burdened with ramp delays that are disproportionate or excessive.*
- 3. Ensure that if queues at metered ramps cannot be accommodated within the constraints defined in items 1 and 2 above, metering rates will be set to green or at the demand rate during the time period necessary to eliminate the negative impact the metering light is having on the adjoining local roadway or intersections. In these instances, each location should be examined on a case-by-case basis by Caltrans and local agency.*
- 4. Coordinate freeway and arterial operations to ensure efficient operation of both facilities.*
- 5. Promote high occupancy vehicles (HOV) preferential lanes at on-ramps where needed and if feasible.*

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<sup>1</sup> Text shown in bold italics is new to the 2004 MTC TOS Policy. Text shown in strikethrough is deleted from policy.

Date: May 22, 2013  
W.I.: 6037  
Referred by: Operations

ABSTRACT

Resolution No. 4104

This resolution adopts the updated MTC Traffic Operations System (TOS) Policy for the San Francisco Bay Area.

Further discussion of these actions is contained in the MTC Executive Director's Memorandum to the MTC Operations Committee dated May 3, 2013.

Attachment A – MTC Traffic Operations System (TOS) Policy

Date: May 22, 2013  
W.I.: 6037  
Referred by: Operations

RE: Adoption of the MTC Traffic Operations System (TOS) Policy

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4104

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopted the MTC Traffic Operations System (TOS) and Major New Freeway Projects Policy as part of the Transportation 2030 Plan in March 2004; and

WHEREAS, MTC has assessed the implementation of the 2004 MTC Traffic Operations System and Major New Freeway Policy and determined that a major update of that policy was warranted to reflect shortcomings in policy implementation and changing circumstances; and

WHEREAS, MTC has prepared a new MTC Traffic Operations System (TOS) Policy for inclusion in Plan Bay Area and subsequent regional transportation plans; now, therefore, be it

RESOLVED, that MTC adopts the new MTC Traffic Operations System (TOS) Policy, as set forth in Attachment A of this resolution, and rescinds the 2004 TOS and Major New Freeway Projects Policy.

METROPOLITAN TRANSPORTATION COMMISSION

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Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 22, 2013



Date: May 22, 2013  
W.I.: 6037  
Referred by: Operations

Attachment A  
MTC Resolution No. 4104  
Page 1 of 2

## **Attachment A MTC Traffic Operations System (TOS) Policy**

All major, new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004 or applicable scoping document. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations & detections, highway advisory radio, and ramp meters.

### **Policy Implementation:**

To effectively implement this policy, the Commission requests that Caltrans:

- Work with MTC and the CMAs to develop guidelines to determine which TOS elements are appropriate for specific major new freeway projects, considering local conditions, congestion level and other factors;
- Work with the CMAs to identify the proposed major new freeway projects that are subject to this policy, and to define the number, types and costs of TOS elements to be included in these projects;
- Develop and implement an on-going process to review major new freeway projects for appropriate TOS elements in applicable scoping documents such as Project Study Reports (PSRs) and Project Initiation Documents (PIDs) and design documents; and
- Develop and maintain an inventory of existing TOS elements installed in the region's freeway system, and their operational status to ensure ongoing system maintenance.

Specifically, ramp meters shall be activated upon completion of a Ramp Metering Plan. To guide the operations of ramp meters, Caltrans, in consultation with MTC, the Congestion Management Agency and local agencies, shall, to the extent feasible, apply the following operating principles:

1. Ensure that queues from metered ramps do not impede operation of local streets and intersections or block access to private property. Should this occur, each location should be examined on a case-by-case basis by Caltrans and local agency. Operational problems that cannot be corrected by existing equipment could be candidates for future operational and/or capital improvements.

2. Ensure that no communities are burdened with ramp delays that are disproportionate or excessive.
3. Ensure that if queues at metered ramps cannot be accommodated within the constraints defined in items 1 and 2 above, metering rates will be set to green or at the demand rate during the time period necessary to eliminate the negative impact the metering light is having on the adjoining local roadway or intersections. In these instances, each location should be examined on a case-by-case basis by Caltrans and local agency.
4. Coordinate freeway and arterial operations to ensure efficient operation of both facilities.
5. Promote high occupancy vehicles (HOV) preferential lanes at on-ramps where needed and if feasible.

**Funding Conditions:**

Any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for federal and state discretionary funds until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new future discretionary funding for that county.

## **Agenda Item 7**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

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

## MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

*Marta Eyzel for:*

From: Randell H. Iwasaki, Executive Director

Date: June 21, 2013

Re: Items approved by the Authority on June 19, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its June 19, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 2014 State Transportation Improvement Program (STIP) Process Review and "Call for Projects".** Staff recommended that the Authority approve the TCC recommendations for the screening and scoring criteria, and issuing a "Call for Projects" on June 20, 2013. *The Authority approved the 2014 STIP applications screening and scoring criteria and issuance of the "Call for Projects". These materials were posted on the Authority's website (www.ccta.net) on June 20th and may be accessed at:*  
<http://www.ccta.net/EN/home/quicklinks/currentactivities.html>
- Allocation of Funding through the OneBayArea Grant (OBAG) Program.** 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

Randell H. Iwasaki,  
Executive Director

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---

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. Staff recommended that the Authority forward its OBAG project recommendations to MTC for funding. As shown in the attached letter, *the Authority approved transmittal of the list of recommended projects for OBAG program funding to MTC by June 30, 2013. The Authority also encouraged staff to pursue alternative funding sources for higher-scoring projects that did not receive an allocation through the competitive OBAG process. (Attachment)*

3. **SB 375/SCS Implementation Update.** *Staff provided an update on the remaining Plan Bay Area meetings and activities. MTC is scheduled to adopt the final 2013 Plan Bay Area at a special meeting to be held at 6:30 p.m. on Thursday, July 18<sup>th</sup> at the Oakland Marriott City Center, West Hall, 1001 Broadway, Oakland.*



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COMMISSIONERS

June 20, 2013

Janet Abelson, Chair

Kevin Romick,  
Vice Chair

Newell Arnerich

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

Randell H. Iwasaki,  
Executive Director

Steve Heminger  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**Subject: Transmittal of Projects Recommended for Funding through the OneBayArea Grant (OBAG) Program**

Dear Mr. Heminger:

On June 19, 2013, the Contra Costa Transportation Authority approved a list of projects recommended for funding through the OneBayArea Grant (OBAG) program. This program was created when the Metropolitan Transportation Commission (MTC) adopted Resolution 4035, which established the project selection and programming policies for the Federal Cycle 2 Program. The OBAG program is intended to fund transportation investments that support the land use and housing development needed to achieve the goals of SB 375 and the Sustainable Communities Strategy.

MTC assigned the responsibility for identifying those investments to the nine Bay Area congestion management agencies, including the Authority, and allocated about \$45.2 million in federal funds to Contra Costa for that purpose. The Authority earlier decided to divide this funding into three components: CMA Planning and Outreach, Local Streets and Roads Preservation, and a "competitive" portion to fund Transportation for Livable Communities, bicycle and pedestrian, and safe routes to school projects that serve priority development areas (PDAs) within Contra Costa.

One of the requirements of the OBAG program is that at least 70 percent of the funding must be allocated to projects that are in, directly connect to or provide "proximate access" to PDAs. We estimate that at least 80 percent of the OBAG funding will go to projects that meet that criterion, as shown in the following table:

Component	Amount*	PDA*	Share	Non-PDA*	Share
CMA Planning	\$4.3	\$3.0	70%	\$1.3	30%
Local Streets and Roads Preservation	\$16.6	\$8.7	52%	\$7.9	48%
"Competitive" OBAG	\$24.3	\$24.3	100%	\$0.0	0%
Total	\$45.2	\$36.0	80%	\$9.2	20%

\* In millions of dollars

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

The Authority will submit the more detailed list of projects and related materials directly to MTC staff by the June 30 deadline.

If you have any questions, please don't hesitate to contact me or my staff. We look forward to working with MTC and our partners to put these investments in place to the benefit of Contra Costa and the Bay Area region.

Sincerely,



Randell H. Iwasaki  
Executive Director

cc: Craig Goldblatt, MTC; Ross McKeown, MTC; Martin Engelmann, CCTA;  
Brad Beck, CCTA

**RECOMMENDED LOCAL STREETS AND ROADS PRESERVATION PROJECTS**

<i>Project</i>	<i>Sponsor</i>	<i>Allocation</i>
9th Street Roadway Improvements	Antioch	\$673,000
Balfour Road - Overlay	Brentwood	\$290,000
Collector Street Rehabilitation - CIP No. 10425	Clayton	\$386,000
City of Concord Pavement Rehabilitation	Concord	\$757,000
Countywide Overlay Project	Contra Costa County	\$1,941,000
Sycamore Valley Road & El Cerro Boulevard Pavement Rehabilitation	Danville	\$933,000
2013 Pavement Rehabilitation Program	El Cerrito	\$630,000
Pavement Rehabilitation of Refugio Valley Road	Hercules	\$702,000
Mt. Diablo Boulevard West End Pavement Management Project	Lafayette	\$584,000
Downtown PDA Pavement Restoration Project	Martinez	\$1,023,000
2015 Moraga Road (St Mary's Road to Draeger Drive) Resurfacing Project	Moraga	\$709,000
Cypress and Big Break	Oakley	\$1,031,000
Ivy Drive Pavement Rehabilitation	Orinda	\$552,000
San Pablo Avenue Roadway Rehabilitation Pinole Shores Drive to Sunnyview	Pinole	\$453,000
Railroad Avenue Improvements	Pittsburg	\$299,000
Contra Costa Boulevard Improvement Project (Taylor Blvd to Chilpancingo Pkwy)	Pleasant Hill	\$799,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,443,000
2013 Pavement Preservation Project	San Pablo	\$454,000
San Ramon Valley Boulevard Pavement Rehabilitation	San Ramon	\$291,000
North Main Street Preservation Project	Walnut Creek	\$655,000
		\$16,605,000



**RECOMMENDED "COMPETITIVE" OBAG PROJECTS**

<i>Project</i>	<i>Sponsor</i>	<i>Allocation</i>
San Pablo Avenue Complete Streets	San Pablo	\$5,978,000
Detroit Avenue Complete Streets Project	Concord	\$2,154,000
Ohlone Greenway Station Access, Safety and Placemaking Improvements	El Cerrito	\$3,468,000
Last-Mile Bike and Pedestrian Access to BART	Concord	\$1,195,000
Richmond BART Station Intermodal Improvement Project	BART	\$2,900,000
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	\$1,300,000
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	\$4,770,000
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	\$2,584,000
		<b>\$24,349,000</b>

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 3, 2013

Hercules

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

Pinole

RE: WCCTAC Board Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board at its May 31<sup>st</sup> meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved FY 2014 Paratransit 20b claims for AC Transit and WestCAT per the Expenditure Plan's 80/20 split.
- 2) Approved FY 2014 Paratransit 19b claims projected revenues according to the formula adopted by WCCTAC for the following operators: East Bay Paratransit Consortium, WestCAT, Cities of Richmond, El Cerrito and San Pablo.
- 3) Approved Cycle 2 2013 SRTS application from the County Health Services Department for \$709,800.
- 4) Approved Repayment of the PERS side fund debt in the amount of \$60,590.02 from WCCTAC reserves.
- 5) Approved the distribution of the WCCTAC Workplan, Dues and Budget to member agencies for review.
- 6) Received updates from WCCTAC's CCTA representatives.

Contra Costa  
County

Sincerely,



Jerry Bradshaw  
Interim Executive Director

AC Transit

BART

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; Jamar Stamps, TRANSPLAN; Andy Dillard, SWAT

WestCAT

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

---

June 14, 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 June 13, 2013.

**Update on Contra Costa Transportation Authority Measure J Strategic Plan Update:** TRANSPLAN staff provided an update on the recently initiated Strategic Plan Update process. The TRANSPLAN TAC will continue to discuss the matter and return to the TRANSPLAN Committee in July 2013 with a recommendation for programming Measure J funds for the 2013 Strategic Plan.

**Report on status of East County Fee Program Negotiations from staff and take action as appropriate:** Staff provided an update on the status of the proposal being negotiated with the City of Pittsburg and the Committee. Member agencies have brought the negotiated options to their respective Councils and Boards for consideration. All member agencies have taken action on approving one or both options. Distribution of the revised Joint Exercise of Powers Agreement (JEPA) is anticipated to occur in the near future. Staff will return in July with a revised JEPA for adoption by the sub-regional fee authority (ECCRFFA).

The date/time for the next TRANSPLAN Committee meeting **has been changed to Tuesday, July 16, 2013 at 5:00 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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: MTC Commission

DATE: June 19, 2013

FR: Principal, Programming and Allocations

W. I. 1514


RE: Revision to Transportation Development Act (TDA) Article 3 Policies and Procedures (Resolution No. 4108)

The proposed update to the TDA Article 3 Policies and Procedures was presented to the Programming and Allocations Committee on June 12, 2013. The Committee voted to refer the amended policies and procedures to the Commission for approval, including a provision that each county and city be required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle projects and to participate in the development and review of comprehensive bicycle plans. This language is consistent with current requirements concerning local advisory committee review of projects funded by TDA Article 3 funds (MTC Resolution 875, Revised).

The attached Resolution No. 4108 has been highlighted to reflect the Committee's direction. Language in strikethrough identifies the language that will be deleted and the wording in underline identifies the language that will be added as approved by the Committee. Per the revised language, TDA Article 3 claimants will be required to certify compliance with advisory committee review policies prior to receiving funds.

A list of which jurisdictions currently have advisory committees that meet the requirement will be provided at your June 26 meeting.

Feedback from stakeholders about the requirement for local advisory committees received after the June 12, 2013 Committee meeting is attached for your consideration.

  
Anne Richman

June 12, 2013

Item Number 3d

**Resolution No. 4108**

**Subject:** Adopt Transportation Development Act (TDA), Article 3 Policies and Procedures which define the process for allocating funds to bicycle and pedestrian projects.

**Background:** This resolution updates the policies and procedures for the allocation of TDA, Article 3, Pedestrian and Bicycle funding. The existing policies contained in MTC Resolution 875, Revised were first adopted in November 1980 and were last updated in March 2005.

The new policies and procedures would be effective with the FY2014-15 funding cycle since the process for selecting projects for FY2013-14 funding is well underway or even completed in all counties.

The most significant changes are as follows:

1. All projects – both bicycle and pedestrian -- must be reviewed by the jurisdiction or county's *Bicycle and Pedestrian Advisory Committee (BPAC) or similar public advisory group*. Previously, only bicycle projects required review by a Bicycle Advisory Committee (BAC).
2. The new policies and procedures explicitly prohibit use of these funds for project level environmental, planning, and right-of-way work, consistent with PUC Sections 99233.3 and 99234.

In addition to the changes identified above, some of the other changes include:

- Clarification of which joint powers agencies are eligible for TDA Article 3 funding
- Expansion of the examples of eligible projects, particularly pedestrian projects
- Clarification of the required deadlines for reimbursable expenditures and the process and timing of disbursement of funds

Staff conducted two rounds of review of the draft policies and procedures with the Active Transportation Working Group, and reviewed them with the Local Streets and Roads Working Group. The guidelines were distributed to all county TDA Article 3 coordinators for them to distribute to their jurisdictions for their review and comment. The guidelines were also distributed to the Programming and Delivery Working Group. Most comments were focused on the role of Bicycle and Pedestrian Advisory Committees in reviewing TDA Article 3 projects.

**Issues:**

Staff has received input from some stakeholders (see attached letter from Marty Martinez of the Safe Routes to School National Partnership and Andy Peri of the Marin Bicycle Coalition) expressing concern that the proposed update will eliminate a requirement present in the current guidelines that each jurisdiction that receives TDA Article 3 funds have a Bicycle Advisory Committee. The current guidelines were written in response to a Transportation Control Measure in the 1991 Clean Air Plan approved by the Bay Area Air Quality Management District. That Plan has since been revised and no longer requires that each jurisdiction have a Bicycle Advisory Committee. Therefore, as an alternative, staff is recommending that the revised guidelines require that both bicycle and pedestrian projects be reviewed by either a jurisdiction's Bicycle and Pedestrian Advisory Committee, or in the event such a Committee does not exist, by the county or countywide Bicycle and Pedestrian Advisory Committee.

Other stakeholders expressed appreciation for a more flexible Advisory Committee requirement, especially for those cities that do not have the staff capacity to support a local Bicycle Advisory Committee, and the recommended countywide process is consistent with current practice in several counties. Given the relatively small amount of funding available through the TDA Article 3 program, a strict requirement for all jurisdictions to form and maintain a Bicycle and Pedestrian Advisory Committee may not be practical or cost effective.

Further, state legislation and regional and local policies related to complete streets and the promotion of active transportation in general, make it more likely that jurisdictions will continue to maintain Advisory Committees and staff does not anticipate that many jurisdictions with existing Committees will disband them as a result of the proposed update to Article 3 guidelines.

**Recommendation:** Refer MTC Resolution No. 4108 to the Commission for approval.

**Attachments:** Letter from Safe Routes to Schools Partnership and Marin County Bicycle Coalition.  
MTC Resolution No. 4108

**ABSTRACT**

**Resolution No. 4108**

This resolution establishes policies and procedures for the submission of claims for Article 3 funding for pedestrian and bicycle facilities as required by the Transportation Development Act in Public Utilities Code (PUC) Section 99401.(a). Funding for pedestrian and bicycle projects is established by PUC Section 99233.3.

This resolution supersedes MTC Resolution No. 875, Revised commencing with the FY2014-15 funding cycle.

Further discussion of these procedures and criteria are contained in the Programming and Allocations Summary Sheet dated June 12, 2013.

RE: Transportation Development Act, Article 3. Pedestrian and Bicycle Projects.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4108

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., requires the Transportation Planning Agency to adopt rules and regulations delineating procedures for the submission of claims for funding for pedestrian and bicycle facilities (Article 3, PUC Section 99233.3); state criteria by which the claims will be analyzed and evaluated (PUC Section 99401(a); and to prepare a priority list for funding the construction of pedestrian and bicycle facilities (PUC Section 99234(b)); and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the Transportation Planning Agency for the San Francisco Bay Region, adopted MTC Resolution No. 875 entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects", that delineates procedures and criteria for submission of claims for Article 3 funding for pedestrian and bicycle facilities; and

WHEREAS, MTC desires to update these procedures and criteria commencing with the FY2014-15 funding cycle, now therefore be it

RESOLVED, that MTC adopts its policies and procedures for TDA funding for pedestrian and bicycle facilities described in Attachment A ; and be it further

RESOLVED, that the prior policy governing allocation of funds contained in Resolution No. 875 is superseded by this resolution, effective with the FY 2014-15 funding cycle.

METROPOLITAN TRANSPORTATION COMMISSION

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Amy Rein Worth, Chair

The above resolution was approved by the  
Metropolitan Transportation Commission  
at a regular meeting of the Commission held  
in Oakland, California, on June 26, 2013.



**TRANSPORTATION DEVELOPMENT ACT, ARTICLE 3,  
PEDESTRIAN/BICYCLE PROJECTS  
Policies and Procedures**

**Eligible Claimants**

The Transportation Development Act (TDA), Public Utilities Code Sections 99233.3 and 99234, makes funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for the exclusive use of pedestrian and bicycle projects. MTC makes annual allocations of TDA Article 3 funds to eligible claimants after review of applications submitted by counties or congestion management agencies.

All cities and counties in the nine counties in the MTC region are eligible to claim funds under TDA Article 3. Joint powers agencies composed of cities and/or counties are also eligible provided their JPA agreement allows it to claim TDA funds.

**Application**

1. Counties or congestion management agencies will be responsible for developing a program of projects not more than annually, which they initiate by contacting the county and all cities and joint powers agencies within their jurisdiction and encouraging submission of project applications.
2. Claimants will send one or more copies of project applications to the county or congestion management agency (see "Priority Setting" below).
3. A project is eligible for funding if:
  - a. The project sponsor submits a resolution of its governing board that addresses the following six points:
    1. There are no legal impediments regarding the project.
    2. Jurisdictional or agency staffing resources are adequate to complete the project.
    3. There is no pending or threatened litigation that might adversely affect the project or the ability of the project sponsor to carry out the project.
    4. Environmental and right-of-way issues have been reviewed and found to be in such a state that fund obligation deadlines will not be jeopardized.
    5. Adequate local funding is available to complete the project.
    6. The project has been conceptually reviewed to the point that all contingent issues have been considered.

- b. The funding requested is for one or more of the following purposes:
  - 1. Construction and/or engineering of a bicycle or pedestrian capital project
  - 2. Maintenance of a multi-purpose path which is closed to motorized traffic
  - 3. Bicycle safety education program (no more than 5% of county total).
  - 4. Development of a comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years).
  - 5. Restriping Class II bicycle lanes.Refer to Appendix A for examples of eligible projects.
- c. The claimant is eligible to claim TDA Article 3 funds under Sections 99233.3 or 99234 of the Public Utilities Code.
- d. If it is a Class I, II or III bikeway project, it must meet the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page); or if it is a pedestrian facility, it must meet the mandatory minimum safety design criteria published in Chapter 100 of the California Highway Design Manual (Available via Caltrans headquarters' World Wide Web page).
- e. The project is ready to implement and can be completed within the three year eligibility period.
- f. *If the project includes construction, that it* meets the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) and project sponsor submits an environmental document that has been stamped by the County Clerk within the past three years.
- g. A jurisdiction agrees to maintain the facility.
- h. The project is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.

#### Priority Setting

- 1. The county or congestion management agency (CMA) shall establish a process for establishing project priorities in order to prepare an annual list of projects being recommended for funding.
- 2. ~~Public review and input is required of all projects programmed for these funds. If a jurisdiction has a Bicycle and Pedestrian Advisory Committee (BPAC) or similar public advisory group, all projects submitted to the county or CMA must have prior review by this~~

~~committee. This review should occur in an early project development phase to verify bicycling and pedestrian needs are identified and adequately addressed by the project.~~

~~If a jurisdiction does not have a BPAC or similar public advisory group, the project/s may be submitted to the county BPAC or countywide BPAC or similar public advisory group for review if the county or countywide group is willing to take on this obligation. As part of their administration of this program, the county or CMA may require jurisdictions to have a BPAC.~~

~~If the project is a comprehensive bicycle and pedestrian plan, the jurisdiction's BPAC must be involved in the development and review of the plan. If a jurisdiction does not have a BPAC, then one must be convened for the purpose of developing or updating the bicycle and/or pedestrian plan. All future projects submitted for this funding would then need to be reviewed by the BPAC as described above. Each county and city is required to have a Bicycle Advisory Committee (BAC) to review and prioritize TDA Article 3 bicycle projects and to participate in the development and review of comprehensive bicycle plans. BACs should be composed of both bicyclists and pedestrians.~~

A city BAC shall be composed of at least 3 members who live or work in the city. More members may be added as desired. They will be appointed by the City Council. The City or Town Manager will designate staff to provide administrative and technical support to the Committee.

Cities with populations under 10,000 who have difficulty in locating a sufficient number of qualified members, may apply to MTC for exemption from these requirements. Cities with populations over 10,000 may also apply to MTC for exemption from the city BAC requirement if they can demonstrate that the countywide BAC provides for expanded city representation.

A county BAC shall be composed of at least 5 members who live or work in the county. More members may be added as desired. The County Board of Supervisors or Congestion Management Agency (CMA) will appoint BAC members. The county or congestion management agency executive/administrator will designate staff to provide administration and technical support to the Committee.

3. All proposed projects shall be submitted to the County or congestion management agency for evaluation/prioritization. Consistent with the county process, either the Board of Supervisors or the Congestion Management Agency (CMA) will adopt the countywide list and forward it to MTC for approval.
4. The county or congestion management agency will forward to MTC a copy of the following:

- a) Applications for the recommended projects, including a governing body resolution, stamped environmental document, and map for each, as well as a cover letter stating the total amount of money being claimed; *and confirmation that each project meets Caltrans' minimum safety design criteria and can be completed before the allocation expires.*
- b) The complete priority list of projects with an electronic version to facilitate grant processing.
- c) A Board of Supervisors' or CMA resolution approving the priority list and authorizing the claim.

#### MTC Staff Evaluation

MTC Staff will review the list of projects submitted by each county. If a recommended project is eligible for funding, falls within the overall TDA Article 3 fund estimate level for that county, and has a completed application, staff will recommend that funds be allocated to the project.

#### Allocation

The Commission will approve the allocation of funds for the recommended projects. The County Auditor will be notified by allocation instructions to reserve funds for the approved projects. Claimants will be sent copies of the allocation instructions and funds should be invoiced in accordance with the "Disbursement" section below.

#### Eligible Expenditures

Eligible expenditures may be incurred from the start of the fiscal year of award plus two additional fiscal years. Allocations expire at the end of third fiscal year following allocation. For example, if funds are allocated to a project in October 2014, a claimant may be reimbursed for eligible expenses that were incurred on or after July 1, 2014. The allocation expires on June 30, 2017 and all eligible expenses must be incurred before this date. All disbursement requests should be submitted by August 31, 2017.

#### Disbursement

1. The claimant shall submit to MTC the following, no later than two months after the grant expiration date:
  - a) A copy of the allocation instructions along with a dated cover letter referring to the project by name, dollar amount and allocation instruction number and the request for a disbursement of funds;
  - b) Documents showing that costs have been incurred during the period of time covered by the allocation.

- c) With the final invoice, the claimant shall submit a one paragraph summary of work completed with the allocated funds. This information may be included in the cover letter identified in bullet “a” above and is required before final disbursement is made. If the project includes completion of a Class I, II or III bicycle facility, this information should be added to Bikemapper or a request should be made to MTC to add it to Bikemapper.
2. MTC will approve the disbursement and, if the disbursement request was received in a timely fashion and the allocation instruction has not expired, been totally drawn down nor been rescinded, issue an authorization to the County Auditor to disburse funds to the claimant.

#### Rescissions and Expired Allocations

Funds will be allocated to claimants for specific projects, so transfers of funds to other projects sponsored by the same claimant may not be made. If a claimant has to abandon a project or cannot complete it within the time allowed, it should ask the county or congestion management agency to request that MTC rescind the allocation. Rescission requests may be submitted to and acted upon by MTC at any time during the year. Rescinded funds will be returned to the county's apportionment.

Allocations that expire without being fully disbursed will be disencumbered in the fiscal year following expiration. The funds will be returned to county's apportionment and will be available for allocation.

#### Fiscal Audit

All claimants that have received an allocation of TDA funds are required to submit an annual certified fiscal and compliance audit to MTC and to the Secretary of Business and Transportation Agency within 180 days after the close of the fiscal year, in accordance with PUC Section 99245. Article 3 applicants need not file a fiscal audit if TDA funds were not expended (that is, costs incurred) during a given fiscal year. However, the applicant should submit a statement for MTC's records certifying that no TDA funds were expended during the fiscal year. Failure to submit the required audit for any TDA article will preclude MTC from making a new Article 3 allocation. For example, a delinquent Article 4.5 fiscal audit will delay any other TDA allocation to the city/county with an outstanding audit. Until the audit requirement is met, no new Article 3 allocations will be made.

TDA Article 3 funds may be used to pay for the fiscal audit required for this funding.

## Appendix A: Examples of Eligible Projects

1. Projects that eliminate or improve an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel use. For example, roadway widening, shoulder paving, restriping or parking removal to provide space for bicycles; a bicycle/pedestrian bridge across a stream or railroad tracks on an otherwise useful route; a segment of multi-purpose path to divert young bicyclists from a high traffic arterial; a multi-purpose path to provide safe access to a school or other activity center; replacement of substandard grates or culverts; adjustment of traffic-actuated signals to make them bicycle sensitive. Projects to improve safety should be based on current traffic safety engineering knowledge.
2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous. For example, development of Multi-purpose paths on continuous rights-of-way with few intersections (such as abandoned railroad rights-of-way) which lead to activity centers; an appropriate combination of Multi-purpose paths, Class II, and Class III bikeways on routes identified as high demand access routes; bicycle route signs or bike lanes on selected routes which receive priority maintenance and cleaning.
3. Secure bicycle parking facilities, especially in high use activity areas, at transit terminals, and at park-and-ride lots. Desirable facilities include lockers, sheltered and guarded check-in areas; self-locking sheltered racks that eliminate the need to carry a chain and racks that accept U-shaped locks.
4. Other provisions that facilitate bicycle/transit trips and walk/transit. For example, bike racks on buses, paratransit/trailer combinations, and bicycle loan or check-in facilities at transit terminals, bus stop improvements, wayfinding signage.
5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes (provided that the total amount for Class II bicycle lane restriping does not exceed twenty percent of the county's total TDA Article 3 allocation).
6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Project level environmental, planning, and right-of-way phases are not eligible uses of funds.
7. Projects that enhance or encourage bicycle or pedestrian commutes, including Safe Routes to Schools projects.

8. Intersection safety improvements including bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.
9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crossWalK (HAWK) beacons, rectangular rapid flashing beacons (RRFB), or pedestrian safety “refuge” islands, where warranted.
10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.
11. The project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.
12. Bicycle Safety Education Programs. Up to five percent of a county's Article 3 fund may be expended to supplement monies from other sources to fund public bicycle safety education programs and staffing.
13. Comprehensive Bicycle and Pedestrian Facilities Plan. Funds may be allocated for these plans (emphasis should be for accommodation of bicycle and walking commuters rather than recreational uses). A city or county may not receive allocations for these plans more than once every five years. Environmental documentation and approval necessary for plan adoption is an eligible expense.



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Aswan Egypt  
Chambolle-Musigny France  
Greve Italy  
Kaniv Ukraine  
Patzcuaro Mexico  
Penglai China  
Tokaj Hungary

June 14, 2013

Metropolitan Transportation Commission  
Attn: Chair Rein Worth  
101 Eighth Street  
Oakland, CA 94606

**Subject: Proposed Update to Transportation Development Act, Article 3 Policies and Procedures.**

Dear Chair Rein Worth:

The City of Sonoma requests that the Metropolitan Transportation Commission consider allowing jurisdictions the flexibility to use a "similar advisory group" instead of a narrowly-defined Bicycle Advisory Committee (BAC) or a Bicycle and Pedestrian Advisory Committee (BPAC) when reviewing Transportation Development Act, Article 3 projects prior to submitting the project to the county or congestion management agency. Sonoma has in place a Traffic Safety Committee, which reviews proposed solutions to neighborhood traffic safety issues by City residents, and advises the City Council on physical improvements proposed as solutions to those issues. In addition, the City has a Community Services and Environment Commission (CSEC), which advises the City Council on matters related to the preservation and enhancement of parks, recreational facilities, open space and the natural environment, and reviews major Plaza Use applications. More specifically, the CSEC includes a Bicycle and Pedestrian subcommittee that meets regularly on bicycle and pedestrian issues. Either one of these committees could serve as a "similar advisory group" and the City would appreciate having the flexibility to use its existing Commission structure.

Thank you again for the opportunity to comment on the TDA, Article 3 Policies and Procedures revisions. Please contact Wendy Atkins directly at (707) 933-2204 should you have any questions or wish to discuss.

Sincerely,

Wendy Atkins  
Associate Planner



---

cc: Sonoma County Transportation Authority  
Attn: Diane Dohm  
490 Mendocino Avenue, Suite 206  
Santa Rosa, CA 95401

Jake Mackenzie  
Councilmember, City of Rohnert Park  
1536 Gladstone Way  
Rohnert Park, California 94928

Metropolitan Transportation Commission  
Attn: Steve Heminger, Executive Director  
101 Eighth Street  
Oakland, CA 94606

Metropolitan Transportation Commission  
Attn: Cheryl Chi, Transit Investment Analyst  
101 Eighth Street  
Oakland, CA 94606

June 14, 2013

Honorable Amy Worth  
Chair, Programming and Allocations  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RE: TDA3 Policies and Procedures

Dear Chair Worth:

SCTA requests the Metropolitan Transportation Commission consider flexibility in the Bicycle and Pedestrian Advisory Committee (BPAC) requirement for the Transportation Development Act, Article 3 program.

In Sonoma County, our TDA3 process has been very successful in funding bicycle and pedestrian projects throughout all of our jurisdictions. Some jurisdictions have a BPAC or similar body that reviews TDA3 projects, but more importantly the SCTA Countywide BPAC reviews and approves all TDA3 projects for all jurisdictions in Sonoma County. The SCTA Countywide BPAC has representation from each jurisdiction, including citizen representatives, and has regular participation by advocacy groups, such as the Sonoma County Bicycle Coalition. Our Countywide BPAC meets regularly on a bi-monthly schedule and is well-attended by its members. Our TDA3 process works well for all involved.

There are several small cities in Sonoma County that do not have a BPAC. If MTC is going to mandate a local jurisdictional review process for TDA3 we suggest you grant them the flexibility to use a similar advisory body to review projects instead of establishing a new and separate committee.

SCTA is very supportive of jurisdictions maintaining a BPAC. In fact, the four largest cities in Sonoma County all maintain a BPAC/BAC. However, we also realize it can be difficult for smaller jurisdictions to take on this added responsibility. This requirement would likely cause undue hardship on some of our smallest jurisdictions due to their small staff size. It would be greatly appreciated if the Commission could consider flexibility in allowing these small jurisdictions to have a similar advisory body review their TDA3 projects.

We hope that our years of experience in successfully working with our local jurisdictions on TDA3 projects will demonstrate that our current process works well for our communities and for the cycling community.

Sincerely,

*Suzanne Smith*

Suzanne Smith  
Executive Director

Cc: Jake Mackenzie, Commissioner, MTC, Steve Heminger, Executive Director, MTC




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## Current Topics

### Decision Approaches for Plan Bay Area



[See below for a list of upcoming Plan Bay Area meetings.](#)

#### June 14, 2013

Plan Bay Area is on the home stretch. The Association of Bay Area Governments' (ABAG) Administrative Committee and MTC's Planning Committee met jointly on Friday, June 14, 2013, to review comments received during the spring 2013 round of outreach on the [Draft Plan Bay Area](#) and to consider a [series of staff recommendations](#) for amending the Draft Plan.

Following the March 22, 2013, release of the Draft Plan Bay Area, and the April 2, 2013, release of the associated Draft Environmental Impact Report, MTC and ABAG conducted a third round of public outreach, consisting of nine open houses/public hearings, focus groups hosted by 12 community-based organizations, an online town hall, and a public opinion survey. The agencies received hundreds of comments from cities and counties and other government agencies, and from the public and stakeholder groups during the outreach process. Results from these various outreach efforts have been posted to the [OneBayArea.org](#) site, on a page titled ["What We Heard."](#)

The joint committee meeting on June 14 was the first of a series of meetings in June and July where MTC and ABAG will deliberate on Plan Bay Area, culminating in a special joint meeting of the full MTC Commission and the ABAG Executive Board on Thursday, July 18, at the Oakland Marriott City Center in Oakland, where the plan will be considered for adoption. The meeting is slated to begin at 6:30 p.m. and is open to the public.

Plan Bay Area looks forward to the year 2040 and charts a course for the Bay Area's first-ever Sustainable Communities Strategy, accommodating needed growth within our nine counties while at the same time decreasing greenhouse gas emissions from cars and light trucks. Read more about Plan Bay Area [here](#).

**Following is a list of remaining public meetings related to the final Plan Bay Area adoption:**

#### Thursday, June 20, 7:00 p.m.

##### Special ABAG Executive Board Meeting

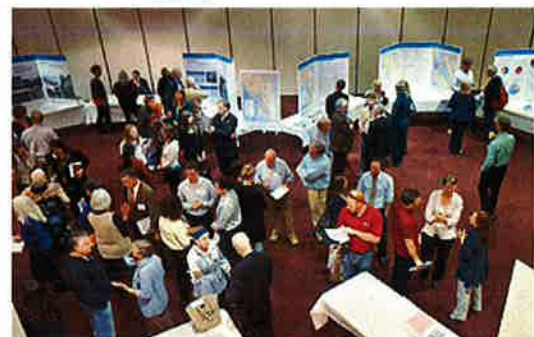
Location: Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland

Action: Presentation on public comment on Draft

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#### See also:

- [Draft Plan Bay Area – Key Issues and Preliminary Recommendations](#) (PDF)  
June 7, 2013, memo from the executive directors of MTC and ABAG
- June 14, 2013 Meeting: MTC Planning Committee with the ABAG Administrative Committee
  - [Agenda](#)
  - [Audio](#)



Outreach meeting in Santa Rosa (Photo: Noah Berger)



Outreach meeting in Walnut Creek (Photo: Noah Berger)

June 19, 2013  
Authority Meeting Handout  
Agenda Item 4.B.11

Plan and results/direction from the June 14 Joint MTC Planning/ABAG Administrative Committee Meeting

**Wednesday, July 10, 9:40 a.m.**

**MTC Programming and Allocations Committee**

Location: Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland

Action: Staff will recommend that the Committee refer the 2013 Transportation Improvement Program (TIP) and the Air Quality Conformity Analysis on the Plan and TIP to the Commission for approval

**Friday, July 12, 9:30 a.m.**

**MTC Planning Committee/ABAG**

**Administrative Committee Joint Meeting**

Location: Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland

Action: Staff will present the Final Plan and EIR and request referral for consideration by the full boards of the ABAG Executive Board and MTC Commission

**Thursday, July 18, 6:30 p.m.**

**Special Joint Meeting of MTC and the ABAG Executive Board**

Oakland Marriott City Center, West Hall, 1001 Broadway, Oakland

Action: Approve Final Plan, Final EIR, Regional Housing Need Allocation, Air Quality Conformity Analysis



*Outreach meeting in San Francisco (Photo: Noah Berger)*

Información en Español



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