



SWAT

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, October 1, 2012

3:00 p.m.

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

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

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

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

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR:

- 5.A Approval of Minutes:** SWAT Minutes of June 4, 2012 *(Attachments)*
- 5.B Approve a Letter to CCTA Confirming SWAT Alternate Representation to the CCTA Board** *(Attachments)*
- 5.C Approve Contra Costa Transportation for Livable Communities (CC-TLC) Funds Programming Swap between San Ramon and Danville** *(Attachments)*
- 5.D Approve Authorization to Develop New SWAT Website** *(Attachments)*

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

- 6.A Status Updates on SB 375/Sustainable Community Strategies (SCS) and OneBayArea Grant (OBAG) PDA and Investment Growth Strategy** (*Attachments – No Action*)
- 6.B Status Update on 2014 Countywide Comprehensive Transportation Plan (CTP) Update** (*Attachments – No Action*)
- 6.C Status Update on I-680 Auxiliary Lanes, Segment 2 Project** (*Attachments – No Action*)

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

- CCTA summary of actions from Board meetings of 6/20/12 and 9/19/12
- CCTA letter to MTC regarding Notice of Preparation of 2013 RTP DEIR
- WCCTAC summary of actions from Committee meeting of 6/22/12
- TRANSPLAN summary of actions from Committee meetings of 6/14/12 and 8/9/12
- TRANSPAC summary of actions from Committee meetings of 7/12/12 and 9/13/12
- City of San Ramon – Request for Comments for GPA Request for Acre Townhomes Project
- City of San Ramon – Notice of Public Hearing for North Camino Ramon Specific Plan
- City of Walnut Creek – Notice of Availability of DEIR for Walnut Creek BART Transit Village

8. DISCUSSION: Next Agenda

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

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

Staff Contact: Andy Dillard, Town of Danville

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

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

SOUTHWEST AREA TRANSPORTATION COMMITTEE
MEETING LOCATION MAP

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

DIRECTIONS:

CA-24 WEST (from Walnut Creek):

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

-

CA-24 EAST (from Oakland):

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



ATTACHMENT 5.A



SWAT

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SUMMARY MINUTES
June 4, 2012 – 3:00 p.m.
Town of Moraga
Hacienda de las Flores
2100 Donald Drive
Moraga, California

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

Staff members present: John Cunningham, Contra Costa County; Chuck Swanson, City of Orinda; Shawna Brekke-Read, Town of Moraga; Tai Williams, Town of Danville; Leah Greenblat, City of Lafayette; Andy Dillard, Town of Danville.

Others present: Martin Engelmann, CCTA.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Metcalf at 3:01 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** The Committee observed a moment of silence for Supervisor Gayle Uilkema.
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 2, 2012
 - 5.B **Consider a Recommendation to Approve an Allocation of Measure J Bart Parking and Access Program Funds for the BART Orinda-Lafayette Wayfinding Project and forward to the Authority**

ACTION: Tatzin/Hudson/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Status Update on SB 375/Sustainable Community Strategies (SCS) and OneBayArea Grant (OBAG):

Martin Engelmann, CCTA presented a lengthy update on SB 375/SCS. It was reported that MTC/ABAG had selected a preferred SCS alternative. The EIR scoping stage is moving forward and will include the utilization of an integrated UrbanSim model (parcel-based) and Travel model. The UrbanSim model is a relatively new tool that UC Berkeley developed, and which MTC has picked up and has been taking the lead in further developing. There are five potential alternatives that will be analyzed within the EIR and include No Project, Jobs-Housing Connection, Network of Transit Neighborhoods, Workforce Housing Opportunities, and Environment, Equity, and Jobs.

The Committee expressed overarching concerns regarding the ability to understand the models function, particularly the parcel-based UrbanSim, and more significantly how to accurately analyze the results that these models will produce for the five potential alternatives. Don Tatzin raised concerns on how the EIR would address “significant” environment impacts and mitigations, and to what level of detail would be given in defining “significant” impacts.

Martin Engelmann also provided a brief update on OBAG and its requirements, the Complete Streets requirements, and the recently adopted PDA and Investment Growth Strategy.

ACTION: None

6.B Review and Consider Approval of 511 Contra Costa FY 12/13 SWAT TDM Budget:

Darlene Amaral presented the proposed FY 12/13 TDM programs and budget. The approval request included a request to authorize staff to submit applications to the Contra Costa Transportation Authority for Measure J, Transportation Fund for Clean Air (TFCA), and Congestion Mitigation Air Quality (CMAQ) funds.

Highlights in the FY 12/13 TDM budget included continued funding for CCCTA’s Dougherty Valley Route 35 service, and a new Measure J funded item for a Safe Routes to School demonstration needs project for the Lamorinda area.

ACTION: Tatzin/Hudson/unanimous

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

- CCTA summary of actions from Board meetings of 4/18/12 and 5/16/12
- WCCTAC summary of actions from Committee meeting of 5/29/12
- TRANSPAN summary of actions from Committee meeting of 4/12/12
- TRANSPAC summary of actions from Committee meeting of 04/12/12 and 05/10/12
- Town of Moraga – Notice of Mitigated Negative Declaration, Saint Mary’s College Facility Expansion
- City of Lafayette – Notice of Draft EIR, Terraces of Lafayette Project

ACTION: None

8. DISCUSSION: Next Agenda

A letter to the Authority clarifying first and second SWAT alternate representatives to the CCTA Board will be agendaized on the next meeting’s Consent Calendar. The next SWAT meeting is tentatively scheduled for Monday, July 2nd, at the Town of Moraga, Hacienda de las Flores building.

ACTION: None

9. ADJOURNMENT: Chair Metcalf adjourned the meeting in honor of Supervisor Gayle Ulkema. The next meeting is scheduled for **Monday, July 2nd, 2012** at Town of Moraga, Hacienda de las Flores, 2100 Donald Drive, Moraga, CA.

ACTION: Meeting adjourned by Chair Metcalf at 4:00 p.m

Staff Contact:

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

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

ATTACHMENT 5.B



SWAT

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October 1, 2012

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

Dear Mr. Iwasaki:

Thank you for your letter dated May 31, 2012 to the Southwest Area Transportation Committee (SWAT) requesting consideration of the appointment of second alternate representatives to the Contra Costa Transportation Authority Board ("Authority Board"). Consistent with the SWAT Rules of Procedure, Section 4, SWAT Alternate Representatives to the Authority Board shall be comprised of current SWAT Committee members only. As such, SWAT would like to clarify its current Representatives and Alternate Representatives to the Authority Board:

	Primary Representative (current)	Alternate Representatives (current)
CCTA Board SR Valley Representative	Danville (Karen Stepper)	1 st Alternate: San Ramon (Dave Hudson*) 2 nd Alternate: Moraga (Mike Metcalf)
CCTA Board Lamorinda Representative	Lafayette (Don Tatzin)	1 st Alternate: Moraga (Mike Metcalf) 2 nd Alternate: Orinda (Amy Worth**)

*Current Mayors Conference Representative. In the event that SRV alternate representation is needed, current Mayors Conference Alternate Representative would assume Mayors Conference seat.

**MTC Ex-Officio. In the event that 2nd alternate representation is needed, would represent as Lamorinda Representative.

If you have any questions or require additional information on this matter, please contact me, or Andy Dillard, SWAT Administrative staff at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

Michael Metcalf, Chair
Southwest Area Transportation Committee

cc: SWAT
SWAT TAC
Danice Rosenbohm, CCTA
Barbara Neustadter, TRANSPAC
Christina Atienza, WCCTAC
Jamar Stamps, TRANSPLAN

DRAFT



CONTRA COSTA
transportation
authority

COMMISSIONERS

May 31, 2012

Don Tatzin, Chair

Mike Metcalf, SWAT Chair

Janet Abelson,
Vice Chair

Town of Moraga
329 Rheem Blvd.

Genoveva Calloway

Moraga, CA 94556

David Durant

Subject: Appointment to the Contra Costa Transportation Authority Board

Jim Frazier

Dear Chair ^{Mike} Metcalf:

Federal Glover

Dave Hudson

I am writing to request that SWAT consider the appointment of a *second* Alternate to Dave Hudson, SWAT Alternate representative on the Contra Costa Transportation Authority Board. Council Member Hudson currently serves as Commissioner on the Authority Board, as the appointed Mayors' Conference Representative for the term ending January 31, 2013.

Karen Mitchoff

Julie Pierce

In March, you attended the Authority Board Meeting as the SWAT Alternate in Karen Stepper's place, however you are not currently appointed as her Alternate. A formal appointment of a second Alternate to Commissioner Stepper would be prudent to eliminate the potential for controversy and provide the flexibility to ensure adequate SWAT representation on the Authority Board.

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

Please do not hesitate to contact me at (925) 256-4724 should you have any questions.

Sincerely,

Randell H. Iwasaki
Executive Director

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

cc: Andy Dillard, SWAT

ATTACHMENT 5.C



SWAT

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DATE: October 1, 2012

TO: SWAT Committee

FROM: SWAT TAC

SUBJECT: Approve a Programming Swap of Contra Costa Transportation for Livable Communities (CC-TLC) Program Funds between San Ramon and Danville

BACKGROUND

At its regular meeting of April 2, 2012, the Southwest Area Transportation Committee (SWAT) approved Contra Costa Transportation for Livable Communities (CC-TLC) allocations and programming for 8 projects within the SWAT subregion, totaling \$3.58 million. At its meeting of July 18, 2012, the Contra Costa Transportation Authority ("Authority") took final action to approve CC-TLC project allocations and programming, of which included all 8 of the SWAT projects.

DISCUSSION

The San Ramon Valley Transit Access and Connectivity Study (San Ramon, lead agency) was approved to receive all of its CC-TLC funding allocation of \$155,000 in FY 2012/13. The Downtown Danville Multimodal Access Improvements Project (Danville, lead agency) was approved to receive its funding of \$795,000 in FY 13/14 and FY 14/15. Danville staff has indicated that its project is moving forward more rapidly than anticipated, and could utilize partial funding now, in FY 12/13. San Ramon staff has indicated that the San Ramon Valley Transit Access and Connectivity Study will not be ready to utilize its funding until FY 13/14. As such, Danville and San Ramon staff agreed to recommend a swap in program years between the two projects to align with the revised project schedules.

The SWAT TAC convened to review and discuss the CC-TLC reprogramming request between Danville and San Ramon, and unanimously recommends revising the programming schedule as summarized in Table 1 below, and as outlined in Attachment A.

Table 1 – SWAT CC-TLC Funds – Recommended Reprogramming

Project Sponsor	Project Name	Approved Allocation	Approved Programming (FY)	Recommended Reprogramming (FY)
San Ramon (lead)/ Danville	SRV Transit Access/ Connectivity Study	\$155,000	FY 12/13	FY 13/14
Danville	Downtown Multimodal Access Improvements	\$795,000	FY 13/14 FY 14/15	FY 12/13 FY 13/14 FY 14/15

RECOMMENDATION

Consider approving a CC-TLC allocation programming swap between the City of San Ramon's San Ramon Valley Transit Access/Connectivity Study and the Town of Danville's Downtown Multimodal Access Improvements Project as shown in Attachment A, and forward a recommendation to the Authority.

Attachment A - List of SWAT Subregion's Approved CC-TLC Projects and Funding Allocations with a Recommended Revised Programming Schedule

2012 Contra Costa Transportation for Livable Communities Program
SWAT Subregion Project Applications

Proposed Revised Funding Allocations and Programming

ATTACHMENT A

SWAT Subregion Allocation: **\$3,582,445**

PROJECT	SPONSOR	LOCATION	CC-TLC ALLOCATION	PROGRAMMING			
				FY 09-13	FY 14	FY15	TOTAL
Livable Moraga Road	Moraga	Moraga Road, Rheem Park Planning Area	\$335,000	\$335,000	—	—	\$335,000
Iron Horse Trail Corridor Improvements	San Ramon	Iron Horse Trail between Bollinger Canyon Road and San Ramon/Dublin Border	\$360,000	\$360,000	—	—	\$360,000
Orinda-Lafayette BART Wayfinding & Lighting Improvement Proejct	BART	Orinda & Lafayette BART Stations, City of Orinda	\$0	—	—	—	\$0
East End Ped/bike & Streetscape Improvements, Phase I	Lafayette	Mt. Diablo Boulevard, First Street to Brown Avenue	\$540,000	\$540,000	—	—	\$540,000
San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon	Iron Horse Trail between Bollinger Canyon Road and Iron Horse Trail at Crow Canyon Road	\$620,000	\$200,700	\$419,300	—	\$620,000
Downtown Danville Multimodal Access Improvements	Danville	Downtown Danville, along Hartz and Railroad Avenues north of San Ramon Valley Boulevard and south of Danville Boulevard	\$795,000	\$155,000	\$23,800	\$616,200	\$795,000
Stone Valley Road Bike Lane Gap Closure	Contra Costa County	Along Stone Valley Road from High Eagle Road to Winding Glen	\$680,000	\$680,000	—	—	\$680,000
Olympic Corridor Trail Connector Study**	Contra Costa County	Olympic Blvd. corridor from the intersection of the Lafayette-Moraga Trail, Olympic Blvd., and Reliez Station Road in the City of Lafayette to the Iron Horse Trail Corridor in the City of Walnut Creek	\$97,500 (represents 50% SWAT share)	\$97,500	—	—	\$97,500
San Ramon Valley Transit Access and Connectivity Study	San Ramon/ Danville		\$155,000 (\$77.5k San Ramon, \$77.5k Danville)	—	\$155,000	—	\$155,000
Subtotals			\$3,582,500	\$2,368,200	\$598,100	\$616,200	\$3,582,500

*Project submitted for PBTF Progam funding

**Project cost split 50/50 - resides within TRANSPAC and SWAT

RECOMMENDED PROGRAMMING SWAP

ATTACHMENT 5.D



SWAT

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

DATE: October 1, 2012

TO: SWAT Committee

FROM: SWAT Administrative Staff

SUBJECT: Authorize SWAT Administrative Staff to Develop and Maintain a New SWAT Website

BACKGROUND

Currently, the Southwest Area Transportation Committee (SWAT) has a webpage hosted within the Contra Costa County government website. Information and updates pertaining to SWAT business is provided at the direction of SWAT administrative staff. However, the responsibilities of physical updates to, and maintenance of, the SWAT webpages lies with County administrative staff. Coordination between SWAT administrative and County administrative staff can be challenging in efforts to keep the SWAT webpages updated with the latest pertinent information. Additionally, the format of the webpages is somewhat outdated and at times can be difficult for staff and/or members of the public to find important information and documents related to SWAT business.

DISCUSSION

In an effort to better serve both SWAT and the general public, and to keep pace with the increasing demands to provide information electronically and timely, it is recommended that a new SWAT website be constructed. The new SWAT website would be developed and maintained as part of SWAT administrative staff duties. Hard costs associated with maintaining a stand-alone website would include an annual fee to secure a domain name, a nominal monthly subscription fee, and staff time to create and maintain the website. Costs associated for building and maintaining a new SWAT website would be absorbed as part of annual SWAT administrative services fees. Upon a final approval by SWAT, it is anticipated that a new website could be launched by January 2013.

RECOMMENDATION

Authorize SWAT administrative staff to develop and maintain a new SWAT website.

ATTACHMENT 6.A

Planning Committee *STAFF REPORT***Meeting Date:** September 5, 2012

SB 375/SCS Implementation Update

MTC Identifies Project Alternatives for the Draft EIR for Plan Bay Area: Following MTC/ABAG's decision on May 23, 2012 to proceed with development of the 2013 Draft RTP EIR, in July, MTC selected five alternatives to be evaluated in the Draft EIR. The alternatives are: 1) the No Project; 2) the Jobs-Housing Connection (the proposed project); 3) Transit Priority Focus; 4) Enhanced Network of Communities; and 5) Environment, Equity, and Jobs Alternative. For details, go to

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1882/4_EIR_Alternatives.pdf

Regional Advisory Working Group (RAWG): The RAWG met on July 10, 2012, and received a presentation from *SPUR*, an urban planning public policy think tank that is working with ABAG to develop a strategy for addressing land use challenges in the context of disaster recovery from a major earthquake. The September RAWG meeting was cancelled. The next RAWG meeting will be scheduled for October or November.

OneBayArea Grant (OBAG) Program: The final OBAG proposal was formally adopted through MTC Resolution No. 4035. The final resolution is available at:

http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf

TCC Meets in August to Discuss the OneBayArea Grant (OBAG) Program: The Authority's Technical Coordinating Committee met on August 23 to discuss MTC's OBAG program. The TCC expressed concerns regarding the requirements of the program, especially the housing and complete streets requirements for local agencies. The TCC also discussed the types of projects that could be funded, the emphasis on PDAs, and how "proximate access" will be defined. The TCC was supportive of continuing the Authority's \$9.5 million commitment to local streets and roads.

Planning Directors Meetings: The next Planning Directors meeting is scheduled for September 14th to discuss the OBAG PDA Investment & Growth Strategy.

Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

Subject	Launching the OneBayArea Grant (OBAG) Program and PDA Investment and Growth Strategy
Summary of Issues	MTC has given Congestion Management Agencies (CMAs) the responsibility of allocating \$44.8 million in federal transportation funding through the OneBayArea Grant program, also known as OBAG. While it gives the CMAs considerable discretion in allocating this funding, the OBAG process outlined in MTC's Resolution 4035 also places a number of new requirements on both CMAs and local sponsors. Staff has developed a proposed approach and schedule for the OBAG process in Contra Costa.
Recommendations	Recommend approval of the proposed approach for the OBAG process and PDA Investment & Growth Strategy
Financial Implications	MTC estimates that about \$44,787,000 will be available to Contra Costa through the OBAG program through Fiscal Year 2015–16. In addition, MTC estimates that \$3,289,000 in CMAQ funds will be available through the Climate Initiatives program for Safe Routes to Schools programs.
Options	
Attachments	<ul style="list-style-type: none"> A. Implementing the OneBayArea Grant Program B. Estimated Budget Required for New CMA Planning Responsibilities C. Local Streets and Roads Commitment from CMA Block Grant Strategic Plan (Cycle 1 & 2) D. Status of California Housing and Community Development (HCD) Review of Housing Element Conformance E. Preliminary Draft Outline of PDA Investment and Growth Strategy

Changes from Committee

Background

Through Resolution 4035, MTC established an approach for allocating expected federal funds for a series of regional and county programs. The resolution a considerable portion of these federal funds to the region's Congestion Management Agencies (CMAs) through two programs: the OneBayArea Grant and a separate Safe Routes to School program. Altogether, Contra Costa will receive about \$48.1 million through the two programs as shown in the following table.

OneBayArea Grant Program

Contra Costa Allocations (\$million)

<i>Program</i>	<i>Amount</i>
OneBayArea Grant (OBAG)	\$44.8
Safe Routes to School (SR2S)	\$3.3
Total	\$48.1

Attachment A outlines a more detailed approach for allocating these funds that addresses the six issues on implementing the OBAG program in Contra Costa that the Authority previously:

1. How much funding should be set aside for CMA planning?
2. Should we keep the Cycle 1 commitments for local street maintenance?
3. How should we address the 70/30 PDA/non-PDA split?
4. How should the OBAG funding be allocated among the programs?
5. What is the process for preparing the PDA strategy?
6. How will we incorporate the required public outreach into the OBAG process?

Attachment A

Implementing the OneBayArea Grant Program

September 5, 2012

As in previous cycles of federal funding, MTC has given the Authority and other Congestion Management Agencies (CMAs) in the Bay Area the responsibility of allocating that funding for a variety of purposes. In May 2012, MTC adopted Resolution 4035 which lays out the process, schedule and requirements for allocating federal funds available through the STP, CMAQ and TE programs for Cycle 2. (Cycle 2 covers fiscal years 2012–13 through 2015–16.)

During this four-year period, MTC estimates that about \$795 million will be available to the region through these three programs. The majority of these funds will be allocated for various regional programs, including the Freeway Performance Initiative and the Transit Performance Initiative. A sizable portion, however, will be allocated through the CMAs: about \$320 million through the OneBayArea Grant (OBAG) program and another \$20 million through the Safe Routes to School (SR2S) program. The Contra Costa shares are shown in the following table:

OneBayArea Grant Program

Contra Costa Allocations by Program and Funding Source (\$million)

<i>Program</i>	<i>STP</i>	<i>CMAQ</i>	<i>TE</i>	<i>Amount</i>
OneBayArea Grant (OBAG)	\$17.0	\$25.4	\$2.4	\$44.8
Safe Routes to School (SR2S)	—	\$3.3	—	\$3.3
Total	\$17.0	\$28.7	\$2.4	\$48.1

Funding Sources and Eligible Projects

Surface Transportation Program (STP) funds can be used for a variety of roadway and transit capital projects, including roadway construction, street preservation, bicycle and pedestrian projects, carpool and transit projects, safety improvements, and transportation enhancement projects. *Congestion Management Air Quality* (CMAQ) funds can only be used on projects that will contribute to attaining or maintaining national air quality

standards; bicycle and pedestrian facilities, traffic flow improvements that demonstrably reduce emissions and TDM activities are all eligible for CMAQ funds. (The SR2S component will use CMAQ funds. These funds cannot fund enforcement or planning for SR2S but can fund education and outreach, TDM, bicycle and pedestrian facilities, and carpool and vanpool programs.) *Transportation Enhancement* (TE) funds can be used for bicycle and pedestrian projects and safety and education activities as well as landscaping and preservation of historic transportation structures.

The following table lists the sources of the funds used in the OBAG program and the programs that they can be used to fund. OBAG funds can be applied to the six following programs:

1. CMA Planning
2. Local streets and roads preservation (LSRP)
3. Transportation for livable communities (TLC)
4. Bicycle and pedestrian improvements (BPI)
5. Additional Safe Routes to School (SR2S)
6. Additional Priority Conservation Areas (PCA)

Fund Sources and Program Eligibility

	<i>Amount (\$M)</i>	<i>CMA Planning</i>	<i>LSRP</i>	<i>TLC</i>	<i>BPI</i>	<i>SR2S</i>	<i>PCA</i>
STP	\$17.0	Yes	Yes	Yes	Yes	Yes	Yes
CMAQ	\$25.4	No	No	Yes	Yes	Yes	No
TE	\$2.4	No	No	Yes	Yes	Yes	No

Proposed Approach to the OBAG Program

The following outlines a proposed approach and schedule for implementing the OBAG program in Contra Costa. This approach covers both the OBAG program and the separate SR2S program.

FUNDING FOR CMA PLANNING

The proposed approach would set aside \$4.25 million of the OBAG funds to carry out the Authority's responsibilities as a CMA. The Authority and other CMAs have, for

many years, received federal funds to carry out their CMA responsibilities. In Fiscal Year 2012–13, for example, the Authority will receive \$750,000 to carry out the seven tasks included in the Authority’s CMA planning agreement with MTC. In Resolution 4035, MTC assumed that the Authority would continue to use the \$750,000 per fiscal year that it currently receives for this purpose. Over the four years covered by the OBAG program, MTC estimated that this amount would total, with inflation, \$3,036,000. The proposed OBAG approach would add \$1,214,000 for CMA planning activities. See Attachment B for estimated additional budget needed to fund the new CMA responsibilities in that agreement. Only STP funds can be used to fund the CMA activities.

Some of the tasks covered in the CMA planning agreement — such as monitoring project delivery, maintaining a travel model, and developing long-range transportation priorities — are a continuation of our earlier CMA responsibilities. Others, however, are new or significantly expanded. Staff has identified the following as tasks that will add to the Authority’s work load:

- Developing and updating annually the PDA Strategy (Task 1)
- Ensuring local compliance with MTC’s complete streets policy (Task 2)
- Developing new corridor studies and transportation plans (Task 5)
- Expanding public outreach and communication with stakeholders (Task 7)
- Establishing performance measures for the transportation system and specific projects (Task 7)

According to Resolution 4035, “CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target.” That is, for Contra Costa, 70 percent of the CMA planning costs would be counted towards the PDA share.

CYCLE 1 COMMITMENTS FOR LOCAL STREET PRESERVATION

The proposed approach will keep the \$9.5 million commitment to 14 jurisdictions for local street preservation that the Authority made in the Cycle 1 CMA Block Grant Strategic Plan. These commitments are shown in Attachment C.

After subtracting out the CMA planning share and these commitments, about \$31.1 million in OBAG funds would remain to allocate among the remaining four OBAG programs. As with the CMA planning activities, only STP funds can be used to fund the local street preservation projects. As noted above, Resolution 4035 allocates about \$17 million in STP funds to Contra Costa. After subtracting the \$4 million for CMA planning and the \$9.5 million commitment for local street preservation, about \$3.5 million in STP funds would be left. The remaining funds could be used to fund additional preservation projects or set aside for the TLC and Bicycle-Pedestrian Improvement programs.

Assuming that none of the projects funded with the \$9.5 million in local street preservation funds are in PDAs and \$1.2 million of CMA planning funds are counted as non-PDA, then only \$2.7 million of the remaining OBAG funds can be used to fund non-PDA projects. If some of the street preservation projects are in or serve PDAs, then additional OBAG funds could be used for projects that do not directly serve PDAs.

Some of the jurisdictions slated to receive local street preservation funds, however, do not currently have an HCD-certified housing element. (The status of HCD certification of local housing elements is shown in Attachment D.) If they do not receive that certification by January 31, 2013 — or get a time extension — they will be ineligible for this (or other) OBAG funding. Staff recommends that any of these committed funds that jurisdictions can't use be programmed through the other OBAG programs, possibly including the local street preservation program.

ALLOCATING THE REMAINING OBAG FUNDING

After allocating \$4.2 million for CMA planning and keeping the previous \$9.5 million commitment for local streets and roads preservation, \$31.1 million will remain to fund other projects. Of these remaining funds, about \$3.5 million will come from the STP program and can be used for the other OBAG programs including local street preservation and additional Safe Routes to School projects. The other \$27.8 million, which is made up of CMAQ and TE funds, can be used only for TLC, bicycle-pedestrian improvements, and Safe Routes to School projects.

Staff is proposing that the remaining \$31.3 million be set aside for the TLC and Bicycle and Pedestrian Improvements program. Under this proposal, the Authority would release a single call for projects for both programs and, using a single set of criteria, identify projects for funding. Projects would be assigned to one or the other program depend-

ing on which program the selected project best “fits”. Since the almost types of bicycle or pedestrian project could be funded through the TLC program, it is likely that we could fund all of the projects selected through that single program.

City of Concord staff, however, has asked that the Authority allow agencies to apply for additional funds for local street preservation projects. (Only the remaining \$3.5 million in STP funds could be used for this purpose.) While Authority staff recognizes the continuing need for additional street preservation funds, we do not recommend using the remaining OBAG funds for that purpose.

HOW SHOULD WE ADDRESS THE 70/30 PDA/NON-PDA SPLIT?

The OBAG program requires CMAs to allocate 70 percent of the OBAG funds to projects that are in or provide “proximate access” to PDAs. Staff proposes that the PDA and OBAG Strategy establish a general direction for defining “proximate access”. The intent of the “proximate access” concept is to fund projects that demonstrably support or enable the development of designated PDAs with the 70 percent of OBAG funds dedicated for that purpose.

All applicants for OBAG funding would be asked to note whether their project was either in a PDA or would provide “proximate access” to one. If so, the applicant would be required to outline how the project would serve that purpose and support or enable the development of designated PDAs.

PREPARING THE PDA STRATEGY AND ALLOCATING OBAG AND SR2S FUNDS

Resolution 4035 requires each CMA to prepare a PDA Investment and Growth Strategy intended to achieve three objectives:

7. **Establish a continuing engagement process** that involves both local and regional staff and the general community in the process of selecting projects, participating with local agencies in planning PDAs, and working with regional staff to develop a protocol for addressing air quality impacts in PDAs
8. **Monitor local plans affecting PDAs** to a) quantify capital improvement needs in PDAs and b) assess the progress of local jurisdictions in implementing their

housing element objectives and in establishing housing policies that encourage affordable housing production and/or community stabilization. Updates to the PDA Strategy must also, “where appropriate”, help local jurisdictions revise their policies to better facilitate achieving these housing goals.

9. **Establish project priorities** for selecting projects that best support and facilitate the development of PDAs within the county.

Staff proposes an eight-step process for developing the PDA Strategy:

1. **Survey on Transportation.** Survey agency sponsors, community-based organizations (CBOs) and the public on potential projects that would support development in and address transportation facility needs within PDAs as well as throughout Contra Costa. Hold public workshops, one in each of the four subregions, to solicit project ideas and concerns with transportation and mobility in Contra Costa. (This step would part of a more general survey of potential transportation projects for the Countywide Transportation Plan (CTP) and Congestion Management Program (CMP) as well as the PDA Strategy.)
2. **Survey on Housing Policy in PDAs.** Survey local jurisdictions to gather information on their housing policies and achieve of adopted housing goals. (This step would be done concurrently with the project survey in step 1.)
3. **Report on Findings.** Prepare a report summarizing the findings of the surveys. The survey would be presented to the Authority and serve as the basis of discussions in step 4.
4. **Prepare Draft PDA and OBAG Strategy.** Meet with a working group of local staff and CBOs to evaluate the survey results and develop a draft PDA Strategy. The strategy will:
 - a. List designated PDAs in Contra Costa, and describe current housing policies and transportation and other infrastructure needs within each
 - b. Identify proposed policies and actions to support the development of the designated PDAs. These policies could also support local efforts to designate other areas for higher-density, transit-supportive development.

- c. Establish the priorities for funding and the criteria for selecting projects for funding through the OBAG process, including both projects in or providing “proximate access” to PDAs and other projects that support and help implement the objectives of the OBAG process.
5. **Review and Adopt PDA and OBAG Strategy.** Present the PDA Strategy to the Authority for review and adoption.
6. **Release Call for Projects.** Release a call for projects for the OBAG funds, both those funded with PDA and non-PDA shares. The call would have two components.
 - a. In the first, the Authority would ask jurisdictions receiving LSRP funds for the detailed projects they propose to fund with the funds allocated to them in the Authority’s Cycle 1 commitment.
 - b. In the second, the Authority would ask agencies for detailed proposals for projects to be funded with the remaining OBAG funds, both those funded through the PDA and those funded through the non-PDA shares.
7. **Review Project Applications.** A review committee made up of members from the TCC and CBPAC would review project application submitted in response to the call for projects. As required by MTC, the CBPAC would also review each of the complete streets checklists submitted as part of the project applications. The review committee will recommend the program of projects to be funded through the OBAG program.
8. **Approve Program of Projects.** The TCC and Planning Committee will review the recommendation of the OBAG review committee and

By May 1, 2013, the Authority must submit its PDA Growth & Investment Strategy to MTC. A preliminary draft outline of the PDA and OBAG Strategy is contained in Attachment E.

PUBLIC OUTREACH

MTC Requirements

In Resolution 4035, MTC notes that it is “committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement.” Under the resolution, the Authority must reach out to stakeholders and the public throughout Contra Costa to solicit project ideas. This outreach must include local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and other stakeholders and must provide underserved communities (as defined in Title VI of the Civil Rights Act of 1964) access to the project submittal process. Finally, the Authority must document the outreach effort undertaken for the local call for projects.

The public involvement requirements focus considerable attention on the call for projects process. In that process, the Authority and other CMAs must let stakeholders how and when they can be involved in the process of identifying projects for funding through the OBAG program. More specifically, CMAs must:

- Hold public meetings and/or workshops at times which are conducive to public participation
- Post notices of public meetings and hearing(s) on their agency website and include information on how to request language translation for individuals with limited English proficiency
- Hold public meetings in central locations that are accessible for people with disabilities and by public transit
- Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting

The resolution also requires that the Authority’s definition and application of the term “proximate access” be subject to public review when it acts on OBAG programming decisions.

Proposed Approach to Public Outreach

The stages in the proposed approach outlined above can be summarized as:

1. Identify needed improvements to support PDAs and mobility in Contra Costa more generally
2. Develop and adopt the PDA Strategy and approach to OBAG and SR2S funding
3. Release a call for projects
4. Review applications received
5. Recommend how to program the OBAG and SR2S funds

Each of the stages will provide opportunities for local agencies, community-based organizations, and the public to review and comment on the development of the PDA and OBAG Strategy and the programmed of OBAG and SR2S funds. Wherever possible, staff proposes to link the OBAG outreach efforts to the initial outreach efforts for the 2014 Countywide Transportation Plan.

Overall

To ensure a common understanding of the process, the Authority will establish a web page or pages for the OBAG/PDA process. These pages will provide information on the steps in and schedule for the process and how members of the public, local agencies and other stakeholders can be involved in and contribute to it. (If warranted, the pages could be translated into Spanish and may be translated into other languages to help reach out to other groups in Contra Costa.)

General Public

As part of online outreach, the Authority would establish an online tool (e.g., MindMixer, Engaging Plans, Gravicus) to both “push” information about the process and “pull” comments and suggestions on transportation needs and projects and programs needed to address them. Through this tool, members of the public would be asked to respond to the different issues being addressed at the different stages of the process. For example, in the first stage, the questions would focus on what people’s overall vision for the future in Contra Costa and how the transportation system can support it as well as on specific projects and programs that are needed to address both short- and longer-term needs.

At the points in the process when the Authority is scheduled to make decisions, particularly when approving the PDA and OBAG Strategy and the programming of OBAG and SR2S funds, the online outreach would outline the questions the Authority will be addressing and ask the public how they would suggest resolving them.

We would also hold public workshops, one in each of the four subregions, during fall 2012 to discuss the long-term vision for Contra Costa and its transportation system and the shorter-term transportation needs. (These workshops would be held in conjunction with the kickoff of 2014 CTP. Additional workshops would be held during later stages in the CTP update.)

Community-Based Organizations and Other Stakeholders

To involve community-based organizations (CBOs) and other stakeholders, staff proposes holding a kick-off meeting with representatives of these groups to hear their concerns. (As with the public workshops, this meeting would also cover the 2014 CTP.) The Authority could also conduct one-on-one conversations with selected representatives of these groups.

Staff proposes establishing an OBAG/PDA working group to help us develop the PDA and OBAG Strategy. The working group, which would be made up of stakeholders and local staff, would review the information collected on the PDAs in Contra Costa and the input from the public, stakeholders and local agencies on short- and long-term needs, and develop the policies, priorities and criteria for the selecting the projects to be funded through the OBAG program. The working group could also review the project applications received.

RTPCs

As with previous processes, the Authority would rely on the RTPCs to help us inform local agencies of the OBAG and PDA processes, to provide a forum for discussing the issues raised during those processes, and to suggest approaches and projects that would work best within their areas. We would ask them specifically to review the information collected about the PDAs and recommend projects and programs to address infrastructure needs in the PDAs — and Contra Costa, more generally — that the OBAG program could fund.

Local Agencies

Staff proposes to begin the process by asking local agencies to identify projects they are interested in pursuing, either through the OBAG process or other funding sources. The information collected would be used to update the Authority's Comprehensive Transportation Project List (CTPL). The updated CTPL would be used not only in the OBAG process, but also in the 2013 CMP, the SR2S needs assessment, and the 2014 CTP.

Local staff would also be asked serve on the OBAG/PDA working group.

The OBAG web pages would also be used to inform local agencies and request input from them.

Schedule

September 2012	Approve approach, begin survey of PDAs and project needs
	Establish OBAG/PDA working group
	Establish OBAG web pages

November	Hold public workshops
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December	Authority reviews survey of PDA needs and issues
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January 2013	Prepare draft PDA and OBAG Strategy
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February	Adopt PDA and OBAG Strategy
	Release call for projects

April–May	Review applications received
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June	Approve programming of OBAG and SR2S funds
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Attachment B

Estimated Budget Required for New CMA Planning Responsibilities

Staff estimates that the Authority would need to augment the \$3.036 million now assumed for CMA planning activities by \$1.164 million to fund the new CMA responsibilities. The following table lists the new CMA tasks, the activities that the Authority would undertake to fulfill them, and the estimated budget range needed to fund them.

<i>New CMA Task</i>	<i>Year 1 Activities</i>	<i>Subsequent Year Activities</i>	<i>Low</i>	<i>High</i>
Develop and annually update the PDA Strategy ¹	Reconnaissance and review of policies, zoning, housing numbers, housing elements for each PDA; overall assessment	Review how policies match up with regional housing and Sustainable Communities Strategy targets, recommend adjustments	\$450,000	\$600,000
Ensure local compliance with MTC's complete streets policy ²	Review local policies and/or resolutions of adoption against MTC standards	Review general plans and other policies and program in greater detail. Provide model policies, examples, other technical assistance	\$70,000	\$100,000
Develop new corridor studies and transportation plans	None	Conduct two to three plans or studies to address issues identified in the Countywide Transportation Plan and PDA Strategy	\$300,000	\$500,000
Expand public outreach and communication with stakeholders ³	Set up interactive website, create content, periodic workshops	Continue workshops, targeted discussions on web application, analysis of input collected	\$60,000	\$70,000
Establish performance measures for the transportation system and specific projects	Collect OBAG targets for PDAs	Set measures in light of information gathered for PDA strategy. Consider measures that vary by PDA type	\$30,000	\$50,000
TOTAL			\$910,000	\$1,320,000

1 \$15-\$20K of effort X 30 PDAs

2 \$3.5-\$5K of effort X 20 jurisdictions

3 Mindmixer costs \$6,000 per year at basic level; \$10.5K at higher level.

ATTACHMENT C

Local Streets and Roads Commitment from 2010 CMA Block Grant Strategic Plan

	<i>Cycle 1</i>	<i>Cycle 2</i>	<i>Total</i>
Contra Costa County	\$2,121,000	\$882,000	\$3,003,000
Antioch	\$1,907,000	—	\$1,907,000
Brentwood *	\$823,000	—	\$823,000
Clayton	—	\$285,000 **	\$285,000
Concord	\$2,147,000	—	\$2,147,000
Danville	—	\$690,000	\$690,000
El Cerrito	—	\$466,000 **	\$466,000
Hercules *	—	\$519,000	\$519,000
Lafayette	—	\$432,000 **	\$432,000
Martinez	—	\$756,000	\$756,000
Moraga	—	\$524,000	\$524,000
Oakley	—	\$762,000	\$762,000
Orinda *	—	\$408,000 **	\$408,000
Pinole	—	\$335,000 **	\$335,000
Pittsburg	\$848,000	—	\$848,000
Pleasant Hill	—	\$591,000	\$591,000
Richmond *	—	\$2,545,000	\$2,545,000
San Pablo	—	\$336,000 **	\$336,000
San Ramon	\$825,000	—	\$825,000
Walnut Creek	\$1,856,000	—	\$1,856,000
	\$10,527,000	\$9,531,000	\$20,058,000

* Jurisdictions without an HCD-certified housing element as of 1 June 2012. Jurisdictions must get HCD certification by 31 January 2013 to be eligible for OBAG funds.

** Funding commitment is less than the \$500,000 required by the OBAG program. The program, however, allows for smaller projects if the average of all projects exceeds \$500,000. The average LSR commitment in the CMA Block Grant Strategic Plan for Cycle 2 is \$680,786.

ATTACHMENT D

Status of California Housing and Community Development (HCD) Review of Housing Element Conformance

As of 1 June 2012

<i>Jurisdiction</i>	<i>Record Type</i>	<i>Date Received</i>	<i>Date Reviewed</i>	<i>Compliance Status</i>
ANTIOCH	ADOPTED	10/21/2010	12/9/2010	IN
BRENTWOOD	DRAFT	3/8/2012	5/7/2012	OUT
CLAYTON	ADOPTED	5/3/2010	7/15/2010	IN
CONCORD	ADOPTED	11/29/2010	1/5/2011	IN
CONTRA COSTA COUNTY	ADOPTED	12/14/2009	3/2/2010	IN
DANVILLE	ADOPTED	9/23/2010	12/21/2010	IN
EL CERRITO	ADOPTED	2/22/2012	3/6/2012	IN
HERCULES	DRAFT	9/16/2010	11/15/2010	OUT
LAFAYETTE	ADOPTED	5/26/2011	7/15/2011	IN
MARTINEZ	ADOPTED	3/28/2011	4/22/2011	IN
MORAGA	ADOPTED	2/16/2010	5/17/2010	IN
OAKLEY	ADOPTED	8/24/2009	9/24/2009	IN
ORINDA	DRAFT	10/4/2010	12/3/2010	OUT
PINOLE	ADOPTED	7/9/2010	8/2/2010	IN
PITTSBURG	ADOPTED	7/23/2010	9/1/2010	IN
PLEASANT HILL	ADOPTED	8/8/2011	10/5/2011	IN
RICHMOND	DRAFT	12/27/2010	2/25/2011	OUT
SAN PABLO	ADOPTED	6/14/2011	8/5/2011	IN
San Ramon	ADOPTED	1/12/2010	2/24/2010	IN
Walnut Creek	ADOPTED	12/24/2009	3/2/2010	IN

The definitions of terms used are:

- IN** local government adopted an element the Department found in compliance with State housing element law.
- OUT** either the local government adopted an element the Department found did not comply with State housing element law, or the local government has not yet submitted an adopted housing element pursuant to the statutory schedule.
- IN REVIEW** element is under review by the Department as of date of this report.
- DUE** means a housing element has not yet been submitted for the current planning period.

Attachment E

Preliminary Draft Outline

Contra Costa PDA Investment and Growth Strategy

1. Introduction

- a. Purpose of the PDA Investment and Growth Strategy
- b. Role in OBAG program
- c. Engagement process
- d. Next steps

2. The FOCUS Program and Priority Development Areas (PDAs)

- a. History of the FOCUS Program and role of PDAs in it
 - i. What is a PDA?
 - ii. PDA place types
- b. Role of PDAs in the SCS process and Plan Bay Area
- c. Issues with supporting development of the PDAs
 - i. Market
 - ii. Local policies
 - iii. Infrastructure needs

3. PDAs in Contra Costa

- a. List the 30 PDAs in Contra Costa
 - i. Summary table listing PDA name, jurisdiction, place type, plan status, amount and types of housing, number (and type?) of jobs, acres, brief qualitative descriptions (full PDA inventory with complete detail in Appendix)
- b. Housing policies in PDAs: Overview of what housing policies are in effect in PDAs (full inventory of policies in Appendix)
- c. Transportation projects in PDAs
 - i. Existing transportation assets in PDAs: e.g. how many roadways, transit assets, bike and pedestrian infrastructure
 - ii. Quantify countywide totals and details about individual PDAs
 - iii. List of future transportation projects and costs by PDA
 - iv. Funding sources and what's funded

4. PDA Strategy

- a. Policies
- b. Priorities
- c. Criteria
 - i. MTC criteria
 - ii. Readiness
 - 1. Readiness of PDA for development
 - 2. Readiness of projects for construction
- d. Updating the strategy
 - i. Schedule
 - ii. Scope
 - iii. Engagement process

ATTACHMENT 6.B

Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

Subject	Approval of 2014 CTP Work Plan
Summary of Issues	<p>Measure J requires that the Authority develop a Countywide Comprehensive Transportation Plan (CTP) and computer model, and update it every four years. Working with the CTP Task Force, Authority staff has developed an overall work program for developing the 2014 Countywide Transportation Plan. To achieve the work plan schedule, consultant services for performance monitoring and Action Plan Development will need to be procured in September 2012 through issuance of two Requests for Proposals (RFPs). Preparation of the 2014 Plan itself will be carried out by Dyett & Bhatia (D & B) under existing agreement No. 324.</p>
Recommendations	<p>Review and comment on CTP work plan, and provide direction to staff to proceed with developing the Plan.</p>
Financial Implications	<p>Existing agreement No. 324 with Dyett & Bhatia includes approximately \$75,000 for preparing the 2014 CTP Update. In addition, the approved CMA budget includes \$125,000 for performance monitoring, and \$200,000 for Action Plans. Additional budget capacity will be needed in FY 2013-14 to complete the CTP. This includes an additional \$200,000 for the Action Plans (for a total cost of \$400,000, or \$100,000 per subarea), and approximately \$150,000 for the CTP EIR.</p>
Options	<ol style="list-style-type: none"> 1. Modify the proposed work plan
Attachments (See PC Packet dated 9/5/12)	<ol style="list-style-type: none"> A. D & B Scope of Work for the 2014 CTP B. Proposed schedule C. CTP Task Force Roster
Changes from Committee	<p><i>Commissioner Frazier inquired how the CTP might be used for developing a priority list of projects for a potential future augmentation of funding. Staff replied that the CTP effort was limited to identifying a comprehensive, financially unconstrained list of projects. Commissioner Frazier asked staff about the effort that would be required to develop</i></p>

priorities. Staff replied that additional consultant resources would be needed to develop a financially constrained list of projects. This effort would include further analytical work to evaluate the projects, as well as additional public outreach to work with the sub regions, stakeholders, businesses, and the public.

Background

Measure J requires that the Authority develop a CTP and update it every four years. As one of the main planning tools in the Growth Management Program, the CTP, when adopted by the Authority, outlines the vision, goals, and strategies to achieve those goals. It incorporates the Multi-modal Transportation Service Objectives (MTSO's) developed by the Regional Committees through the Action Plan process. These objectives provide a benchmark for assessing the impacts of land use decisions on the regional transportation system. The CTP has historically focused on major projects and programs that are listed in a Comprehensive Transportation Project List (the CTPL) – a financially unconstrained list of projects and programs contemplated by project sponsors and stakeholders over the next thirty years. These projects run the gamut of all transportation improvements: from the widening of freeways or the extension of BART, to new bicycle trails and signal coordination. With the advent of SB 375, new emphasis may need to be placed on programs to enhance transit service and support housing and jobs located in Priority Development Areas (PDAs).

This CTP will be the fifth; previous CTPs were adopted in 1995, 2000, 2004, and 2009. The next update is scheduled for completion in 2014. The five year span is to allow incorporation of MTC's Sustainable Communities Strategy (SCS) into the CTP. The 2014 CTP will respond to MTC's newly adopted Sustainable Communities Strategy (SCS), and evaluate project and program needs through the year 2040.

An Integrated Approach

The 2014 CTP Update poses new challenges for combining and harmonizing a variety of programs sponsored by different agencies, using an assortment of funding sources, and having sometimes conflicting objectives. Since 1988, the Authority, although initially created to manage the one-half percent sales tax, has also, since 1992 when it became the designated Congestion Management Agency (CMA) for Contra Costa, directed state and federal funds to

transportation investments. The CTP is one of the key planning tools called for in Measure J. Specifically, Measure J requires the Authority to:

Support efforts to develop and maintain an ongoing planning process with the cities and the county through the funding and development of a Comprehensive Transportation Plan.¹

With the passage of SB 375, integration of the CTP with the Regional Transportation Plan (RTP) introduces new challenges for integrating the Measure J projects and programs with the SCS.

Incorporation of SB 375 and the 2013 SCS

Senate Bill (SB) 375 (2008) established new requirements to help achieve the regional greenhouse gas (GHG) targets of Assembly Bill (AB) 32, the State's global warming legislation. Under SB 375, MTC must adopt an SCS as part of its Regional Transportation Plan (RTP).

The SCS will define a pattern of land uses and proposed transportation improvements that together will meet the greenhouse gas (GHG) emissions reduction targets approved by the California Air Resources Board (CARB) for 2020 and 2035. As part of its required public participation program, MTC has consulted with the congestion management agencies, including the Authority, about the SCS.

When the 2009 CTP was adopted, very little was known about the SCS or what it would comprise. With MTC's recent adoption of a preferred SCS alternative, we now have a much clearer picture of the land use and transportation plans and policies that will be needed to meet the GHG reduction goals for cars and light trucks. While the 2009 CTP laid the groundwork for developing an SCS, the 2014 CTP will incorporate the final SCS which is expected to be adopted by MTC in April 2013.

Priority Development Areas (PDAs) are a key ingredient to the SCS. In Contra Costa alone, there are 30 PDAs that have been identified by local jurisdictions as areas where housing, jobs, and transit service will be more strongly integrated to improve walkability and encourage transit ridership. The OneBayArea Grant program (OBAG) allocates \$320 million to local jurisdictions in the Bay Region to foster PDA development. Given the need to integrate the SCS and OBAG with our Measure J program, staff suggests that additional consultant resources (in addition to those

¹ Contra Costa Transportation Authority, *Measure C Expenditure Plan*, Section 5.C.4, 1988, p. 18; and Ordinance 06-02 Amending and Restating the Measure C Transportation Expenditure Plan to Make Nonsubstantive Changes and Insert Specific Provisions Moved from Ordinance 88-01, June 21, 2006, p. 11.

listed here) should be considered to foster the integration process and identify remaining unmet needs for projects and programs in Contra Costa.

Overall Schedule

Following is the tentative schedule for the development and adoption of the 2014 CTP:

Table 1: Overall Schedule for the 2014 CTP Update

Date	Action
September 2012	Start up
November-March 2013	MTSO Monitoring
November 2012 – June 2013	Develop Draft Action Plans
April 2013	MTC Adopts Final 2013 RTP, including the SCS
October 2013	Issue Preliminary Draft CTP
January 2014	Issue Draft CTP
May 2014	Adopt Final CTP

CEQA Requirements

As with the four previous CTPs, Authority staff anticipates that a full Environmental Impact Report (EIR) will be required. The California Environmental Quality Act (CEQA) requires that the lead agency (in this case, the Authority) identify the significant effects on the environment of the project (in this case, the CTP), identify alternatives to the project, and measures to mitigate or avoid those significant effects.

Staff proposes to procure a qualified consultant to prepare the EIR. The timing of this effort is such that the Request for Proposal for this effort will not need to be released until early 2013 (see Attachment B). Historically, consultant costs for a full programmatic EIR (in current dollars) has ranged from \$125,000 to \$175,000.

Consultant Resources

Authority staff will have a major role in establishing the framework, organizing, and facilitating the preparation of the 2014 CTP. The heavy lifting in the technical arena, which involves – among other things – traffic data collection, performance measure review, traffic forecasting and modeling, preparation of the Action Plans, and maintaining the CTPL data base – will be carried out primarily with consultant resources.

The CTP document itself will be prepared by D & B, the Authority's on-call planning and growth management consultant. D & B will take lead responsibility for preparing the 2014 CTP Update, including all components of the 2009 CTP Update, and new components a directed by Authority staff. D & B will support Authority staff during the RTPC and public review process. The consultant's approach and understanding of this task is shown in Attachment A.

Following is a summary of the roles and responsibilities of the consultant resources involved:

Table 2: Estimated Consultant Costs for Developing the 2014 CTP*

Activity	Consultant	Amount Budgeted in FY 2012-13**	Anticipated Budget for FY 2013-14	Estimated Cost
Preparation of the 2014 CTP	Dyett & Bhatia	\$75,000	0	75,000
Development of the Action Plans	TBD	200,000	200,000	400,000
CMP Monitoring	TBD	100,000	0	100,000
MTSO Monitoring	TBD	125,000	0	125,000
CEQA Review (EIR)	TBD	0	175,000	175,000
Total		500,000	375,000	\$875,000

*Includes CMP Monitoring Costs

**Any unexpended funds remaining in FY 2012-13 will be transferred forward to the FY 2013-14 budget

As noted above, the estimate for consultant services does not include additional resource that could be required to improve the integration of SB 375 and assess unmet needs for projects and programs beyond the funding currently available through Measure J. For this effort, a strategic consultant would be needed to conduct the polling, public outreach, and strategic planning necessary to identify and prioritize unmet needs. Furthermore, the OneBayArea Grant program, which is expected to run in parallel with the CTP, may involve public outreach efforts that could be supportive of the CTP.

CTP Task Force Oversight

Oversight of the 2014 CTP Update will be guided by a Task Force comprised of the RTPC Managers, senior-level transportation planning and engineering staff, and transit operators. The Task Force (formerly known as the APCC – Action Plan Coordinating Committee) convened as the APCC in May 2012 to kick off the 2014 CTP Update process. The discussion at that meeting centered on the status of the 2009 CTP, impetus for the 2014 CTP, treatment of the Action Plans, and development of sustainability concepts. A second meeting is scheduled for Wednesday, September 12, at 9:30 a.m.

The Tri-Valley Action Plan

Among the discussion topics at the May 23rd APCC/CTP Task Force meeting was treatment of the Tri-Valley Action Plan, which covers the I-680 and I-580 freeways and parallel arterials, and includes representation from Danville, San Ramon, Dublin, Pleasanton, Livermore, and both Alameda and Contra Costa Counties. Historically, the Tri-Valley Transportation Council (TVTC) has overseen the Action Plan for this subarea, and adopted it as the TVTC Transportation Plan.

During the past year, the TVTC has been debating a voting issue related to allocation of Regional Transportation Mitigation Fees that are collected by the local jurisdictions and allocated by the TVTC for construction of regional projects. If the TVTC were called upon to work on the Action Plan, we cannot be certain that work would proceed, and this could delay the schedule. It may therefore be prudent to consider limiting CCTA's work on the Action Plans to the SWAT area of Danville and San Ramon. While a final decision is yet to be made, the option of excluding the Alameda jurisdictions from the Action Plan remains in play.

Meeting Frequency

It is anticipated that the CTP Task Force will meet quarterly to discuss the progress of the Action Plans and the CTP. While each of the Regional Transportation Planning Committees (RTPCs) will

be heavily involved with the development of their Action Plans, the CTP Task Force will provide a forum for tying the action plans together, discussing issues that cross subregional boundaries, and reviewing and commenting on countywide and regional issues. A roster of the CTP Task Force members is shown in Attachment C.

Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

Subject	Authorization to Release RFP 12-5 to Update the Action Plans for Routes of Regional Significance
Summary of Issues	Generally viewed as a highly successful multi-jurisdictional performance-based planning effort, the Action Plans for Routes of Regional Significance, which are explicitly defined in the Measure J Growth Management Program, are to be updated for incorporation into the 2014 Countywide Transportation Plan (CTP) Update. Consultant support from a team of qualified transportation planning and engineering firms is needed to undertake this effort. Staff proposes to release RFP 12-5 to procure consultant services, and seeks Authority approval of this course of action.
Recommendations	Authorize staff to Release RFP 12-5 to Update the Action Plans
Financial Implications	Total cost of the effort is estimated at \$400,000 (assuming \$100,000 for each subarea (West, Central, East, and SWAT). Funds would be drawn from Regional Transportation Planning (Org. PRG-16a and OCP-18a. The approved FY 2012-13 CMA budget includes \$200,000 for this task. Remaining funds would be budgeted for FY 2013-14.
Options	<ol style="list-style-type: none"> 1. Change the scope, schedule, and/or budget of the effort.
Attachments (See PC Packet dated 9/5/12)	<ol style="list-style-type: none"> A. Proposed Scope of Work for Updating the Action Plans B. Excerpt from the Implementation Guide: Chapter 3 – Action Plans for Regional Routes.
Changes from Committee	<i>None.</i>

Background

The Authority has relied on the sub-regional Action Plans for Routes of Regional Significance as a fundamental component in implementing the cooperative, multi-jurisdictional planning

process called for by the Measure C/J Growth Management Program. For each Route of Regional Significance, the Action Plans must adopt:

- Multi-Modal Transportation Service Objectives (MTSOs) that use a quantifiable measure of effectiveness and include a target date for attaining the objective.
- A set of actions that the local jurisdiction will take to achieve the MTSOs.
- A process for monitoring and reviewing proposed new developments, and
- A schedule for the Regional Committee and the Authority to review progress in attaining objectives, and revision of Action Plans, as needed.

Attachment A outlines the generic scope of work for the Action Plans.

Attachment B shows the more detailed procedure for updating the Action Plans, as set forth in the Authority's *Implementation Guide*.

As mentioned in the 2014 CTP Work Plan (see Item 6.1), coverage for the Tri-Valley Action Plan remains a question. For budgeting purposes, we have included adequate budget for the Tri-Valley should the Alameda jurisdictions be willing to participate in the process.

ATTACHMENT 6.C

*Administration and Projects Committee Meeting **STAFF REPORT***

Meeting Date: September 6, 2012

Subject	I-680 Auxiliary Lanes – Sycamore Valley to Crow Canyon – Segment 2 (Project 1106 S2) - Approval of the Plans, Specifications, and Estimate (PS&E) for Advance Tree Removals, and Authorization for the Executive Director to Advertise for Bids
Summary of Issues	<p>Authority staff and the Town of Danville staff desire to remove all trees and large bushes that are in conflict with the I-680 Auxiliary Lanes – Sycamore Valley Road to Crow Canyon Road (Segment 2) Project prior to start of major construction on the auxiliary lanes. The main roadway project is not anticipated to start construction until late winter or early spring 2013. Therefore, early tree and bush removal is necessary to mitigate potential construction conflicts with the migratory bird nesting season.</p> <p>The preparation of the tree and bush removal plans, specifications, and estimate (PS&E) for the project is complete. Pursuant to Government Code Section 830.6, the Authority must approve the design for this work to protect design immunity.</p> <p>Staff anticipates the tree and bush removal construction bid documents will be ready for advertisement in late September 2012. Staff seeks approval to advertise the tree and bush removal construction contract.</p>
Recommendations	Adopt Resolution 12-52-P, which approves the design for the project, and authorizes the Executive Director to (1) publicly advertise the tree and bush removal construction contract at the Director’s discretion; (2) approve changes and issue addenda to the bidding documents during the advertising period, and (3) publicly open all bids received.
Financial Implications	Sufficient funds are programmed in the <i>2011 Measure C Strategic Plan</i> , as amended.
Options	The Authority could elect not to adopt the Resolution at this time. However, adopting the Resolution at a later date will delay the advertisement, award, and construction start of the contract.

**Attachments (See APC
Packet dated 9/6/12)****A. Resolution 12-52-P****Changes from
Committee**

The Committee approved this item and directed staff to provide significant public outreach to the community relative to the removal and replacement of trees.

Background

Mark Thomas & Co. has completed the Plans, Specifications, and Estimate (PS&E) for the I-680 Auxiliary Lanes – Sycamore Valley Road to Crow Canyon Road – Segment 2 Project (project) under Authority consultant Agreement No. 317. The project achieved the Ready To List (RTL) status on August 2, 2012. Authority staff and Caltrans staff are currently working towards obtaining the Federal E-76 fund approval form in early October 2012 with construction contract advertisement to follow immediately thereafter. Construction of the project is not expected to get underway until late winter or early spring 2013. Potential nesting of migratory birds between February 15th and August 30th of each year can significantly delay planned construction activities. Therefore, removal of all trees and large bushes in advance of the I-680 Auxiliary Lanes Segment 2 Project is necessary to mitigate potential construction conflicts with the migratory bird nesting season.

Tree Removal Plans, Specifications, and Estimate (PS&E) have already been prepared as part of the I-680 Auxiliary Lanes Segment 2 Project. Minor effort is needed to compile bid documents specifically for the advance removal of all trees and large bushes. Staff anticipates that the tree and bush removal bid documents will be ready for construction contract advertisement in late September 2012. Staff seeks approval to advertise the tree and bush removal construction contract as soon as possible so the work can be performed and fully completed by the end of January 2013.

Pursuant to Government Code Section 830.6, the Authority must approve the project design to preserve design immunity. Caltrans has reviewed the project plans. Therefore, staff seeks the Authority's approval of the project design to comply with this requirement.

Staff recommends adoption of Resolution 12-52-P, which approves the project design, authorizes the Executive Director to publicly advertise the tree and bush removal construction

contract at the Director's discretion, approve changes and issue addenda to the bidding documents during the advertising period, and publicly open all bids received. The tree and bush removal work will be performed under a standard Caltrans Encroachment Permit.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: September 19, 2012

Subject	I-680 Auxiliary Lanes Project – Segment 2, Sycamore Valley to Crow Canyon Road (Project 1106S2) - Authorization to Execute Amendment No. 1 to Agreement No. 336 with S&C Engineers, Inc. for Construction Management Services
Summary of Issues	<p>The Authority's Request for Qualifications for Construction Management Services released in July 2011 established a list of eligible construction management consultants for future Authority construction projects. S&C Engineers, Inc. was listed as the top-ranked Tier 2 consultant firm for the next Authority construction project. Agreement No. 336 with S&C Engineers, Inc. was approved for execution at the February 2012 Board meeting. The Agreement was for an amount not-to-exceed \$48,000 for constructability and bidability reviews. It was planned to amend the Agreement after staff had developed a construction management staffing plan with Caltrans, who will lead the administration of the construction contract.</p> <p>Staff is requesting approval to execute Amendment No. 1 to Agreement No. 336 with S&C Engineers, Inc. in the amount not-to-exceed \$148,274 to conduct contract administration, bidding assistance and construction management services to administer an advance tree removal contract for the I-680 Auxiliary Lanes Project. A future amendment will be brought to the Authority for construction management services to augment Caltrans staff during construction.</p>
Recommendations	Staff recommends that the Board authorize the Chair to execute Amendment No. 1 to Agreement No. 336 with S&C Engineers, Inc. for an amount not-to-exceed \$148,274 which brings the total value of the agreement to \$196,274.
Financial Implications	Sufficient funds are programmed for this activity in the <i>2011 Measure C Strategic Plan</i> under Project 1106S2.
Options	The Authority could request staff renegotiate the scope and/or budget;

Attachments	however this could potentially delay the project. A. Amendment No. 1 to Agreement No. 336 B. Historical Summary for Agreement No. 336
Changes from Committee	N/A

Background

Staff released Request for Qualifications (RFQ) No. 11-8 on July 8, 2011 to select eligible consultants to administer construction for two specific projects (Tier 1 Consultants) and establish a list of consultants to provide construction management services for future construction projects (Tier 2 – Ranked). S&C Engineers, Inc. was listed as the top-ranked Tier 2 firm for the future projects.

Agreement No. 336 with S&C Engineers, Inc. was approved for execution at the February 2012 Board meeting. The Agreement was for an amount not-to-exceed \$48,000 for constructability and bidability reviews. It was planned to amend the Agreement after staff had developed a construction management staffing plan with Caltrans, who will lead the administration of the construction contract. The I-680 Auxiliary Lanes project will be advertised for construction this fall and staff and Caltrans are in the process of negotiating a shared scope of services for the construction management, which will be brought to the Authority in November or December this year.

The I-680 Auxiliary Lane project will widen the freeway to the outside and tree and bush removal will be necessary. To mitigate potential construction conflicts with the migratory bird nesting season, this month the Authority is considering approval of a construction contract for advance tree removal before the construction of the Auxiliary Lane project. This proposed Amendment No. 1 to the S&C Contract No. 336 is for contract administration, bidding assistance and construction management of the advance tree removal contract.

Staff is requesting approval to execute Amendment No. 1 to Agreement No. 336 with S&C Engineers, Inc. in the amount not-to-exceed \$148,274 to conduct contract administration, bidding assistance and construction management services for the advance tree removal contract for the I-680 Auxiliary Lanes Project.

ATTACHMENT 7



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MEMORANDUM

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

From: 
Randell H. Iwasaki, Executive Director

Date: June 25, 2012

Re: Items approved by the Authority on June 20, 2012, for circulation to the
Regional Transportation Planning Committees (RTPCs), and items of interest

At its June 20, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Legislation.** The APC received a report from Mark Watts of Smith, Watts & Martinez regarding the status of the State budget deliberations, and several bills of interest. Staff provided a follow-up report on the request from the Contra Costa County Board of Supervisors for the Authority to take the lead in discussions with the regional Water Emergency Transportation Authority (WETA) regarding implementation of its regional plan as it pertains to Contra Costa. (*Attachment*)
- 2. Program and Project Management Services: Authorization to Execute Agreement No. 349 with Parsons Transportation Group, Inc. for Program and Project Management Services.** In April 2012, the Authority authorized staff to negotiate with Parsons Transportation Group, Inc. (Parsons) for program and project management services and upon completion of negotiations issue a limited Notice to Proceed (NTP). Staff successfully completed negotiations and on May 4, 2012 issued a NTP for an amount not-to-exceed \$100,000 authorizing Parsons to begin work and provide transition program management services through the remainder of FY 2011-12. A detailed scope and budget have now been developed covering the 3-year term of the

proposed agreement. *The Authority authorized the the Chair to execute Agreement No. 349 in an amount not-to-exceed \$7,313,000 to provide Program and Project Management services to the Authority.*

- 3. Program and Project Management Services: Authorization to Execute Agreement No. 353 with Gray-Bowen for Project Management Services.** Staff seeks authorization for the Chair to execute Agreement No. 353 with Gray-Bowen for Project Management Services in an amount not-to-exceed \$341,000. Gray-Bowen staff has been instrumental in the management of the design phase for the SR4 Widening Project (3001/5009). This phase is nearly complete however remaining activity will be done by the end of the calendar year. Additionally, because Parsons currently holds the contract for environmental services for the I-680 Southbound HOV Gap Closure Project (8001), some Project Management Assistance is required to avoid a conflict with the management of this contract. *The Authority authorized the Chair to execute Agreement No. 353 with Gray-Bowen for an amount not-to-exceed \$341,000. This amount includes \$16,000 in contingency funds.*
- 4. SB 375 Implementation Update.** *Staff reported on recent meetings and events pertaining to the implementation of SB 375 and the development of a Sustainable Communities Strategy for the Bay Area. The Authority directed staff to draft a comment letter on the Plan Bay Area Draft EIR scoping plan. The letter will be reviewed by the Authority's Planning Committee prior to transmittal. (Attachment)*

Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: June 7, 2012

Subject	Legislation
Summary of Issues	<i>The APC received a report from Mark Watts of Smith, Watts & Martinez regarding the status of the State budget deliberations, and several bills of interest. Staff provided a follow-up report on the request from the Contra Costa County Board of Supervisors for the Authority to take the lead in discussions with the regional Water Emergency Transportation Authority (WETA) regarding implementation of its regional plan as it pertains to Contra Costa.*</i>
Recommendations	<i>No action was taken on any of the above items other than to approve staff's continuing work with the RTPCs and local agencies regarding the implementation of the WETA plan.</i>
Attachments	A. <i>Outline of Mark Watts' report to the APC (with staff annotations)</i>
Changes from Committee	N/A

**Included in the May, 2012 Authority meeting agenda were three letters concerning the implementation of the regional WETA plan: (1) a copy of a letter from TRANSPLAN Chair, Jim Frazier, to WETA Chair Charlene Haught Johnson, following up on a presentation by WETA staff to TRANSPLAN. The letter contained a request that a committee consisting of representatives of TRANSPLAN agencies and WETA be formed to work on the implementation of the WETA plan in eastern Contra Costa; (2) a copy of a letter from the Chair of the Contra Costa County Board of Supervisors, Mary Piepho, to Assembly Member Jerry Hill, requesting that he amend his bill, AB 2433, concerning the terms of WETA members, to also provide for a Contra Costa County 'seat' on the WETA board; and (3) a letter from BOS Chair Piepho to Authority Chair, Don Tatzin, requesting the Authority to take the lead in working with the RTPCs and local agencies towards resolving potential issues with the implementation of the WETA plan in Contra Costa. At that meeting, the Authority directed staff to convene a meeting with local agency and RTPC staff from TRANSPAC, TRANSPLAN and WCCTAC (the agencies potentially impacted by the WETA plan).*

At the APC meeting, staff reported that a meeting had been convened with RTPC and local agency staff, as directed, and that a number of issues remained outstanding pertaining to

WETA's plan and implementation approach, that would require additional information and discussion. The APC approved staff's request to proceed with the following:

- *Respond to BOS Chair Piepho and TRANSPLAN Chair Frazier to indicate that CCTA staff will follow up on this issue and report back to them on developments;*
- *Staff will review WETA's plan and follow up with WETA staff with questions and requests for clarification;*
- *Staff will convene another meeting with RTPC and local agency staff to identify issues and potential solutions concerning the implementation of WETA's plan, and report back to the Authority;*
- *Staff will request Mark Watts to explore the potential for expansion of the WETA board to include a Contra Costa seat and assess the benefits of this action.*

**CCTA
APC June 7, 2012**

(Staff annotations in italics)

1. State Budget (*details below)

At the time of the APC meeting, several issues of interest to CCTA were active in the budget process:

California Transportation Commission

Funding Request for Public Private Partnership reviews

Caltrans

Funding for Public Private Partnership Program

Weight Fee and Special Fund Transfer Trailer Bill - Budget proposal would transfer funding from the Motor Vehicle Fuel Account to the General Fund, resulting in a General Fund savings of \$312.2 in 2012-13 and \$128.8 million in savings in ongoing fiscal years. Transportation California and CSAC successfully sought sunset after three years and at that time these funds will be transferred to the Highway Users Tax Account.

2. Bills of interest

- a. AB 2498 (Gordon) - Senate Rules. Authorizes the California Department of Transportation (Caltrans) to use an alternative procurement method referred to as Construction Manager/General Contractor (CM/GC) for up to four projects. ***Staff note: consideration of this bill will be included in the July 2012 APC and CCTA agendas.***
- b. SB 1149 (DeSaulnier) - Senate Appropriations (held). Would create the Bay Area Regional Commission. Local efforts by Board members resulted in author holding the bill over. ***Staff note: CCTA Commissioner Julie Pierce provided an update on this bill and indicated that Senator DeSaulnier had been very responsive to the concerns of local agencies regarding its potential impacts. On that basis, he agreed to withdraw the bill for an indeterminate period of time in order to allow for local and regional agencies to work towards a solution to regional governance issues. The Authority had taken action at its May meeting to request the Senator to withdraw this bill and to oppose it if it were not***

withdrawn. No change was required from previous CCTA action as a result of the Senator's withdrawing the bill from consideration.

- c. SB 1545 (DeSaulnier)- Assigned to Assembly Transportation Committee - Prohibits the Bay Area Headquarters Authority (BAHA) from using public funds to develop or improve a specific building in San Francisco for use as the headquarters of the Metropolitan Transportation Commission (MTC), Bay Area Toll Authority (BATA), and possibly other regional agencies until MTC responds to a State Auditor's report to be issued in June of this year. **Staff note: CCTA has taken no action on this bill.**

- 3. **Cap and Trade** - AB 1532 Speaker bill and SB 1575 (Pavley) Governor had sought in the January Proposed Budget a limited legislative role in disbursement of anticipated \$1 billion in Cap and Trade revenues that will result from allowance for emissions by regulated companies to be traded on an open market.

The legislature has pressed for a larger role through the bills listed above, with CARB setting annual program goals and the legislature appropriating the auction proceeds in line with the annual CARB program.

*** Budget Details**

CTC:

Augmentation Request for Public Private Partnership Program

Governor's Proposal: The Governor proposes budget bill language that would allow for the augmentation of the California Transportation Commission's (CTC's) budget by up to \$400,000 (from the State Highway Account) to contract out with a financial consultant to assist in the review of proposed projects under the design/build contract method and the Public Private Partnership (P3) Program. The request relates to legislation that directs the CTC to establish criteria and review projects for inclusion in the program. This request is tied to the request under Item 2660 Department of Transportation regarding local reimbursements for P3 projects. Only one project has gone through the approval process since the legislation was adopted in 2009.

Caltrans:

Funding for Public Private Partnerships Program

Governor's Proposal: The Governor proposes an increase in reimbursement authority of \$2.6 million each year for two years for the Department of Transportation (Caltrans) to receive funding from local governments to review locally-sponsored Public Private Partnership (P3) Programs for the state highway system. Caltrans also requests reduction in baseline funding for the program. This request is tied to the request under Item 2600 California Transportation Commission for the review of P3 projects. P3 projects generally involve construction

financed by a private partner, with the cost repaid with new toll revenues. Caltrans indicates that the funds would allow the department to hire fiscal and legal consultants to review projects submitted by local agencies.

Weight Fee and Special Fund Transfer Trailer Bill

Governor's Proposal: The Governor's Budget included a General Fund solution that shifts truck weight fees to the General Fund to pay for transportation-related debt service. The proposal also clarifies that gasoline excise taxes backfill the State Highway Account for any reduction stemming from the shift in weight fees and directs that excess revenue from the fuel swap resulting from gasoline purchased for off-highway vehicles be used for state highway and local road improvements. The May Revision maintains the weight fee shift and the backfill, and directs the excess revenue from the fuel tax swap to the General Fund.

Prior Legislative Action: Senate Budget Sub 2 adopted the May Revision proposal, but imposed a two-year sunset date. The Assembly approved the proposal.

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 20, 2012

SB 375/SCS Implementation Update

MTC Releases NOP for Draft EIR for Plan Bay Area: Following MTC/ABAG's decision on May 23, 2012 to proceed with development of the 2013 Draft RTP EIR, MTC has released a Notice of Preparation (NOP) for the Plan Bay Area Draft EIR (see attached). The NOP is intended to seek comments on the scope and content of the environmental review that will be evaluated in the EIR. Scoping meetings will be held in Oakland, San Jose, San Francisco, and San Rafael between June 20 and 27th. The Contra Costa Council has sent a comment letter regarding the selection of the alternatives to be evaluated in the Draft EIR (see attached). A full copy of the NOP is available at: http://www.onebayarea.org/pdf/NOP_060812_final.pdf

Regional Advisory Working Group (RAWG): The RAWG met on June 5, 2012 to discuss the challenges of meeting affordable housing requirements. Jeff Levin from the City of Oakland spoke about various strategies that the City was using to promote infill affordable housing. He underscored that the elimination of Redevelopment Agencies had significantly impaired the City's progress towards meeting its affordable housing goals. ABAG staff also presented two new "place types": Rural Investment Areas, and Economic Investment Areas.

OneBayArea Grant (OBAG) Program: On May 17, MTC finalized the OBAG proposal, which was adopted through MTC Resolution No. 4035. The final resolution is available at: http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved_unsigned.pdf

The adopted program requires the CMAs to prepare and adopt a PDA Investment & Growth Strategy by May 1, 2013.

CMA Director Meetings: The CMA directors are convening during June and July to initiate the consultation process with MTC for amending the scope of activities identified in the PDA Investment & Growth Strategy.

PLA **Bay Area**

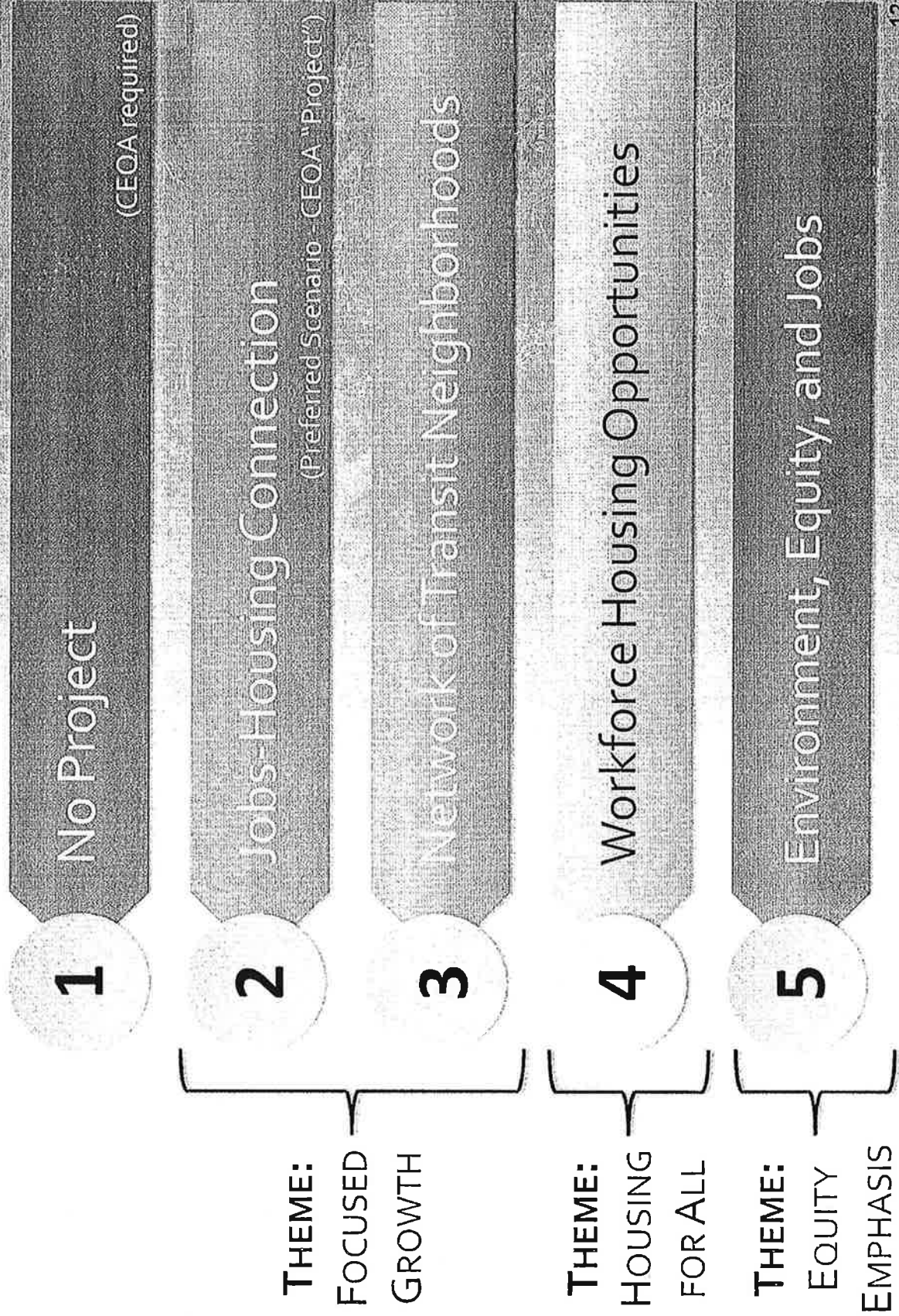
Scoping the EIR Alternatives

Joint MTC Planning/ABAG Administrative Committees

June 8, 2012

June 20, 2012
Authority Meeting Handout
Agenda Item 4.B.8

Potential EIR Alternatives



EIR Schedule

June 8	Present Draft EIR Alternatives for review by the Joint MTC Planning/ABAG Administrative Committees
June 11	Release Notice of Preparation for 30-Day Public Review Period
June 20-28	Hold Regionwide Scoping Meetings
July 13	Present Final Alternatives for review by Joint MTC Planning/ABAG Administrative Committees and recommendation to Commission and ABAG Executive Board
July 19	Commission and ABAG Executive Board Approve Final Alternatives
July – December	Prepare Draft EIR
December 14	Release Draft EIR and Draft Plan for 45- and 55-Day Public Review Periods by Joint MTC Planning/ABAG Administrative Committees
January	Hold Public Hearings on Draft Plan and Draft EIR
February – March	Prepare Final EIR (including Response to Comments)
April	Commission and ABAG Executive Board Certify Final EIR and Adopt Final Plan



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Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Christina Atienza, WCCTAC

Richard Yee, LPMC

From: Randell H. Iwasaki, Executive Director

Date: September 20, 2012

Re: Items approved by the Authority on September 19, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its September 19, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Launching the OneBayArea Grant (OBAG) Program and PDA Investment and Growth Strategy.** MTC has given Congestion Management Agencies (CMAs) the responsibility of allocating \$45 million in federal transportation funding available through the OneBayArea Grant program, also known as OBAG. While it gives the CMAs considerable discretion in allocating this funding, the OBAG process outlined in MTC's Resolution 4035 also places a number of new requirements on both CMAs and local sponsors. Staff has developed a proposed approach and schedule for the OBAG process in Contra Costa. *The Authority approved the proposed approach for the OBAG process and PDA Investment and Growth Strategy.*
- 2. Approval to Circulate the Draft Technical Procedures Update for Review and Comment.** The Authority has undertaken a significant update of its *Technical Procedures*, which focuses on the specific tools and procedures that local jurisdictions are to use to implement the Growth Management Program under Measure J. Besides updating the document to be consistent with Measure J policies, major changes include the transition to the 2010 Highway Capacity

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Manual Level-of-Service methodology from Circular 212, and documenting the latest version of the Authority's Countywide Travel Demand Model. *Staff was authorized staff to release the Draft Technical Procedures to the RTPCs, TACs and other interested parties for circulation, review, and comment.*

3. **SB 375/SCS Implementation Update.** *Gary L. Gallegos, Executive Director of SANDAG, presented the status of the San Diego metropolitan area's 2050 RTP, which was adopted by the SANDAG Board on October 28, 2011. The 2050 RTP is the first Sustainable Communities Strategy to be adopted in the State of California.*
4. **Approval of 2014 CTP Work Plan and Release of related RFP's for System Monitoring and Action Plan Updates.** Measure J requires that the Authority develop a Countywide Comprehensive Transportation Plan (CTP) and computer model, and update it every four years. Working with the TCC's CTP Task Force, Authority staff has developed an overall work program for developing the 2014 Countywide Transportation Plan. To achieve the work plan schedule, consultant services for performance monitoring and Action Plan Development will need to be procured in September 2012 through issuance of two Requests for Proposals (RFPs). Preparation of the 2014 Plan itself will be carried out by Dyett & Bhatia under existing agreement No. 324. *The Authority approved the work plan and release of the RFPs. The Authority further requested staff to prepare a third RFP for public outreach, polling, and stakeholder interviews to assist the Authority in the development of a financially-constrained project list in parallel with the development of the CTPL (Comprehensive Transportation Project List).*



COMMISSIONERS

July 5, 2012

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Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

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Ashley Nguyen, EIR Project Manager
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
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Subject: Notice of Preparation of a Draft Environmental Impact Report for Plan Bay Area

Ashley
Dear Ms. Nguyen:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for Plan Bay Area, also known as the 2013 Regional Transportation Plan (RTP). The scope of this EIR is especially important since it is the first RTP that includes a Sustainable Communities Strategy (SCS) as called for in SB 375.

Randell H. Iwasaki,
Executive Director

We have four main concerns:

1. *The EIR should not assume that the Urban Limit Line in Contra Costa and other counties is "loose"*

The NOP, on page 13, notes that Alternative 3, Lower Concentrations of PDA Growth, "assumes tighter compliance of adopted urban growth boundaries (or similar urban service or limit lines) as defined by local jurisdictions as a means to further constrain greenfield development" than Alternative 2, Jobs-Housing Connection, which is the Proposed Project. In addition, in its PowerPoint presentation on the EIR, MTC staff notes that the No Project alternative will "Assume loose compliance with urban growth boundaries -> more greenfield development."

The Authority believes that MTC and ABAG should not assume that locally adopted urban growth boundaries, such as the Urban Limit Line that is in place in Contra Costa and a key requirement of the Measure J Growth Management Program, is not "tight" in any of the alternatives.

2. *The UrbanSIM model is untried and its use is thus premature*

MTC proposes to use the UrbanSIM model to reallocate jobs and households based on the results of travel forecasts, and to use those

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reallocated numbers in additional travel forecasts. While the iterative process proposed has a certain intellectual attractiveness — especially in helping understand the land use impacts of transportation investments — we are unconvinced that the resulting forecasts, of either jobs and households or travel, are reliable. The region has decades of experience with travel demand forecasting and, while that forecasting is not perfect, it does provide reasonable estimates of future conditions. The region, on the other hand, has little or no experience in linking land use and travel forecasting. While such linked forecasts may become more reliable in the future, it remains to be seen whether they are currently reliable enough to be used in such an important analysis.

The EIR analysis should rely on results of the MTC's travel forecasting model, using the fixed land use and demographic assumptions that apply in each alternative. If MTC chooses to augment these results using the UrbanSIM model, especially in a “back-and-forth” with the travel forecasts, changes to the travel forecasting model results included in the EIR should be documented in a manner that describes the processes and assumptions that led to the changes and is thoroughly transparent and open to the scrutiny of its CMA and agency partners.

3. Alternative 4 is infeasible and should thus not be analyzed

Alternative 4, Eliminate Inter-Regional Commuting, assumes that “all Bay Area jobs will be filled by Bay Area workers (thereby eliminating in-commuting from neighboring regions).” While building affordable homes in the Bay Region to house workers who live in the central valley is desirable, the plausibility of this occurring at the scale necessary to eliminate the in-commute is too low to justify for inclusion in the DEIR.

In addition, the Bay Area is not now, and has not been for decades, an island unto itself. People have lived outside but worked inside the Bay Area for a long time and their commute trips may or may not have a greater impact on the transportation system and environment than trips made by people who live *and* work in the Bay Area. Would, for example, a trip to work from Vacaville to Berkeley have a greater impact than a work trip from Vacaville to Davis or Sacramento, whether using a private vehicle or the Capitol Corridor?

4. *All alternatives should assume a common set of land use control totals*

Besides being infeasible, Alternative 4 would assume a significantly greater rate of growth than the other alternatives to “eliminate inter-regional commuting.” While such an analysis may be interesting, its assumptions (as noted above) are unrealistic, making the alternative, infeasible, and would not serve to achieve one of MTC’s key requirements, namely to reduce per capita greenhouse gas emissions. As was shown in the Initial Vision Scenario, assuming that a significantly larger number of households would locate in the Bay Area had a negative effect on the region’s ability to achieve its State-mandated objective of greenhouse gas reduction. For that reason alone, Alternative 4 should be rejected.

5. *The EIR should include an alternative that reflects more closely local plans and regional growth trends.*

A “local plans” alternative would, among other things, direct jobs where housing already exists and would better assess what would happen if MTC’s preferred scenario is not adopted. That is, it would provide a better “No Project” alternative than the No Project alternative. This alternative would be more feasible than the Alternative 4, the Eliminate Inter-Regional Commuting or Workforce Housing Opportunities alternative, and would provide a more realistic background for the financially constrained investment strategy.

We again thank you for the opportunity to comment on the NOP for the Draft Environmental Impact Report for Plan Bay Area.

Sincerely,



Don Tatzin
Chair

cc: Steve Heminger, MTC Executive Director
Amy Worth, MTC Commissioner
Federal Glover, MTC Commissioner
CMA Directors

File: 20.21.06

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

June 25, 2012

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Richmond

Dear Randy:

The WCCTAC Board at its June 22 meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Approved AC Transit and WestCAT's FY 12-13 claims for Measure J Program 19b, Additional Bus Service Enhancements.
- 2) Approved East Bay Paratransit Consortium, El Cerrito, Richmond Paratransit, and WestCAT's FY 12-13 claims for Measure J Program 20b, Additional Transportation for Seniors and People with Disabilities.

Contra Costa
County

- 3) Received a presentation from Nina Rannells and Chad Mason of the Water Emergency Transportation Authority on the status of ferry expansion projects in Richmond and Hercules.
- 4) Approved the Agency's FY 12-13 work plan, dues, and budget. The work plan includes initiatives to investigate additional ways of lowering dues and expenses, and how to maintain functionality and cohesion as a subregional body when one or more members are facing severe fiscal crises.

AC Transit

- 5) Adjourned in memory of former Hercules Council member Joe Eddy McDonald and AC Transit Director of Service Development Cory LaVigne.

BART

Sincerely,



Christina M. Atienza
Executive Director

WestCAT

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

July 3, 2012

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on June 14, 2012.

Authorize Staff to send a letter to the Contra Costa Transportation Authority regarding Bay Area Air Quality Management District Policies Addressing Charging Stations: TRANSPLAN staff drafted a letter detailing issues regarding the Bay Area Air Quality Management District's (BAAQMD) lack of published guidelines or criteria, as they relate to electric vehicle charging stations, under the Transportation Fund for Clean Air (TFCA) program. The Committee unanimously approved a motion to authorize staff to send the letter to the Contra Costa Transportation Authority (CCTA) addressing BAAQMD policies for electric vehicle charging stations.

Review TRANSPLAN Administrative Procedures and Take Action As Appropriate: The Committee approved unanimously continued the discussion on the Administrative Procedures to the next meeting to allow additional time for County Counsel to revise the procedures.

Draft 2012/13 Work Program and Budget: The Committee unanimously approved the Draft Work Program and Budget for 2012/2013.

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

Sincerely,



Jamar I. Stamps
TRANSPLAN Staff

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

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File: Transportation > Committees > CCTA > TRANSPLAN > 2012

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

August 10, 2012

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 August 9, 2012.

Update on TRANSPLAN activities related to the Water Emergency Transportation Authority (WETA): TRANSPLAN staff provided an update to the Committee on various topics regarding WETA. Since receiving a presentation from WETA staff in April 2012 on the status of ferry service in Antioch, TRANSPLAN staff has met with CCTA staff, as well as staff from other County agencies to discuss a potential countywide approach to addressing WETA issues. CCTA staff is in the process of forming a recommendation on the establishment of a committee, which TRANSPLAN staff will review once available and report back to TRANSPLAN. TRANSPLAN staff will continue to support East County agencies, as well as participate in on-going discussions with CCTA staff and interested parties regarding WETA issues that may impact East Contra Costa.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, September 13, 2012 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar I. Stamps
TRANSPLAN Staff

c: TRANSPLAN Committee

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

B. Beck, CCTA
D. Rosenbohm, CCTA
J. Townsend, EBRPD

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TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523
(925) 969-0841

July 31, 2012

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

Dear Mr. Iwasaki:

At its meeting on July 12, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved an advancement of Measure J Line 20a Funds for Additional Transportation Services for Seniors and People with Disabilities in the amount of \$356,943, to the following applicants: Caring Hands Volunteer Caregivers Program in the amount of \$50,000; Golden Rain Foundation in the amount of \$62,883; Rehabilitation Services of Northern California in the amount of \$42,560; Senior Helpline Services in the amount of \$94,500; City of Walnut Creek in the amount of \$39,000; and City of Martinez in the amount of \$68,000. The Measure J Line 20a Call for Projects provided for funding in the amount of \$288,000. TRANSPAC TAC considered all applications and recommended that TRANSPAC increase the amount of money to \$356,943 to fund the recommended applications. This is an increase of \$68,943, which is available in Line 20a funds. TRANSPAC approved the increase in funding.
2. Approved a request from the City of Concord for a Strategic Plan amendment to transfer \$830,000 in Measure J funds from Project 24027, Ygnacio Valley Road Permanent Restoration, Phase 2, to Project 1214, Commerce Avenue Roadway Extension.
3. Received a report on the Water Emergency Transit Agency (WETA) discussions in Contra Costa.
4. Received a report on AB 904 (Skinner) regarding minimum requirements for parking spaces.
5. Received a report on the proposed 50th anniversary celebration for the Benicia-Martinez Bridge.
6. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
7. Received a report on SB 375/SCS.

8. Received a report from 511 Contra Costa TDM Staff regarding the MTC Smart Parking Workshop, Contra Costa Library Discover & Go BART pass promotion, and MTC high school intern Luther Kuefner.
9. Received a report on the 2011 Schools for the Future Report.

TRANSPAC hopes that this information is useful to you.

Sincerely,


Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair - SWAT
Jim Frazier, Chair - TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck - CCTA
Christina Atienza - WCCTAC
Janet Abelson - WCCTAC Chair
Jamar I. Stamps - TRANSPLAN
Andy Dillard - SWAT
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 360
Pleasant Hill, CA 94523
(925) 969-0841

September 20, 2012

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

Dear Mr. Iwasaki:

At its meeting on September 13, 2012, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Approved a request from the 511 CONTRA COSTA TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for 2013/14 Measure J Commute Alternative funds, BAAQMD TFCA funds and MTC CMAQ funds, and to execute the required grant contracts and enter into a Cooperative Agreement with the respective agencies.
2. Received and accepted the Final Report for the FY 2011/12 TRANSPAC/TRANSPLAN 511 Contra Costa Program from Lynn Overcashier, Program Manager.
3. The City of Walnut Creek has advised that thanks to lower construction costs on the Ygnacio Valley Road Pedestrian/Bicycle Improvement Project, \$594,440 is available for use on another federalized project(s) with the understanding that the City of Walnut Creek will have future consideration for use of any savings realized on the State Route 4 East and/or the Caldecott Tunnel Projects.
4. Received reports on CCTA activities from TRANSPAC's CCTA representatives.
5. Received a report on SB 375/SCS.
6. Received a report from 511 Contra Costa. The Program Manager will be attending the Transportation Research Board Meeting in January 2013, and a two-day workshop in Massachusetts in February 2013.

TRANSPAC hopes that this information is useful to you.

Sincerely,


Barbara Neustadter
TRANSPAC Manager

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Amy Worth, Chair - SWAT
Jim Frazier, Chair - TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Brad Beck - CCTA
Christina Atienza - WCCTAC
Janet Abelson - WCCTAC Chair
Jamar I. Stamps - TRANSPLAN
Andy Dillard - SWAT
June Catalano, Diana Vavrek, Diane Bentley - City of Pleasant Hill
Heather Ballenger, Public Services Director, City of Walnut Creek



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

REQUEST FOR COMMENTS

DRC Meeting Date: August 29, 2012

Project Name: Acre Townhomes 125 and 130 Ryan Industrial Ct.

File Numbers: VTM 9323- MJ 12-900-001, GPA 12-400-001, RZ 12-600-001,
DP 12-300-003, AR 12-200-038, IS 12-250-003

Project Planner: Lauren Barr, Senior Planner



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

TO:

☒ BUILDING

☒ PUBLIC SERVICES

☒ PARKS & COMMUN. SER

☒ ENGINEERING*

☒ ENGINEERING - TRAFFIC

☒ TRANSPORTATION (Lisa)

☒ ECONOMIC DEVELOPMENT

☒ POLICE SERVICES

☒ AT&T/TCI CABLE

☒ PG&E

☒ EBMUD

☒ ENVIRON. HEALTH

☒ CCCSD

☐ DSRSD

☒ SRVFPD

☒ SRVUSD

☒ FISH & GAME

☐ CALTRANS

☒ VALLEY WASTE MGMT

☐ CONTRA COSTA C&D

☒ ALAMEDA CO PLNG

☒ TOWN OF DANVILLE

☒ CITY OF DUBLIN

☒ TRI VALY TRAN COUNL

☒ CCTA

☒ WCCTAC

☒ SWAT

☒ TRANSPAC

☒ TRANSPAN

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

Applicant

ACRE Residential
Tom Schulz
5050 Hopyard Road #350
Pleasanton CA 94588

Owner

RASASP Franklin II
5050 Hopyard Road #350
Pleasanton CA 94588

Date Application Submitted

August 13, 2012

Project Address

125 and 130 Ryan Industrial Ct.

Project Name

Acre Townhomes

Assessor's Parcel Numbers

208-280-017 and 208-280-018

Completeness/Incompleteness of Application/CEQA Comments

COMMENTS DUE: September 6, 2012

Project Conditions of Approval

COMMENTS DUE: September 6, 2012

Tentative Action Dates

ZONING ADMINISTRATOR: N/A

PLANNING COMMISSION: TBD

CITY COUNCIL: TBD

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

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

Please direct all correspondence to the project planner: Lauren Barr, Senior Planner (925) 973-2567

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: August 29, 2012
Project Name: Acre Townhomes 125 and 130 Ryan Industrial Ct
File Numbers: MJ 12-900-001, GPA 12-400-001, RZ 12-600-001,
DP 12-300-003, AR 12-200-038, IS 12-250-003

Project Description

The applicant is requesting a General Plan Amendment, Rezone, Development Plan, Architectural Review and a Vesting Tentative Map to construct 48 townhouse units (condominiums) on the two existing commercial properties at 125 and 130 Ryan Industrial Ct. The site is approximately 4 acres and currently has two 'Class C' office buildings consisting of 42,100 sq/ft and associated parking which will be demolished to make way for the new residential project.

General Plan Amendment: The current General Plan designation is Mixed Use and is proposed to be changed to Multifamily-High Density (14-30 units per acre).

Rezone: The current zoning for the property is Planned Development (PD) and the site is proposed to be rezoned to Medium-High Density Residential (14-22 units per acre) and would be consistent with the proposed General Plan designation change to Multifamily-High Density (14-30 units per acre).

Development Plan and Architectural Review: The proposed 48 unit townhome project consists of (16) 3-Plex units arranged off a central circulation road with alley-loaded garages. The central circulation road has parallel guest parking as well as 4 additional guest spaces at the road terminus. Water quality features are anticipated at the low end of the property and the existing perimeter trees are expected to remain. The height of the building is approximately 35 feet with some of the garage spaces cut into the existing site grade. The floor plans consist of 3 and 4 bedroom configuration and range in size from approximately 1680 sq/ft to 2040 sq/ft.

Vesting Tentative Map: As part of the development proposal the applicant is proposing a vesting tentative map to subdivide the resulting parcel for the purpose of creating individual condominiums and common areas.

California Environmental Quality Act (CEQA): The Project results in the conversion of an existing office complex to residential uses. Based on the existing and proposed site conditions it does not appear the re-characterization of the sites land use would result in significant environmental impacts. As such, it is anticipated that a Mitigated Negative Declaration will be prepared to address CEQA compliance.

Potential Project Issues for Consideration:

- Fire Access and Building Heights
- Site Slope and Retaining Walls
- Calaveras Fault Zone
- Stormwater Management and BMP
- Guest Parking Configuration
- Alley Circulation
- Handicapped Accessibility
- Traffic

A Development Review Committee (DRC) meeting is scheduled for **Wednesday, August 29, 2012** at 2:00 p.m. in the Community Conference Room at 2401 Crow Canyon Road, San Ramon, CA 94583.

Please provide all application completeness, conditions and comments by **Thursday September 6, 2012**.

**CITY OF SAN RAMON
REQUEST FOR COMMENTS**

DRC Meeting Date: August 29, 2012
Project Name: Acre Townhomes 125 and 130 Ryan Industrial Ct
File Numbers: MJ 12-900-001, GPA 12-400-001, RZ 12-600-001,
DP 12-300-003, AR 12-200-038, IS 12-250-003

Attachments:

1. Vicinity Map
2. Applicant's Letter, date received May 30, 2012
3. VMT and Project Plans, date received August 13, 2012

Note: Additional materials have been provided to select Agencies and is available upon request

- Phase 1 Report
- Title Report
- Tree Survey
- Traffic Generation Memo
- Stormwater Control Plan
- Pre-Development Impervious Surface Exhibit.

North Camino Ramon Specific Plan



NOTICE IS HEREBY GIVEN THAT THE CITY OF SAN RAMON
CITY COUNCIL WILL HOLD A PUBLIC HEARING ON
TUESDAY — JULY 24, 2012
TO CONSIDER:

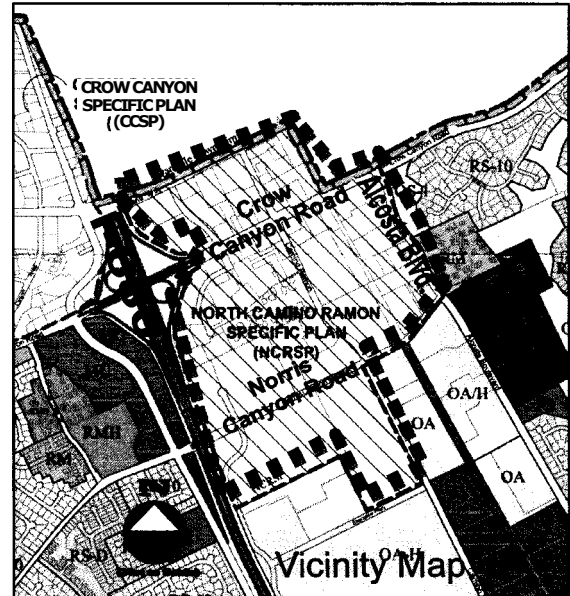
Application: North Camino Ramon Specific Plan (SP 09-800-001): Adoption of Land Use and Development Standards by Ordinance.

Location: The Project area is approximately 295 acres bounded generally by the City limits to the north, Executive Parkway to the south, Highway 680 to the west, and Alcosta Boulevard to the east.

Applicant: City of San Ramon

Property Owner: Various Property Owners

Project Description: The proposed Ordinance amends the Zoning Map to re-designate the property located within the Plan Area boundary to "North Camino Ramon Specific Plan." The Ordinance will adopt Chapter 4 (Land Use) and Chapter 6 (Development Standards) as the Development Standards and Zoning Regulations for the NCRSP area.



The North Camino Ramon Specific Plan seeks to facilitate the redevelopment of the Specific Plan area from an automobile-dominated, low-density commercial area to a transit- and pedestrian-oriented neighborhood that will be a community focal point with a mix of uses.

CEQA: Pursuant to the provisions of the California Environmental Quality Act of 1970, as amended, a Final Environmental Impact Report (SCH# 2010092014) has been prepared for the Specific Plan which evaluates the potential impacts from the proposed Project and all related actions including the adoption and implementation of the proposed Ordinance.

Planning Commission Action: On May 15, 2012, the Planning Commission adopted Resolution Number 07-12 recommending the approval of the Specific Plan and Ordinance to the City Council.

Posting Period: July 13, 2012 to July 24, 2012

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

SAID HEARING will be held by the City of San Ramon City Council on July, 24 2012 in the Council Chamber at 2222 Camino Ramon, San Ramon commencing at 7:00 PM.

For questions regarding this notice, please contact Lauren Barr, Senior Planner, at (925) 973-2567 or at lbarr@sanramon.ca.gov.

Patricia Edwards, City Clerk

Dated: July 13, 2012



**WALNUT CREEK BART TRANSIT VILLAGE
NOTICE OF COMPLETION AND AVAILABILITY OF DRAFT
ENVIRONMENTAL IMPACT REPORT (DEIR)**

TO: All interested parties

SUBJECT: Notice of Completion/Availability of Draft

REVIEW PERIOD: July 18, 2012 through August 31, 2012

CASE NO.: Y05027 (CEQA State Clearing House Number 2009012054)

PROJECT LOCATION: The Project site is located at 200 Ygnacio Valley Road, Walnut Creek, CA. and is bounded by Ygnacio Valley Road/ North California Boulevard/ Pringle Avenue/I-680. APN's 174-190-037, 174-180-001.

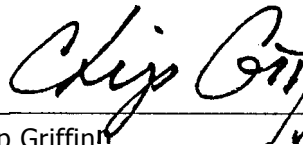
PROJECT DESCRIPTION: The 16.5 acre Project site is located at 200 Ygnacio Valley Road (Walnut Creek BART Station). The Applicant proposes to redevelop existing on-site surface parking lots with a mixed-use residential and commercial complex, including approximately 596 residential units; 22,000 sq.ft. of commercial/retail; 16,700 sq.ft. of commercial flex space; and 4,000 sq.ft. of office space. The Project would also involve on and off site circulation improvements, landscaping, and construction of new parking facilities. The existing CCCTA bus terminal would be relocated and expanded. The Project would require General Plan and Zoning Amendments, Tentative Map Approval, Design Review Approval, Building Permits, Grading and Excavation Permits, and a Tree Removal Permit. For a detailed project description, please refer to Chapter 3 of the Draft EIR.

ENVIRONMENTAL REVIEW: A Notice of Preparation of an EIR was issued by the City on January 20, 2009. A Draft Environmental Impact Report (DEIR) has now been prepared for the Project under the requirements of the California Environmental Quality Act (CEQA), pursuant to Public Resources Code Section 21000 et seq. The DEIR analyzes potentially significant environmental impacts in the following environmental categories: Aesthetics; Air Quality; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing and Employment; Public Services and Recreation; Transportation and Traffic; Utilities and Service Systems; and Greenhouse Gas Emissions.

Copies of the DEIR are available for review to interested parties at the Walnut Creek Downtown Branch Library at 1644 North Broadway; at City Hall at 1666 North Main Street; or on the City's website at: http://www.walnut-creek.org/citygov/depts/cd/planning/bart_tod.asp.

The City is hereby releasing the DEIR, finding it to be accurate and complete and ready for public review. Members of the public are welcome to provide comments. Comments on the DEIR should focus on whether the DEIR is sufficient in discussing possible impacts to the physical environment, ways in which potential adverse effects may be avoided or minimized through mitigation measures, and alternatives to the Walnut Creek BART Transit Village project in light of the EIR's purpose to provide useful and accurate information about such factors. Comments may be made in writing. Please address all written comments to Chip Griffin, Associate Planner, City of Walnut Creek Community Development Department, Planning Division, 1666 N. Main Street, Walnut Creek, California 94596; 925-943-5899, ext.2234; or emailed to griffin@walnutcreek.org. **Comments must be received no later than 4:00 p.m. on August 31, 2012.**

After all comments have been received, a Final EIR will be prepared and the City Council will consider certification of the EIR and rendering a decision on the project at a public hearing, date yet to be determined. All comments received by the end of the review period described herein will be considered by the City prior to finalizing the EIR and taking any further action pertaining to the Walnut Creek BART Transit Village project. If you challenge the environmental document or other actions pertaining to the Walnut Creek BART Transit Village project in court, you may be limited to raising only those issues raised at the public hearings described above or in written correspondence received by the Community Development Department on or prior to **August 31, 2012**. For further information please contact Chip Griffin at 925-943-5899, ext.2678; or via email to griffin@walnut-creek.org.



Chip Griffin

Community Development Department, Planning Division

File Number: Y15-027

Date of Notice: July 18, 2012