

TRANSPLAN Committee Meeting

Thursday, February 14, 2013 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 12/13/12 TRANSPLAN Meetings ♦ **PAGE 3**
- 4. ACCEPT** Correspondence ♦ **PAGE 8**
- 5. ACCEPT** Status Report on Major Projects ♦ **PAGE 24**
- 6. ACCEPT** Calendar of Events ♦ **PAGE 35**
- 7. ACCEPT** Environmental Register ♦ **PAGE 37**

End of Consent Items

Closed Session Items

8. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation (Government Code Section 54956.9(b)):

One potential case

End Closed Session Items

Open the Public Meeting

Action/Discussion Items (see attachments where noted [♦])

9. ELECT Chair and Vice-Chair for 2013: *The TRANSPLAN Committee elects its officers at the beginning of each calendar year. Elections of chair and vice chair are done in two separate motions. Both must be elected officials. The attachment shows the officers of TRANSPLAN for the past seven years.* ♦ **PAGE 39**

10. ADOPT resolutions recognizing outgoing Committee members.

11. CONSIDER request from the City of Pittsburg for TRANSPLAN to Reconsider its Position concerning the City of Pittsburg's Compliance with Regional Mitigation Transportation Plan Requirements. (Take Action As Appropriate)

12. ADOPT resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region. ♦ **Page 41**

Wade Harper
Antioch
City Council

Robert Taylor
Brentwood
City Council

Mary N. Piepho
Contra Costa County
Board of Supervisors

Kevin Romick
Oakley
City Council

Salvatore Evola
Pittsburg
City Council

Gil Azevedo
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Vacant
Representing the
Contra Costa County
Board of Supervisors

Duane Steele
Contra Costa
Planning Commission

Doug Hardcastle
Oakley
Planning Commission

Larry Wirick
Pittsburg
Planning Commission

Staff Contact:
Jamar Stamps
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 674-7832
Facsimile
(925) 674-7258
www.transplan.us
jamar.stamps@dcd.cccounty.us

13. RECEIVE presentation by CCTA staff, "Bringing Mobility to Contra Costa County." (Randell Iwasaki - Executive Director, CCTA) (Handout, Information only)

14. RECEIVE presentation by CCTA staff on 2014 Countywide Transportation Plan (CTP) Update/Sustainability Discussion Paper: CCTA staff will provide an update on the CTP Work Plan and Action Plan Development process, as well as facilitate discussion on how sustainability can be incorporated into the CTP development and process. (Martin Engelmann - Deputy Executive Director, CCTA) ♦ **Page 48**

15. ADOPT State Route 4/State Route 242 Ramp Metering Implementation Plan (Plan). The DRAFT Plan has been reviewed by the "Meter TAC" (which includes TRANSPLAN TAC). The FINAL Plan incorporates comments from the Meter TAC. The Executive Summary is provided in this agenda packet. The FINAL Plan will be scheduled to go before the TRANSPLAN Committee on February 14th for approval. The Final Plan can be found [here](#). (Jack Hall - Transportation Engineer, CCTA) ♦ **PAGE 90**

16. ADJOURN to next meeting on Thursday, March 14, 2013 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

♦ = An attachment has been included for this agenda item.

**ITEM 3
MEETING MINUTES**

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES

December 13, 2012

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Pro Tem Kevin Romick at 6:30 P.M.

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Nancy Parent, Alternate for Salvatore Evola (Pittsburg), Wade Harper (Antioch), Robert (Bob) Taylor (Brentwood), Joe Weber (Brentwood), Larry Wirick (Pittsburg), and Chair Pro Tem Kevin Romick (Oakley)

ABSENT: Mary N. Piepho (Contra Costa County Board of Supervisors), and Duane Steele (Contra Costa County Planning Commission)

STAFF: Jamar Stamps, TRANSPLAN Staff
David Schmidt, Legal Counsel

PUBLIC COMMENT FOR ITEMS NOT LISTED ON THE AGENDA

There were no comments from the public.

CONSENT ITEMS

On motion by Joe Weber, seconded by Gil Azevedo, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from August 9, 2012 and November 8, 2012 TRANSPLAN meetings.
4. Accepted Correspondence.
5. Accepted Status Report on Major Projects
6. Accepted Calendar of Events
7. Accepted Environmental Register
8. Adopted 2013 Calendar of Meetings.

ADOPT RESOLUTIONS RECOGNIZING OUTGOING COMMITTEE MEMBERS

Jamar Stamps, TRANSPLAN staff, advised that the item would be continued until the next meeting.

The closed session was moved up on the agenda at this time.

CLOSED SESSION

- A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Government Code Section 54956.9(a))
Case Name: TRANSPLAN Committee and ECCRFFA vs. City of Pittsburg;
Contra Costa County Superior Court Case No. MSN11-0395

- B. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation (Government Code Section 54956.9(b)):
One potential case

Legal Counsel David Schmidt advised with respect to Item B under closed session that the TRANSPLAN Committee would be discussing a dispute between TRANSPLAN and the City of Pittsburg related to Pittsburg's receipt of monies under Measure J.

Chair Pro Tem Romick adjourned into closed session at 6:32 P.M. Both Nancy Parent and Larry Wirick left the Board Room.

The meeting reconvened from closed session at 7:15 P.M. Mr. Schmidt advised that there was no action to report out of closed session. Nancy Parent and Larry Wirick rejoined the TRANSPLAN Committee.

APPOINT TRANSPLAN REPRESENTATIVE TO THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA) BOARD

The motion by Nancy Parent, seconded by Larry Wirick to appoint Sal Evola as the TRANSPLAN representative to the CCTA Board, with Wade Harper as the alternate, FAILED by the following vote:

Ayes: Parent, Harper
Noes: Romick, Taylor
Absent: Piepho

The motion by Bob Taylor, seconded by Joe Weber to appoint Kevin Romick as the TRANSPLAN representative to the CCTA Board, with Wade Harper as the alternate, CARRIED by the following vote:

Ayes: Harper, Romick, Taylor
Noes: Parent
Absent: Piepho

APPOINT ALTERNATE FOR THE TECHNICAL COORDINATING COMMITTEE (TCC) PER THE RECOMMENDATION OF THE TRANSPLAN TAC

Mr. Stamps advised that the TRANSPLAN Technical Advisory Committee (TAC) had recommended the appointment of Leigha Schmidt as the TCC alternate; which position also acted as a primary technical liaison between the CCTA and the Regional Transportation Planning Committees (RTPCs).

On motion by Kevin Romick, seconded by Nancy Parent and carried unanimously to appoint Leigha Schmidt as the alternate to the Technical Coordinating Committee (TCC).

RECEIVE REPORT ON WATER EMERGENCY TRANSPORTATION AUTHORITY (WETA) AND APPOINT AD-HOC SUBCOMMITTEE OF TRANSPLAN (UP TO THREE MEMBERS) TO DISCUSS/MONITOR WETA ISSUES

Mr. Stamps advised that the TRANSPLAN Committee had previously deferred action on the formation of an Ad-Hoc Subcommittee. He described the primary area of discussion as the Short Range Transit Plan (SRTP) developed by WETA and every transit agency in order to justify the use of federal funds. As directed by the Committee, staff had worked with Antioch and WETA staff to modify sections of the SRTP, which sections had been amended and had been attached to the staff report. He explained that a meeting had been held at Senator DeSaulnier's office with representatives of WETA; the cities of Antioch, Martinez, and Hercules; the Contra Costa County Supervisors Office; and the Metropolitan Transportation Commission (MTC) to discuss topics related to various issues in Contra Costa County. As a result of that meeting, it was emphasized that communications needed to be improved.

Given the fact that appointments needed to be made to the TRANSPLAN Committee, Bob Taylor suggested that the appointment of an Ad-Hoc Subcommittee be deferred to the next meeting when a full TRANSPLAN Committee was expected.

On motion by Kevin Romick, seconded by Joe Weber and carried unanimously to continue the appointment of an Ad-Hoc Subcommittee of TRANSPLAN to discuss/monitor WETA issues to the next meeting.

ADJOURNMENT

Chair Pro Tem Romick adjourned the TRANSPLAN Committee meeting at 7:25 P.M. to January 10, 2013 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

**ITEM 4
CORRESPONDENCE**



COMMISSIONERS

Don Tatzin,
Chair

Janet Abelson,
Vice Chair

Genoveva Calloway

David Durant

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Karen Stepper

Robert Taylor

MEMORANDUM

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

From: Randell H. Iwasaki, Executive Director

Date: January 17, 2013

Re: Items approved by the Authority on January 16, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its January 16, 2013 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,
Executive Director

1. **SB 375/SCS Implementation Update. (Attachment)**
2. **Incorporating Sustainability into the 2014 Countywide Transportation Plan.**
The 2009 Countywide Transportation Plan (CTP) called on the Authority to initiate a study to look at the questions of sustainability, Greenhouse Gas (GHG) emissions reductions, and smart growth and how the Authority might address them within the context of Measure J. Authority staff, in consultation with the CTP Task Force, which is made up of local agency staff, has prepared a discussion paper that reviews definitions of sustainability and how they may apply to CCTA and in particular the CTP update. The paper identifies potential actions and next steps that would serve as a backdrop for upcoming work on updating the Action Plans and the CTP. *Staff was authorized to circulate the discussion paper on sustainability to the RTPCs in parallel with the initiation of the Action Plan Updates and the launching of the 2014 CTP (Attachment). To provide context for this discussion, also attached is a draft paper prepared by CCTA staff regarding the scope and schedule for the 2014 CTP Update and related planning and programming activities for 2013.*

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

SB 375/SCS Implementation Update

MTC Delays Release of Draft Plan Bay Area (2013 RTP): MTC staff has indicated that the schedule for release of the Draft 2013 Regional Transportation Plan (RTP) has been delayed by several months. The Draft RTP previously scheduled for release in November 2012 has been moved to April 2013, with adoption of the final RTP moved from April to June 2013. The delay is due to the complexities and challenges of developing the region's first Sustainable Communities Strategy (SCS). Furthermore, technical issues have arisen with MTC's interactive use of its first activity-based travel demand forecasting model (Travel Model One), and a new land use model (UrbanSim).

Regional Advisory Working Group (RAWG): For the time being, the RAWG meetings have been cancelled. MTC and ABAG staff have indicated that the RAWG will reconvene as soon as the initial results of the RTP DEIR alternative studies are available for review.

OneBayArea Grant (OBAG) Program: Staff has updated the schedule for preparing the PDA Investment and Growth Strategy and programming the OBAG funds. Under the new schedule, the PDA/OBAG Working Group would meet in January and February to review the initial information on the implementation of local housing policies and infrastructure needs and develop criteria for use in selecting projects for OBAG funding. In March, the Planning Committee would release the call for projects. This call for projects is intended to be comprehensive in nature and would include all projects and programs seeking funding in the next seven years as part of the 2013 Congestion Management Program's Capital Investment Program (CMP-CIP). Individual projects seeking funding through the OBAG program would be selected from those submitted by sponsors during this comprehensive call for projects, eliminating the need for multiple calls.

In February and March, the Working Group would prepare the proposed PDA Strategy, outlining potential long-term approaches and priorities for supporting the development of PDAs in Contra Costa while preserving the existing transportation system. The Authority would approve the PDA Strategy at its April meeting, and the Authority would approve the OBAG funding recommendations at its June meeting.

Planning Directors Meetings: The Planning Directors of Contra Costa meeting previously scheduled for December 14, 2012, has been moved to Friday, January 11, 2013. Discussion topics will include further discussion of the One Bay Area Grant (OBAG) funding program, development of the PDA Investment & Growth Strategy, and discussion of the 2014 Countywide Comprehensive Transportation Plan Update.

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

January 29, 2013

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

The WCCTAC Board at its January 25th meeting took the following actions that may be of interest to CCTA:

San Pablo

- 1) Elected Director Tom Butt as WCCTAC Vice-Chair.
- 2) Appointed Director Sherry McCoy to be CCTA Alternate Representative. Ms. McCoy will serve as alternate for both the even- and odd-year representatives as well as alternate for both APC and PC assignments.
- 3) Ratified the appointment of Hilde Myall (El Cerrito's Housing Program Manager) to represent WCCTAC on the CCTA's PDA/OBAG Working Group.
- 4) Received a presentation from Martin Engleman (CCTA) about the Countywide Transportation Plan (CTP), the Action Plan Updates, and the One Bay Area Grant (OBAG).

Contra Costa
County

Sincerely,



Jerry Bradshaw
Interim Executive Director

AC Transit

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

BART

WestCAT



SWAT

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

January 14, 2013

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

RE: SWAT Meeting Summary Report for January 2013

Dear Mr. Iwasaki:

At the **January 7, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Appoint the SWAT Chair and Vice Chair for 2013: The Committee took action to appoint the City of San Ramon SWAT representative, David Hudson, Chair, and the Contra Costa County representative, Candace Andersen, Vice Chair of SWAT for 2013. 2013 SWAT meetings will be held at the City of San Ramon, 2222 Camino Ramon, San Ramon.

Appoint Lamorinda SWAT Representative to the CCTA: The Committee took action to appoint the Moraga SWAT representative, Michael Metcalf, as the Lamorinda SWAT representative to the CCTA, and the Lafayette SWAT representative, Don Tatzin as the alternate Lamorinda SWAT representative to the CCTA for a two-year term beginning February 21, 2013 through January 31, 2015. The Committee further approved that Don Tatzin remain as the Lamorinda representative through the February 2013 Authority Board Meeting.

Appoint the South County SWAT Representative to the CCTA: The South County SWAT representation to the CCTA was scheduled to rotate to the City of San Ramon SWAT representative for a two-year term, beginning February 1, 2012 through January 31, 2014. However, the San Ramon SWAT representative, David Hudson, is currently serving as the Mayors Conference representative through January 31, 2013. At its January 2012 meeting, SWAT approved that the City of San Ramon representative assume the South County SWAT representation to the CCTA, after the expiration of their Mayor's Conference representative term, for the remainder of the two-year South County term beginning February 1, 2013 through January 31, 2014.

As such, the Committee took action to appoint the San Ramon SWAT representative, David Hudson, as the South County SWAT representative to the CCTA, and the Town of Danville representative, Karen Stepper, as the alternate SWAT representative, for the remainder of the two-year term beginning February 1, 2013 through January 31, 2014.

Approve a Memorandum of Understanding (MOU) for SWAT Administrative Services for Contract Service Years 2013 and 2014: The Committee took action to approve an MOU with the Town of Danville to provide SWAT Administrative Services beginning January 1, 2013 through December 31, 2014.

Status Updates on SB 375/Sustainable Community Strategies (SCS) and OneBayArea Grant (OBAG): The Committee received an update from Authority staff on SB375/SCS.

Status Update on 2014 Countywide Comprehensive Transportation Plan (CTP) Update: Authority staff provided preliminary updates on the 2014 CTP efforts and has requested to schedule additional updates at the upcoming February 2013 SWAT meeting.

The next SWAT meeting is scheduled for Monday, February 4, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with the first name "Andy" and the last name "Dillard" clearly legible.

Andy Dillard
Town of Danville
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Connie Peterson, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA



SWAT

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

2013 SWAT Representatives

SWAT Committee

City of San Ramon, David Hudson (Chair)
Contra Costa County, Candace Andersen (Vice-Chair)
City of Lafayette, Don Tatzin
Town of Danville, Karen Stepper
City of Orinda, Amy Worth
Town of Moraga, Michael Metcalf

South County SWAT Representative to CCTA (February 2013 – January 2014)

City of San Ramon, David Hudson
Alternate - Town of Danville, Karen Stepper

Lamorinda SWAT Representative to CCTA (February 21, 2013 – January 2015)

Town of Moraga, Michael Metcalf
Alternate – City of Lafayette, Don Tatzin

MTC Representative

City of Orinda, Amy Worth



SWAT

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

February 7, 2013

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

RE: SWAT Meeting Summary Report for February 2013

Dear Mr. Iwasaki:

At the **February 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Review and Comment on 2014 Countywide Comprehensive Transportation Plan (CTP) Launch and Sustainability Discussion White Papers: Received a presentation from Martin Engelmann, CCTA staff on discussion papers that have been prepared on the launch of the 2014 CTP and proposed sustainability incorporation. SWAT will submit detailed comments for the Authority's consideration in the near future.

The next SWAT meeting is scheduled for Monday, March 4, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard".

Andy Dillard
Town of Danville
SWAT Administrative Staff

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

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

December 28, 2012

Leigha Schmidt, Associate Planner
City of Pittsburg – Planning Department
65 Civic Avenue, Pittsburg, CA 94565

RE: Notice of Preparation of an Environmental Impact Report (EIR) for the Proposed Tuscany Meadows Project

Ms. Schmidt:

TRANSPLAN staff has reviewed the above captioned document. The following comments are being submitted based on the available information:

1. The East County Action Plan for Routes of Regional Significance (Action Plan) and Contra Costa Transportation Authority (CCTA) require EIRs be circulated to neighboring jurisdictions for development projects that generate 100 net peak hour vehicle trips. Please be sure to include Contra Costa County, the City of Antioch and TRANSPLAN in the EIR distribution, if this has not already been done. Also, environmental notices (Notice of Preparation, Notice of Completion, etc.) should be transmitted to each member jurisdiction of TRANSPLAN. The Action Plan can be found here: <http://transplan.us/about.html>.
2. Based on the project description, the project is expected to generate 100 or more net new vehicle trips. Pursuant to the Measure J Growth Management Program, a traffic impact analysis will need to be prepared for the project in accordance with the traffic impact analysis guidelines provided in the CCTA Technical Procedures. The current version of the Technical Procedures can be found here: <http://www.ccta.net/EN/main/planning/planningtools.html>. However you should be aware that CCTA will soon be adopting an updated version of the Technical Procedures. The draft update can be found here: <http://www.ccta.net/EN/home/quicklinks/currentactivities.html>.

If you have any questions regarding the above comments, please do not hesitate to contact me at (925) 674-7832, or email me at jamar.stamps@dcd.cccounty.us. Thank you for the opportunity to comment. TRANSPLAN looks forward to being involved in the review of subsequent plans and documents.

Sincerely,



Jamar Stamps, TRANSPLAN staff

cc: TRANSPLAN TAC

Extra money slated for future ferry service to Antioch, Martinez and Hercules

By Paul Burgarino Contra Costa Times Contra Costa Times
Posted:

ContraCostaTimes.com

SAN FRANCISCO -- Plans to bring ferry service from San Francisco Bay to three Contra Costa downtowns recently received a sizable financial boost.

The Water Emergency Transportation Authority will provide Antioch, Hercules and Martinez with \$27 million in capital funding over the next decade -- part of \$422 million earmarked for Bay Area ferry system improvements. That amount, approved earlier this month, is a far cry from the nearly \$2 million set aside in earlier versions of the 10-year plan, drawing the ire of Antioch, East Contra Costa and county leaders, including state Sen. Mark DeSaulnier, D-Concord. Antioch officials originally estimated the nearly \$750,000 it was slated to receive for environmental studies would rule out development until at least 2021.

"We're excited about it. We feel like they listened to us," said Antioch Mayor Wade Harper, crediting DeSaulnier for bringing concerned parties together. "I think it makes the (ferry prospects) more realistic."

DeSaulnier, who heads the Senate's transportation committee, requested a meeting with WETA, county transportation officials and the cities after the initial proposal raised concerns.

In an October letter to the agency, he said WETA had lost sight of its mandate to provide emergency services, as evidenced by the "apparent indifference" with which it treated Contra Costa cities.

"One is left with the impression that the Bay Area transit corridor does not stretch beyond Interstate 80," he wrote.

DeSaulnier said last week he was encouraged by the progress and increased communication.

"To be fair to the WETA board, this all started before the recession. Like any other agency, they have to worry about money," he said. "Also, moving away from the urban corridor creates that many more challenges."

"Having said all that, if we don't start planning for services coming out to Contra Costa now, then that means it's that much farther away."

An additional \$25 million was later included as a "placeholder," said Nina Rannells, WETA's executive director. That money, which would come from Proposition 1B, depends on creation of a sustainable funding plan by stakeholders for construction and long-term operations.

The biggest hurdle Antioch, Martinez and Hercules face in moving forward is ensuring adequate ridership, or "fare box recovery," said Victor Carniglia, an Antioch consultant.

Projected ridership in the plan for Antioch, Martinez and Hercules is 445, 614 and 565 riders per day, respectively -- far less than other planned sites, including Richmond and Berkeley.

"It was our way of showing that we are working with the cities and will continue to work with cities," Rannells said. "But we have a long way to go. A lot of money will still need to be secured."

New terminals can cost anywhere from \$10 million to \$50 million, while operations could cost millions more, she said.

Work continues in Antioch on potential site locations and design for a new ferry terminal. That report will be presented at a city meeting next month.

Contact Paul Burgarino at 925-779-7164. Follow him at [Twitter.com/paulburgarino](https://twitter.com/paulburgarino).



Ellen Wilson
 <ewilson@ccta.net>
 01/16/2013 04:49 PM

To Ellen Wilson <ewilson@ccta.net>
 cc
 bcc
 Subject State Route 4 east Media Event and Tour



SAVE THE DATE!

February 11, 10:00 a.m.

The Contra Costa Transportation Authority (CCTA), BART, and Caltrans will be hosting a media tour in Antioch on **Monday, February 11 at 10:00 a.m.** to celebrate the start of construction on the final segment of the Highway 4 corridor project. This segment includes construction of the new eBART station in Antioch, and is an important step in this \$1.3 billion dollar endeavor that will greatly improve transportation for Contra Costa County.

There will be a short presentation at a location in Antioch, followed by a bus tour along the length of the corridor. Invitation with more details to follow.

The Highway 4 projects include improvements to the entire project corridor that will help revitalize eastern Contra Costa County. The projects expand Highway 4 from four to eight lanes between Loveridge Road and SR-160, and add a BART extension from Pittsburg to the City of Antioch (eBART). This will greatly improve transit accessibility for the region and help reduce traffic congestion and enhance the quality of life for the 250,000 residents of eastern Contra Costa County. The projects have been carefully staged to keep 130,000 vehicles per day moving as major construction and demolition work continue, and include over \$1.3 billion in State, Federal, Contra Costa Measure J sales tax, and other local funds.





This page last reviewed January 31, 2013

Cap-and-Trade Auction Proceeds

This page contains information about the Administration's activities to develop investment plans and other materials to support California's use of the State portion of the proceeds from the auction of allowances under the Air Resources Board's (ARB or Board) Cap-and-Trade Regulation to support Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006.

Background

In September 2012, the Legislature passed and Governor Brown signed into law two bills – [AB 1532](#) (Pérez, Chapter 807) and [Senate Bill \(SB\) 535](#) (De León, Chapter 830) – that together establish a framework for developing an investment plan for projects and programs to be funded with Cap-and-Trade auction proceeds. SB 535 further requires that 25 percent of the proceeds that will be expended benefit disadvantaged communities and at least 10 percent of the proceeds expended be invested in projects located within those communities.

The Department of Finance (Finance), in consultation with the ARB and other state entities, will develop and submit to the Legislature a three-year investment plan for the auction proceeds. The investment plan will identify the State's greenhouse gas emission reduction goals and priority programs for investment of proceeds to support achievement of those goals.

Current Activities

The Proposed State Budget for 2013-14 includes a brief discussion of Administration priorities for investment, emphasizing investments in the transportation and energy sectors from which large reductions in GHG emissions are possible. In addition, areas to be examined during the planning process include sustainable agriculture practices (including the development of bioenergy), forest management and urban forestry, and the diversion of organic waste to bioenergy and composting. In these areas, the Administration seeks feedback on programs for potential investment that complement investments in transportation and energy efficiency.

Upcoming workshops will provide a forum to solicit public input during the development of the first investment plan. Following the subsequent release of a draft investment plan, ARB will hold a public hearing to discuss the draft plan this Spring (tentatively scheduled for April 25-26, 2013). Finance will submit the final plan to the Legislature in May 2013. Funding will be appropriated to State agencies by the Legislature and Governor through the annual Budget Act, consistent with the plan.

Upcoming Meetings

The State of California invites you to participate in a public workshop to provide input on the development of an investment plan for the auction proceeds from the Cap-and-Trade program to reduce greenhouse gases. The workshop will be held in three locations as indicated below; each workshop will cover the same topics.

 **Written Comments** will also be accepted through **5 pm on March 8, 2013**.

Date	Time (note different times for each meeting)	Location	Materials (for all workshops)
Tuesday, February 19, 2013	5 pm - 8 pm	Mariposa Mall Building – Room 1036 2550 Mariposa Mall Fresno, California 93721	Workshop Notice (English)
Monday, February 25, 2013	3 pm - 6 pm	California Environmental Protection Agency Building, Byron Sher Auditorium, 2nd floor 1001 I Street Sacramento, California 95814 This meeting will also be webcast. http://www.calepa.ca.gov/broadcast/	Workshop Notice (Spanish) Supplemental materials (prior to first workshop) Submit Comments
Wednesday, February 27, 2013	4 pm - 7 pm	Ronald Reagan Building - Auditorium 300 South Spring Street Los Angeles, California 90013	View Comments

Staying in Touch

To receive electronic notices of future meetings and availability of materials, you can sign up for a new listserve on the investment of Cap-and-Trade auction proceeds at:

http://www.arb.ca.gov/listserv/listserv_ind.php?listname=auctionproceeds

For questions on this program, please contact Ms. Shelby Livingston, Manager, ARB, at slivings@arb.ca.gov or (916) 324-0934.

Related Activities

Disadvantaged Communities: for information on the tool that the California Environmental Protection Agency is using to inform the identification of disadvantaged communities for investment, please see the Office of Environmental Health Hazard Assessment's webpage on the California Communities Environmental Health Screening Tool (CalEnviroScreen) at:

<http://www.oehha.ca.gov/ej/cipa010313.html>

Archive

May 2012 Public Consultation

In May 2012, ARB hosted a Public Consultation on Investment of Cap-and-Trade Auction Proceeds.

- [Public docket for comments received by June 22, 2012](#)

[Back to Top](#) | [All ARB Contacts](#) | [A-Z Index](#)

Decisions Pending and Opportunities for Public Participation
Conditions of Use | Privacy Policy | Accessibility
How to Request Public Records

The Board is one of five boards, departments, and offices under the umbrella of the California Environmental Protection Agency.
Cal/EPA | ARB | DPR | DTSC | OEHHA | SWRCB





"Srivatsa, Niroop"
<NSrivatsa@ci.lafayette.ca.us>

02/07/2013 10:31 AM

To "ASmith@walnut-creek.org" <ASmith@walnut-creek.org>, Anjana Mepani <amepani@cityofmartinez.org>, "Johnson, Carol" <Carol.Johnson@ci.concord.ca.us>, "Casey McCann

cc

bcc

Subject Planning Commissioners Needed to Serve on League Board

I'm sorry. I didn't change the title of the last email.

Niroop K. Srivatsa
City of Lafayette
3675 Mt. Diablo Blvd., Suite 210
Lafayette, CA 94549
925.299.3206 (direct)
925.284.1976 (main)

From: Srivatsa, Niroop

Sent: Thursday, February 07, 2013 10:28 AM

To: 'ASmith@walnut-creek.org'; 'Anjana Mepani'; 'Johnson, Carol'; 'Casey McCann (cmccann@ci.brentwood.ca.us)'; 'Cathy Munneke (cmunneke@ci.concord.ca.us)'; 'Corey Simon (csimon@cityofmartinez.org)'; 'Dana Hoggatt (dhoggatt@ci.pittsburg.ca.us)'; 'David Crompton (dcrompton@ci.danville.ca.us)'; 'David Woltering (dwoltering@ci.clayton.ca.us)'; 'Debbie Chamberlain (dchamberlain@sanramon.ca.gov)'; 'Emmanuel Ursu (eursu@cityoforinda.org)'; 'Jamar.Stamps@dcd.cccounty.us'; 'John.Cunningham@dcd.cccounty.us'; 'Kevin Gailey (kgailey@ci.danville.ca.us)'; 'Mindy Gentry (mgentry@ci.antioch.ca.us)'; 'nibalio@ci.el-cerrito.ca.us'; 'Patrick.Roche@dcd.cccounty.us'; 'Paul Eldredge (peldredge@ci.brentwood.ca.us)'; 'Phil Wong (pwong@sanramon.ca.gov)'; 'Richard Mitchell (Richard_Mitchell@ci.richmond.ca.us)'; 'Sandra Meyer (meyer@walnut-creek.org)'; 'sread@moraga.ca.us'; 'twilliams@ci.danville.ca.us'; 'Terry Blount'; 'Tim Tucker (ttucker@cityofmartinez.org)'; 'Tina Gallegos (tinag@ci.san-pablo.ca.us)'; 'Tfujimoto@ci.pleasant-hill.ca.us'; 'Winston Rhodes (wrhodes@ci.pinole.ca.us)'; 'Yader_Bermudez@ci.richmond.ca.us'

Subject: RE: Winter Unpaid Internship

Hi fellow planners:

Would you please pass this on to your planning commissioners? You can also nominate a commissioner. Thanks!

The League of California Cities' Planning and Community Development Department is seeking applications from **planning commissioners in Northern California** for the position of 2nd Vice President of its Board. The person selected should be ready to commit to serving four years on the board as 2nd VP, 1st VP, President and past President. The 2nd Vice President will play an important lead role in planning and managing the 2014 Planners Conference. Participation on monthly conference calls is required and joining a League policy committee is recommended. The time commitment averages about two to three hours a month as well as attending policy committee meetings three times a year. Please note that this is a voluntary position and the League does not pay any travel costs.

Nominations and letters of interest are due to Department President Mark Persico by Friday, March 1, 2013. For more information, please contact Mark at [818.857.7333](tel:818.857.7333) or persicoplanning@gmail.com.

Here's your chance to make a mark on Planning in California!

Thank you.

Niroop

Niroop K. Srivatsa
City of Lafayette
3675 Mt. Diablo Blvd., Suite 210
Lafayette, CA 94549
925.299.3206 (direct)
925.284.1976 (main)

ITEM 5
MAJOR PROJECTS STATUS REPORT

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

Monthly Status Report: February 2013

Information updated from previous report is in *underlined italics*.

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road No Changes From Last Month

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately ¾ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Highway Landscaping – Plant Establishment Period

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: SR4 mainline construction.

Project Status: Construction of the SR4 mainline and Loveridge Road widening began in June 2010. The anticipated completion date is early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The new bridge abutments and columns have been constructed. The installation of the temporary support system to construct the eastern half of the new bridge box girders and deck is now complete. All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road bridge. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue, including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 63% complete.

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

Current Project Phase: **Segments 1, 2 & 3A** – Construction Phase; **Segment 3B** – Construction Contract Execution.

Project Status: The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

Segment 1: Construction of the Segment 1 widening started on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in January has included continued construction on the new mainline eastbound and eBART bridges. Work along Somersville Road included joint trench utilities improvements, various drainage and sewer systems, barrier rails and miscellaneous electrical systems.

Segment 1 construction is approximately 75% complete.

Segment 2: Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

The G Street on and off ramps have been permanently closed since March 2012. With the closure of these ramps, construction at the G Street area has been the main focus of recent project work. The old G Street bridge is now completely demolished, and traffic has been switched over to the recently completed western half of the new G Street bridge. Construction of the eastern half of the new G Street bridge over SR4 is well underway. Retaining wall and sound wall work, north and south of the freeway, east and west of G Street, has continued.. The SR4 mainline traffic switchover in the transition area between the Somersville and Contra Loma projects has been completed. Construction improvements around Fitzuren/G Street area and along Contra Loma Boulevard also continuing during January 2013.

Segment 2 construction is approximately 25% complete.

Segment 3A: Construction of Segment 3A started on August 28, 2012 and is anticipated to be completed in spring 2015.

During the month of January, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls, and the Drake Street realignment. Construction has also commenced on the Cavallo Road undercrossing.

Segment 3A construction is approximately 13% complete.

Segment 3B: The Authority provided approval for the Executive Director to award the construction contract at its November 14, 2012 meeting. The notice of contract award was provided on November 15, 2012 to Bay Cities/Myers, JV, the lowest responsible and responsive bidder who submitted a bid of \$48.66 million. This is approximately 12.7 percent under the Engineer's Estimate.

Construction is expected to begin in January 2013. Currently, it is anticipated that Segment 3B will be constructed using local funds, along with \$5.868 million of State-Local Partnership Program (SLPP) funds.

Issues/Areas of Concern: Caltrans and the Segment 1 contractor are currently engaged in discussions about potential claims by the contractor. Caltrans and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: Final Design.

Project Status: Project design has begun and is scheduled to be completed in July 2013. The 65% design and the revised structural type selection were submitted to Caltrans for review in early January 2013. The plans were also sent to Union Pacific Railroad to initiate the railroad review.

Issues/Areas of Concern: None.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

eBART Construction Contact: Mark Dana: mdana@bart.gov

Project Description: Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

Current Project Phase: Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has started.

Project Status: Work continues on the transfer plan platform in the median. The access tunnel, the ancillary building and duct banks are complete. Drainage work is about 80% complete. Median grading, train control and track work to realign the tall tracks continues. Civil improvements are anticipated to be largely complete by the spring, although procurement of the train control equipment is the long lead item for this contract.

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the Hillcrest Parking Lot and Slatten Ranch Road on May 8, 2012. Fieldwork started on September 24, 2012. A joint groundbreaking ceremony with the SR4 Widening project Segment 3A, was held on Friday, October 5, 2012.

Demolition and clearing and grubbing have been completed on Contract 120. Grading and utility work are on-going.

Coordination between BART and CCTA consultants is now shifting to the construction management teams with a large focus on the Hillcrest segment (3B) because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern: Coordination of SR4 highway construction contracts and eBART contracts.

STATE ROUTE 4 BYPASS PROJECT

F. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase: Construction.

Project Status: Construction of the Lone Tree Way Undercrossing, the Sand Creek Bridge, the Sand Creek Road Undercrossing, and the San Jose Avenue Undercrossing continued, electrical system installation, and drainage system installation also continues.

Issues/Areas of Concern: None.

G. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

CCTA Fund Source: East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

Lead Agency: CCTA

Project Description: The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

Current Phase: Design.

Project Status: The SR4 Bypass Authority and ECCRFFA requested that the CCTA initiate design work. The Authority approved a Memorandum of Understanding with ECCRFFA at the July 18, 2012 meeting that defined the terms and conditions under which the project is to be managed, engineered, and financed. Also at the July 2012 meeting, the Authority approved a contract with Quincy Engineering, Inc. to perform final design services for the project in an amount not-to-exceed \$3,349,000. The Contra Costa Water District is in the process of designing an alignment to relocate a large water line from within the project limits. Project Development Team (PDT) meetings with Caltrans are occurring on a monthly basis. The Authority approved a \$75,000 engineering review agreement with Kinder Morgan L.P. (KM) at its January meeting. This agreement pays for KM's engineering services associated with the possible relocation of an existing petroleum booster pump station located in the area.

The designer is currently working on the mapping and geometric approval drawings. Design is anticipated to be complete in late 2014.

Issues/Areas of Concern: Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

H. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.

Current Phase: Design.

Project Status: The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood, and BART.

CCTA staff and the design engineer have met with the adjoining landowner and the City of Brentwood to look at bridge design alternatives. After selection of the preferred alternative, design will begin.

Issues/Areas of Concern: Construction funding for the project has not yet been identified.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING

Staff Contact: Martin Engelmann, (925) 256-4729, mre@ccta.net

February 2013 Update – No Changes From Last Month

Study Status: Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, and Project Visioning/Strategy-Scenario Development.

Administration: Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

Staff will provide an update at the next ePPAC meeting which is tentatively set to convene in March.

The Next Segment study is currently being developed and a status report will be provided to ePPAC/TRANSPLAN in a later meeting.

eBART Project Update

February 4, 2013

eBART CONSTRUCTION PROGRESS

A total of approximately 100 people are currently employed on the two active eBART construction contracts. Value of the two contracts underway is approximately \$55 million, with approximately \$1.5-1.8 million being spent per month.

Contract 04SF-110A Construction

- Construction activities on the eBART Contract 04SF-110A, Transfer Platform and Guideway project located in the tailtracks of the Pittsburg/Bay Point BART Station include continuing grading to subgrade and rail installation in trackway areas, and installation of electrical and other systems at the ancillary building and platform. Contract value = \$30 million. Estimated completion date: November 2013.

Contract 04SF-120 Construction

- Construction activities on the eBART Contract 04SF-120 for construction of the Hillcrest/Antioch Station Parking Lot and Maintenance Facility now includes mass soil cut and fill operations and utility connections, and maintenance facility building pad work beginning. Contract value = \$26 million. Estimated completion date: August 2014.

DESIGN PROGRESS

- Design of Contract 04SF-130 for Antioch Station and maintenance facility finishes and track and systems installation is progressing to 95% completion and anticipated will be advertised early 2014.
- BART, Contra Costa Transportation Authority, and Caltrans continue to closely coordinate funding, design and construction of the billion-dollar Integrated Project (Highway 4 widening, and eBART construction).

VEHICLES PROCUREMENT

- The Vehicle Procurement Contract 04SF-140 was advertised November 2012. The contract is for eight DMU vehicles, with options for up to six more vehicles. The manufacturer will be selected by early 2013.

PLANNING FOR POSSIBLE eBART EXTENSION

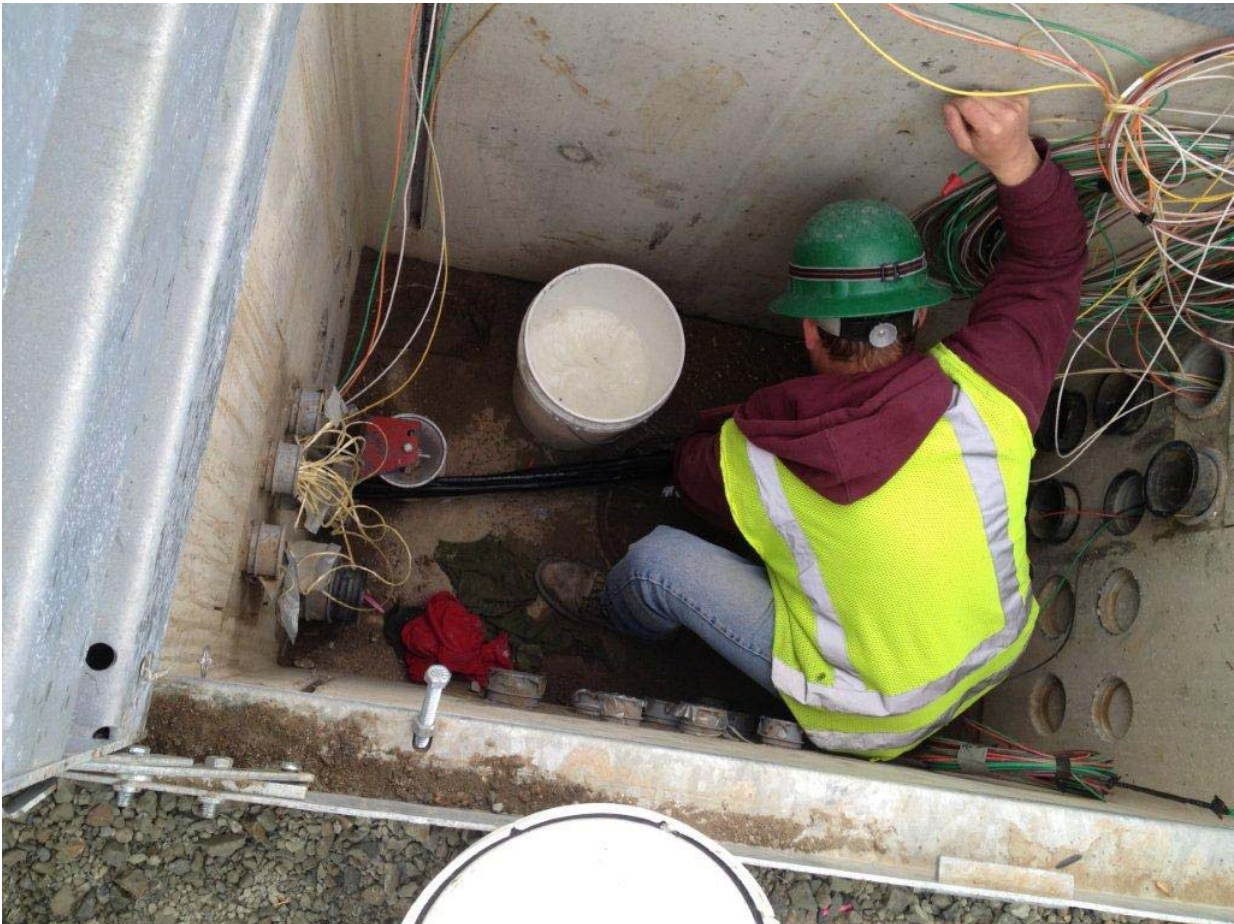
- A Next Segment study is underway.. The study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.



02/06/13 eBART 04SF-110A. Installation of Rail at Transfer Platform



02/05/13 eBART 04SF-110A Rail Welding





**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

Winter 2012 - 2013	Location	Event
Monday, February 11, 2013 10:00am	Antioch	State Route 4 East Media Event and Tour
Spring 2013	Location	Event
Date TBD	Danville	Groundbreaking - I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon
April 24, 2013 (Tentative)	MTC - Oakland	MTC to Adopt the 2013 RTP
Fall 2013	Location	Event
Date TBD	Orinda	Open to Traffic - Caldecott Fourth Bore Project

*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at jamar.stamps@dcd.cccounty.us

**ITEM 7
ENVIRONMENTAL REGISTER**

ENVIRONMENTAL REGISTER

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	4246 Empire Ave	Notice of Public Hearing	New Lifeline Ministries Expansion (CUP 03-12) Contact: Ken Strelo, Senior Planner strelo@ci.oakley.ca.us	Request for approval of a conditional use permit and development plan to expand an assembly hall and private school at an existing church.	2/12/13 (hearing date)	No comments
Contra Costa County	Countywide	Notice of Availability	Draft Climate Action Plan and Proposed Negative Declaration Contact: John Osborne, Senior Planner Department of Conservation and Development 855-323-2626 john.osborne@dcd.cccounty.us	Preparation of a Climate Action Plan (CAP) to identify measures and actions intended to reduce greenhouse gas (GHG) emissions.	2/1/13	No comments
City of Pittsburg	project site bordered by Buchanan Road to the north, Highlands Ranch residential subdivision to the west, Somersville Road to the east, and Black Diamond Ranch Subdivision to the south	Notice of Preparation of an Environmental Impact Report	Tuscany Meadows Project Contact: Leigha Schmidt, Associate Planner 925-252-4920 lschmidt@ci.pittsburg.ca.us	Vesting Tentative Map for up to 917 low density residential single-family lots on approximately 135.6 acres, up to 365 multi-family units on 14.6 acres, and approximately 18.6 acres of parks and/or detention basins.	12/28/12	Yes
Caltrans District 7	11 counties w/in SF Bay Area	Notice of Completion of Draft Program Environmental Impact Report Initial Study	San Joaquin Rail Corridor 2035 Vision Project Contact: Tom Dodson, Tom Dodson&Assoc. 909-882-3612 Dawn Kukla, Caltrans Dist. 7 213-897-3643 dawn.kukla@dot.ca.gov	This Draft Program Environmental Impact Report (PEIR) evaluates the potential environmental impacts of the proposed operational modifications and supporting infrastructure improvements required to support intercity passenger train operations within the San Joaquin Corridor over the 25-year planning period.	12/13/12	No comments
City of Pittsburg	San Marco Boulevard/West Leland Road in the City of Pittsburg	Notice of Public Hearing	Toscana at San Marco, AP-11-779 (SUB, DR). Contact: Kristin Pollot, Associate Planner 925-252-4920 kvahl@ci.pittsburg.ca.us	Application to request approval of 1) vesting tentative map to subdivide 30.2 acres into 252 SF residential lots, 2) design review for SF residences.	11/27/12 (hearing date)	No comments

ITEM 9
ELECT 2013 CHAIR AND VICE-CHAIR

**TRANSPLAN COMMITTEE OFFICERS
FOR PRIOR YEARS**


Year	Chair	Vice Chair
2013		
2012	Jim Frazier, Oakley	Sal Evola, Pittsburg
2011	Brian Kalinowski, Antioch	Jim Frazier, Oakley
2010	Robert Taylor, Brentwood	Brian Kalinowski, Antioch
2009	Federal D. Glover, Contra Costa County	Robert Taylor, Brentwood
2008	Will Casey, Pittsburg	Mary Piepho, Contra Costa County
2007	Brad Nix, Oakley	Ben Johnson, Pittsburg
2006	Donald P. Freitas, Antioch	Brad Nix, Oakley
2005	Annette Beckstrand, Brentwood	Donald P. Freitas, Antioch
2004	Federal Glover, County	Annette Beckstrand, Brentwood
2003	William Glynn, Pittsburg	Federal Glover, County
2002	Brad Nix, Oakley	Frank Quesada, Pittsburg

ITEM 12
ADOPT RESOLUTION OF THE TRANSPLAN COMMITTEE

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: Jamar Stamps, TRANSPLAN Staff 
DATE: February 14, 2013
SUBJECT: Update on City of Pittsburg's Compliance with East County Action Plan and Consideration of Appropriate Follow-up Action(s)

Recommendation

ADOPT resolution of the TRANSPLAN Committee's position on the status of the City of Pittsburg's (Pittsburg) compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

Background

At a special meeting held on January 27, 2011, the TRANSPLAN Committee, referencing policies in the *Growth Management Program*, the *East County Action Plan for Routes of Regional Significance* (Action Plan), and interpretation of these policies from the Contra Costa Transportation Authority (CCTA), took the following actions:

1. Recognized the preexisting agreement between the TRANSPLAN Committee and ECCRFFA (East Contra Costa Regional Fee and Financing Authority) as the only approved regional development mitigation program for the East County region; and
2. Determined that Pittsburg is not in compliance with its obligations under the East County Action Plan to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region; and
3. Directed TRANSPLAN Committee staff to identify the actions that had taken place and transmit those actions and comments to the Contra Costa Transportation Authority (CCTA).

On April 1, 2011 TRANSPLAN and ECCRFFA filed a petition against Pittsburg with the Superior Court of California, Contra Costa County. Following the filing of the lawsuit, TRANSPLAN, ECCRFFA, and Pittsburg engaged in negotiations in an attempt to settle the dispute.

On November 8, 2012 TRANSPLAN and ECCRFFA reviewed the status of the settlement negotiations and determined that continuing with the litigation was not in the best interest of East County communities and the public.

On November 29, 2012 the Pittsburg City Council and staff were notified (see attached) that TRANSPLAN and ECCRFFA would proceed to dismiss the lawsuit and reaffirm to the Contra Costa Transportation Authority (CCTA) that Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

On December 4, 2012, a dismissal without prejudice was filed in the Superior Court of California, Contra Costa County.

Next Steps

c: TRANSPLAN TAC

Following the dismissal of the lawsuit, it is recommended that the TRANSPLAN Committee adopt a resolution reaffirming the Committee's previous determination that the City is out of compliance with the RTMP requirements of the GMP and requesting that CCTA act on the matter of the City's non-compliance with the GMP. [Considering the substantial time and resources that have been invested in resolving this matter, the Committee should consider requesting that CCTA act expeditiously to resolve the issue.]

att: November 29, 2012 letter to Mayor of City of Pittsburg

RESOLUTION NO. 2013/01

**A RESOLUTION OF THE TRANSPLAN COMMITTEE
CONFIRMING THAT THE CITY OF PITTSBURG REMAINS
OUT OF COMPLIANCE WITH ITS REGIONAL
TRANSPORTATION MITIGATION OBLIGATIONS UNDER
MEASURE J**

WHEREAS, under Measure J, a half-cent sales tax measure approved by Contra Costa County voters on November 2, 2004, each local jurisdiction is required to comply with a regional Growth Management Program as a condition of receiving sales tax revenues from the Contra Costa Transportation Authority (CCTA) for use on local street maintenance and improvement;

WHEREAS, the TRANSPLAN Committee (TRANSPLAN) is the regional transportation planning body with sole authority under Measure J to determine the regional Growth Management Program to mitigate the transportation impacts of development in eastern Contra Costa County;

WHEREAS, TRANSPLAN has previously adopted the East County Action Plan designating the Regional Transportation Development Impact Mitigation (“RTDIM”) Fee Program of the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) as the sole, approved development mitigation (i.e., regional fee) program for eastern Contra Costa County;

WHEREAS, effective September 7, 2010, the City of Pittsburg (Pittsburg) purported to withdraw from ECCRFFA and ceased participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on January 27, 2011, TRANSPLAN determined that Pittsburg was out of compliance with its regional transportation mitigation obligations under Measure J and so notified CCTA;

WHEREAS, following the determination and notification from TRANSPLAN, CCTA placed Pittsburg on a watch list and withheld from Pittsburg Local Street Maintenance and Improvement funds for Fiscal Years 2011-12 and 2012-13;

WHEREAS, on April 1, 2011, TRANSPLAN and ECCRFFA filed litigation against the Pittsburg in the Contra Costa County Superior Court to enforce Pittsburg’s obligations under Measure J and to compel Pittsburg to re-join ECCRFFA and to resume participation in the ECCRFFA RTDIM Fee Program;

WHEREAS, on December 4, 2012, after a determination by TRANSPLAN and ECCRFFA that continued litigation was no longer of benefit to East County regional projects, the litigation against Pittsburg was dismissed without prejudice by TRANSPLAN and ECCRFFA; and

RESOLUTION NO. 2013/01

WHEREAS, notwithstanding the dismissal of the litigation, TRANSPLAN wishes to confirm and re-iterate that Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.

NOW, THEREFORE, TRANSPLAN DETERMINES, RESOLVES, and ORDERS as follows:

1. Since its purported withdrawal from ECCRFFA on September 7, 2010, Pittsburg has failed to re-join ECCRFFA and has failed to participate in the ECCRFFA RTDIM Fee Program, which is the sole, approved development mitigation program for eastern Contra Costa County.
2. Despite a previous order from TRANSPLAN to re-join ECCRFFA and to participate in the ECCRFFA RTDIM Fee Program, Pittsburg has failed to do so.
3. Notwithstanding dismissal of the above litigation, Pittsburg remains out of compliance with its regional transportation mitigation obligations under Measure J.
4. As provided in Measure J, because of such non-compliance, Pittsburg is not entitled to receive Local Street Maintenance and Improvement Funds for Fiscal Year 2011-12 and subsequent fiscal years until such time as Pittsburg comes into full compliance.
5. Pittsburg is again ordered to re-join ECCRFFA without qualification or precondition, to participate fully in the ECCRFFA RTDIM Fee Program, and to transmit to ECCRFFA all regional transportation fees collected by Pittsburg since Pittsburg's purported withdrawal from ECCRFFA on September 7, 2010.
6. CCTA is requested to continue to withhold sales tax revenues from Pittsburg due to such non-compliance and to re-allocate the withheld funds for use on ECCRFFA regional transportation projects.

The foregoing Resolution was adopted by TRANSPLAN on February 14, 2013, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Kevin Romick, Chair

RESOLUTION NO. 2013/01

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553-0095

East Contra Costa Regional Fee and Financing Authority

Antioch – Brentwood – Oakley – and Contra Costa County

A JOINT EXERCISE OF POWERS AGENCY

255 Glacier Drive, Martinez, CA 94553

November 29, 2012

Ben Johnson, Mayor
City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565

Re: TRANSPLAN and ECCRFFA v. City of Pittsburg

Mayor Johnson,

On November 8, TRANSPLAN and ECCRFFA reviewed the current status of the tentative settlement with Pittsburg and decided that continuing to pursue an elusive and illusory settlement is not in the best interest of East County communities and the public we serve. Accordingly, we have been authorized to notify the Pittsburg City Council and staff that TRANSPLAN and ECCRFFA will proceed to dismiss the present lawsuit and will reaffirm to the Contra Costa Transportation Authority (CCTA) that the City of Pittsburg is out of compliance with the Regional Transportation Mitigation Program (RTMP) requirements of the Growth Management Program (GMP).

When the tentative settlement was negotiated, TRANSPLAN and ECCRFFA were relying on figures provided by Pittsburg's City Manager about Pittsburg's project development during the next 18 years. The figures we were given were 7,500-8,000 units, which translated into roughly \$120 million in fees expected to be collected and forwarded by Pittsburg. Unfortunately, the figures were inaccurate, which only came to light recently when questions were raised about the data. Actual figures for the next 18 years are 2,500-3,000 units and \$36-\$51 million in potential fees from Pittsburg.

As the correct information has come to light, it has become increasingly apparent that the fees collected by Pittsburg would go solely or mostly to the James Donlon Extension project and would provide little or no benefit to other projects important to the overall East County region. Given that reality, it has also become apparent that the special treatment and concessions that Pittsburg would receive under the tentative settlement are unjustified.

In terms of the benefit to East County regional projects, it no longer makes sense to continue using public funds for litigation to force Pittsburg to participate in ECCRFFA. Therefore, TRANSPLAN and ECCRFFA have decided to dismiss the present lawsuit. TRANSPLAN maintains that compliance with the GMP requires Pittsburg to re-join ECCRFFA and participate

in the ECCRFFA fee program without insisting on special treatment or concessions. Accordingly, TRANSPLAN and ECCRFFA will reaffirm to the CCTA that since withdrawing from ECCRFFA (effective 9/7/2010), Pittsburg has not had a valid RTMP and has not been fulfilling its GMP obligation to participate in a cooperative, multi-jurisdictional process for managing growth in the East County region.

Very truly yours,



Brian Kalinowski
Past Chair, TRANSPLAN Committee



Robert Taylor
Chair, ECCRFFA

cc: Don Tatzin, CCTA Chair
Member Jurisdictions: TRANSPLAN
Member Jurisdictions: ECCRFFA
David F. Schmidt, Deputy County Counsel
Ruthann Ziegler, City Attorney – City of Pittsburg
Members, TRANSPLAN TAC


ITEM 14
2013 COUNTYWIDE TRANSPORTATION PLAN (CTP) UPDATE



MEMORANDUM

Date January 28, 2013

To RTPC Managers

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

RE **Launching the 2014 CTP and Sustainability Discussion Paper**

To begin the process of preparing the 2014 update of the Countywide Comprehensive Transportation Plan (CTP), Authority staff has prepared the two attached white papers. The first, *Launching the 2014 CTP Update*, outlines how the Authority will use the CTP and the Action Plans to address the challenges we face in creating a balanced transportation system within Contra Costa and addressing the impacts of forecast growth. The second, *Incorporating Sustainability into the 2014 Countywide Transportation Plan*, addresses how the Authority might incorporate the concept of sustainability into the CTP and its other planning and project development activities.

We hope that you will share these memos with your boards and TACs.

If you have any questions, please don't hesitate to contact me.

Launching the 2014 CTP Update

January 17, 2013– DRAFT

When they approved Measure J in November 2004, the voters of Contra Costa reaffirmed the importance of the collaborative process of transportation planning and growth management first established by Measure C in 1988. This process, outlined in the Measure J Expenditure Plan and its Growth Management Program (GMP), requires local jurisdictions to collaborate in an ongoing, multijurisdictional planning process. Working through their Regional Transportation Planning Committees (RTPCs), each local jurisdiction must participate in a consensus-based process to create Action Plans for Routes of Regional Significance. These plans identify performance objectives for the regional transportation network and actions for achieving them as well as a process for managing the impacts of growth in their subarea.

The GMP also requires local jurisdictions to help the Authority develop its Countywide Comprehensive Transportation Plan (CTP). The CTP outlines the Authority's vision, goals, and long-range strategy for achieving its mission — to deliver a comprehensive transportation system that enhances mobility and accessibility, while promoting a healthy environment and strong economy. Key to the success of the CTP is its reliance on the objectives and actions established in the cooperatively developed Action Plans. The result of this challenging effort is a program of strategies and actions to develop and maintain a balanced, safe, and efficient transportation system for the decades to come.

This paper outlines how we propose to update both the CTP and the Action Plans to respond to the challenges we face in creating this balanced transportation system and to address the impacts of forecast growth. This paper outlines some of the issues we expect to face, the essential roles that local jurisdictions and the RTPCs will play in this process, and the concurrent activities at the State, regional, and countywide levels that will influence the CTP Update. There have been significant changes since the adoption of the

last CTP in 2009, and the 2014 CTP update, with its new focus on a 2040 horizon year, will give us all an opportunity to respond to those changes, refine our objectives, and create a blueprint for the future.

Focus on the 2014 CTP Update and the Action Plans

2014 CTP UPDATE

The CTP “lays out the Authority’s vision for Contra Costa’s future, the goals and strategies for achieving that vision, and future transportation priorities.” The update of the CTP gives us an opportunity to reflect changing demographics, completed projects, new legislation, the latest technology, and the evolving vision of the county’s future. This evaluation will cover the CTP’s goals, the performance measures and actions from the Action Plans, the Comprehensive Transportation Project List (CTPL), and implementation program. The CTP Update will be led by Authority staff with support from consultants Dyett & Bhatia and will consider issues at both the countywide and sub-regional level through the CTP Task Force and RTPCs/TACs, respectively.

One key task of the CTP update process will be updating the CTP goals. We believe the updated goals should be shorter and more succinct, align with regional and state initiatives, provide flexibility in implementation, transition from big projects toward efficiency and intelligent transportation systems (ITS), and lay the groundwork for a possible Measure J renewal/extension.

The horizon for the updated CTP will be the year 2040 and will use *ABAG Projections 2013*. This will align the CTP with the forthcoming RTP (Plan Bay Area). The goal is to complete have a draft CTP and environmental document ready for public review by the end of December. This would allow the CTP Update to be adopted in May 2014.

RTPC Role *Provide input on suggested changes to the CTP goals in line with Authority staff guidance*

ACTION PLAN UPDATES

As with the CTP, the Action Plan requirement has its basis in Measure C (1988). The Action Plan requirement reflects the understanding that no one jurisdiction can solve the

problems of roads that serve both local and regional traffic. Measure J requires the Action Plans to establish Multimodal Transportation Service Objectives (MTSOs) for each Regional Route and actions to achieve them. It also requires these plans to establish a process for environmental consultation, and a schedule and procedure for review of certain development projects.

The Action Plan updates will be an opportunity to review conditions and affirm or update the MTSOs to better match local conditions and the actions identified to achieve them. MTSOs do not need to be “one size fits all” nor do they need to focus solely on levels of service for vehicles. The MTSOs are meant to reflect what kind of performance the subregions hope to achieve on the Regional Routes: Is vehicle throughput key or is reliability more important? Is improving pedestrian safety and connectivity key or is transit time and reliability? Should the MTSOs differ in different segments of the Regional Routes to reflect the surrounding land use context? The use of a broader range of performance measures is receiving greater emphasis from the federal, State and regional transportation agencies. (MTC, for example, is using economic and environmental measures as well as more traditional transportation measures in its current SCS/RTP process.)

The Action Plans may take a different perspective on issues of concern, such as a greater emphasis on alternative modes of travel and their needs rather than a roadway focus. The Action Plans and MTSOs will also need to respond to the Complete Streets Act, Plan Bay Area (including its emphasis on accommodating greater growth within PDAs), and the RHNA.

While the Action Plans don’t need to be “financially constrained”, the RTPCs may want to consider setting priorities for funding. The 2014 CTP will likely be used to help set Contra Costa’s recommendations for the next RTP and, possibly, a reauthorization of Measure J.

A consultant team lead by DKS Associates has been selected to assist the RTPCs with the Action Plan updates. Each RTPC will have its own project manager.

RTPC Role *Work with consultant team to select project manager for Action Plan updates and begin update process. Critically evaluate existing Action Plans and MTSOs in light of current effectiveness, outcomes, and anticipated changes*

Proposed Schedule

Date	Action	Responsible Party
September 2012	Start up	CCTA
November-March 2013	MTSO Monitoring	CCTA
November 2012 - January 2013	Retain Action Plan and Outreach Consultants	CCTA
January – June 2013	Develop Administrative Draft Action Plans	RTPCs
March/July 2013	MTC Releases Draft/Final 2013 RTP, including the SCS	MTC
September 2013	Issue Draft Action Plans	RTPCs
December 2013	Issue Draft CTP/EIR	CCTA
May 2014	Adopt Final CTP	CCTA
June-July 2014	RTPCs adopt Final Action Plans	RTPCs

Sustainability

There is increased interest nationally and regionally, even globally, in incorporating sustainability into transportation planning and in using a broader range of performance measures and evaluation criteria to understand how sustainable our plans, programs, and projects are. (See the NCHRP report, Smart Mobility Framework, STARS, etc. for examples.)

The current CTP includes an implementation action to initiate a study on sustainability and consider how the Authority might address it within the context of Measure J. A discussion paper has been prepared on whether and how to incorporate sustainability into CCTA planning and programs. This paper intends to initiate a dialogue at the regional and countywide scale. We want to know what you think the Authority’s role should be to ensure transportation sustainability.

RTPC Role *Review the discussion paper when provided, forward comments and recommendations to the CTP Task Force*

State and Regional Context of the CTP/Action Plan Updates

Recent changes in State legislation and regional planning will affect how we plan for and fund the operation, maintenance and improvement of the transportation system. The updates of the CTP and the Action Plans will need to respond to these changes.

- SB 375 and AB 32, the State’s greenhouse gas (GHG) reduction legislation, require the State, regional transportation agencies, and localities to reduce GHG emissions to 1990 levels by the year 2020. While CCTA is not directly subject to the legislation, regional transportation funding strategies and Contra Costa jurisdictions will need to respond.

- AB 1358, the Complete Streets Act of 2008, requires jurisdictions to adopt a circulation element that accommodates all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. MTC policy is being changed to require localities to adopt a Complete Streets resolution or update their Circulation Element to reflect AB 1358 to receive certain regional funds.

- Plan Bay Area is the name for MTC’s forthcoming Regional Transportation Plan (RTP) update, which will be released while the CTP Update is underway. The RTP will be integrated with a proposed pattern of land use development, known as a Sustainable Communities Strategy (SCS), required by SB 375. The combined RTP/SCS must reduce regional GHG emissions from cars and light trucks to hit State-mandated targets for the years 2020 and 2035. Plan Bay Area will likely use transportation investments and grants to encourage the majority of future housing development and jobs placement to be sited within locally-identified Priority Development Areas (PDAs).

- A new Regional Housing Needs Allocation (RHNA) will be released by ABAG soon. The RHNA will be aligned with the RTP/SCS to reflect its desired land use pattern, and so may have significant differences from past RHNAs.

RTPC Role Understand the direction provided by these State and regional policies and what related changes to the CTP and Action Plans may be warranted

Identification of Projects

DEVELOPING A COMPREHENSIVE LIST OF PROJECTS

Essential to developing an up-to-date and accurate plan will be an up-to-date and accurate list of projects and programs. To develop both the 2014 CTP and the

2013 Congestion Management Program (CMP) — as well as many other planning efforts — we will need local agency help in updating the CTPL. The CTPL is the “master” project list. It is built on the Action Plans and local agency capital improvement programs and is used to develop the CMP, the STIP, Plan Bay Area and other plans. Unlike the project list for the RTP, which must assume the limitations of expected funding, the CTPL is financially unconstrained.

THE 2013 CMP UPDATE

As a congestion management agency, the Authority must prepare and update its CMP, which includes a seven-year capital program of projects to maintain or improve the performance of the system or mitigate the regional impacts of land use projects. The State Transportation Improvement Program (STIP) is the five-year plan adopted by the California Transportation Commission (CTC) to allocate funds for state highway improvements, intercity rail, and regional highway and transit improvements. Both the CMP and STIP project lists must be updated every two years. The current CMP is from 2011; the current STIP was updated in 2012 but an updated project list must be submitted to the CTC in 2013.

Given the inter-related nature of these project lists, it is most efficient to ask for all projects at once. The CMP and CTP have compiled project lists through the Authority’s web-based CTPL. This tool again has the potential for helping on setting priorities efficiently for the next CTP and RTP and serves as a resource in discussing a possible Measure J renewal/extension.

RTPC Role *Begin compiling transportation projects desired for the region, noting cost estimates and whether the project applies to the CMP or STIP lists*

CYCLE 2 FEDERAL FUNDING

As part of the RTP update process, MTC is calling on transportation agencies in the region’s counties to provide requests for “Cycle 2” federal funding. The following MTC programs will be funded through this method:

- OBAG program (\$45.2 million) – call for projects in early March

- Safe Routes to School program (\$3.3 million) – call for projects in early March
- PDA Planning Program (\$2.8 million) – call for project following adoption of PDA Investment and Growth Strategy

RTPC Role *Be prepared to provide desired projects and cost estimates for these competitive programs*

2013 STRATEGIC PLAN FOR MEASURE J

The current Strategic Plan was completed in 2011 and the Plan will be updated again in 2013. This update will need to re-assess long-range estimates of sales tax revenues under Measure J, make adjustments to its guiding policies, and make financial commitments to individual projects. This program of projects is the basis for evaluating requests for fund appropriations, which may not exceed those listed in the program. Measure J funds are limited so project proponents are expected to apply for all available funds from other sources to maximize the “leveraging” of Measure funds.

Following the adoption of the estimates of funding for the Strategic Plan, the Authority will also begin the process for programming for two Measure J programs: Transportation for Livable Communities (Program 12) and Pedestrian, Bicycle and Trail Facilities (Program 13).

RTPC Role *Consider which projects proposed in the CTPL may be eligible and appropriate for Measure J funding*

2013 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. It parallels the federal Transportation Improvement Program, or TIP, which programs federal transportation funds.

RTPC Role *Consider which projects proposed in the CTPL may be eligible and appropriate for STIP funding*

Proposed Schedule

<i>Date</i>	<i>Action</i>	<i>Responsible Part</i>
January – June 2013	CTPL database open for update	Local jurisdictions
March – June 2013	OBAG & SR2S “Call for Projects”	CCTA / local jurisdictions
June 2013	Release Draft 2013 CMP	CCTA
May – October 2013	PDA Planning Program	CCTA / local jurisdictions
April– September 2013	Measure J Strategic Plan Update	CCTA / RTPCs / local jurisdictions
November 2013	Adopt 2013 CMP	CCTA
July – December 2013	STIP “Call for Projects”	CCTA
2014 (Tentative)	Second Measure J CC-TLC and PBTF “Call for Projects”	CCTA / RTPCs / local jurisdictions

Public Outreach

The Authority has selected a consultant team, led by Gray-Bowen, to work with staff and the CTP Task Force on countywide public outreach. The consultant will work on explaining the 2014 CTP Update and listening to the public to help update the CTP goals and identify a financially-constrained project list. The outreach process will include focus groups, a survey, stakeholder interviews, and public workshops.

The Gray-Bowen team will also work with the Action Plan consultants (the DKS team) to undertake public outreach at a sub-regional level. The Authority staff will be working with both consultants and the RTPCs to determine how to integrate these public outreach efforts with one another and the overall CTP Update schedule.

RTPC Role *Pending schedule and outreach strategy*

Discussion Paper:

Incorporating Sustainability into the 2014 Countywide Transportation Plan

January 16, 2013 – Draft

Executive Summary

The purpose of this paper is to frame issues and questions about whether to make “sustainable transportation” an explicit planning concept in the 2014 Countywide Comprehensive Transportation Plan (CTP) and what implementing sustainability in this context would mean for the Contra Costa Transportation Authority (the Authority) and local jurisdictions. This initiative responds to one of the implementation actions in the 2009 CTP calling for an investigation of the role for the Authority in addressing sustainability in the context of Measure J (*see 2009 CTP Update, Table 3, page 120*) as well as State legislation on sustainability (SB 375) and related efforts by the Metropolitan Transportation Commission (MTC) and other agencies on this topic.

The basic idea would be to incorporate and showcase sustainability as an additional component of the Authority’s practical, operational approach to transportation planning—to maximize efficiency, use limited resources well, and deliver effective services to the county’s residents, businesses, and visitors—strategies which by their very nature incorporate sustainable elements.

This paper reviews definitions of sustainability, the current implementation of sustainable practices by the Authority, where further policy guidance would be helpful, reasons for and against a sustainability planning policy, and options for including sustainability in the CTP. Attached are exhibits including highlights about what peer agencies are doing to further the idea of achieving a sustainable transportation system, some other widely adopted approaches across the US and locally, and suggestions for specific strategies and programs that the Authority could consider.

From managing growth, to supporting mobility, to responding to the diverse needs of communities in Contra Costa, the Authority has made significant inroads towards achieving a number of objectives related to sustainability. Consequently, the proposals suggested in this discussion paper are not radical departures from existing Authority policies. Rather, they are refinements to and a reframing of policies that the Authority has already set, policies that are already focused on meeting the needs of the present without compromising the ability of future generations to meet their own needs.

I. Sustainability and the Authority

In many ways, sustainability is consistent with the Authority’s approach to its mission. The Authority and its member jurisdictions already exercise sustainable practices in ways that are effective and generally uncontroversial. The following discussion begins with a definition of sustainability, and then provides examples of how the concept of sustainability is in many respects already integrated with the Authority’s mission, goals, projects, and programs.

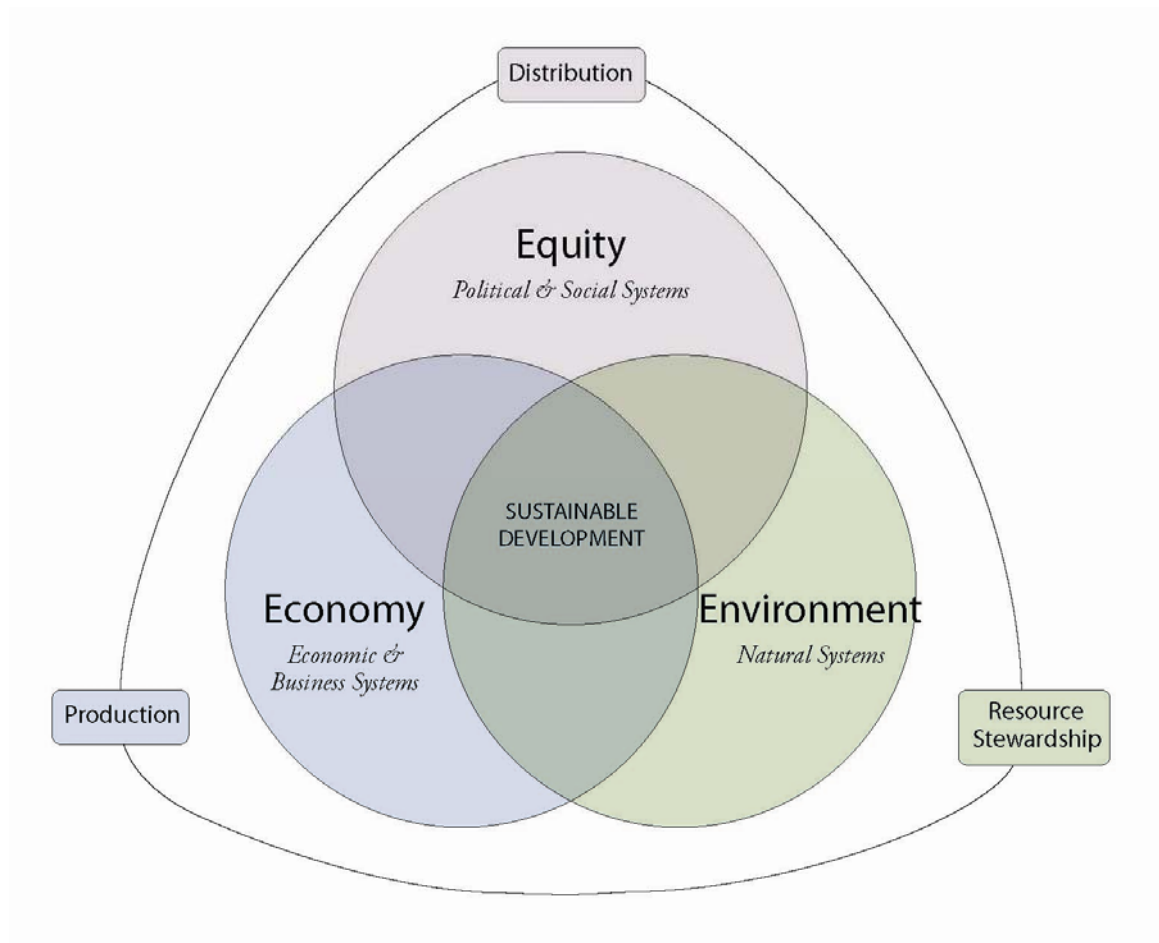
DEFINITIONS OF SUSTAINABILITY

Although there are many definitions of sustainability, they all share a basic idea, namely of acting in a way that will achieve both current and future needs.¹

Sustainability is often judged by how well a plan, project or other action achieves three over-arching goals, known as the “three Es”: economy, environment and equity. In the Bay Area, MTC’s current *Regional Transportation Plan*, T-2035, and its proposed successor, *Plan Bay Area*, are guided by these goals: build a stronger *economy*, protect the natural *environment*, and *equitably* enhance opportunities for all Bay Area residents. In other jurisdictions, variations on this vision have replaced the third component with “equity and social justice” (to bring in the question of who benefits and how are costs distributed) or “social and human health” (to reflect the idea that people and their communities matter as well as the economy and the environment). Whatever specific terms are used, these three concepts overlap, meaning that programs may cut across and reinforce all three principles as part of a sustainability initiative. The figure on the following page illustrates the interactions.

Concern for the environment is only one part of sustainability. Ultimately, it is about finding a balance among the goals of environmental, economic and social health within the constraints we face. A common mechanism of sustainability is ensuring that actors mitigate or bear the impacts of their actions, and ensure that the impacts on others are not significant. As a result, sustainability may require greater short-term investments to reduce long-term costs, the imposition of fiscal constraints, and open planning processes to share the costs and benefits of actions with potentially impacted communities.

¹ The American Planning Association defines sustainability as “the capability to equitably meet the vital human needs of the present without compromising the ability of future generations to meet their own needs by preserving and protecting the area’s ecosystems and natural resources.”



AUTHORITY OBJECTIVES AND SUSTAINABILITY

These common definitions of sustainability are consistent with the Authority's current mission to, "Deliver a comprehensive transportation system that enhances mobility and accessibility, while promoting a healthy environment and strong economy by:

- Leading a collaborative decision-making process with local, regional and state agencies;
- Establishing partnerships to effectively deliver transportation projects and programs;
- Facilitating a countywide dialog on growth and congestion that discloses and seeks to mitigate the impacts of development while respecting the responsibilities of local jurisdictions;
- Taking into account the diverse character of Contra Costa communities."

Following this mission, the adopted goals and implementing strategies in the first CTP in 1995 embodied many sustainability concepts and have been carried forward through all subsequent plans, as seen in the four goals from the 2009 CTP:

- Enhance the movement of people and goods on highways and arterial roads;
- Manage the impacts of growth to sustain Contra Costa’s economy and preserve its environment;
- Provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle; and
- Maintain the transportation system.

At a more tactical level, the plans, strategies and performance measures in the Measure J Expenditure Plan, the Growth Management Program (GMP), and the current CTP embrace the essence of common sustainability principles by managing growth and trying to ensure transportation options for all county residents. Specific examples of “sustainable” projects and programs include carpool lane extensions/gap closures, the Transportation for Livable Communities (TLC) program, the urban limit line (ULL) balanced with housing and job opportunities, and the Measure J requirement that access for pedestrians, bicyclists, and transit is supported in new development.

II. Where Policy Guidance is Needed

The pursuit of sustainability may, however, be inconsistent with other Authority policies or historical practices. It is these areas for which policy direction is needed.

Some sustainability practices may simply be new policies which create an additional approach or action. One example of such a situation would be a construction waste management program, a common sustainability measure, which would impose a new requirement on road contractors and may increase bid costs and thereby delay some and possibly eliminate other projects. However, the program would likely not conflict with other Authority policies and programs. Such strategies may need little to no policy guidance apart from the existing Authority mission and CTP goals.

Certain sustainable practices may conflict with other components of the Authority’s mission, however. The Alameda County Transportation Commission issued a

whitepaper on sustainability² in April 2011 that noted some of these inherent conflicts for a Congestion Management Agency, including:

- *Trading off equity and environmental protection.* Some definitions of sustainability include both environmental protection and preservation of social and geographic equity. These aspects of sustainability do not always work in harmony, such as when equitable distribution of transportation funds among local governments conflicts with a desire to maximize the greenhouse gas reduction and air quality improvement benefits of specific types of transportation projects (particularly transit investments).
- *Trading off mobility and energy/GHG reduction.* Strategies to reduce VMT pursue environmental sustainability by reducing air pollution and greenhouse gas emissions, but can negatively impact economic growth and personal mobility by making travel of people and goods expensive or inconvenient. This would directly clash with the current CTP goal of enhancing the movement of people and goods on highways and arterial roads.
- Exhibit 1 contains more issues from the ACTC whitepaper and proposed responses to these situations.

In addition, certain types of sustainability could conflict with other types. The pursuit of operational sustainability—ensuring that transportation systems can function under duress—may require investments that clash with a view of sustainability being primarily fiscal in nature—with a goal of reducing construction, operation, and maintenance costs.

III. Options Available to the Authority

As part of the CTP update, the Authority should consider whether to implement a Sustainability Planning Policy across the full range of responsibilities it exercises. The various bodies that make up the Authority—the Board, RTPCs, staff, and others—should first discuss and decide whether to pursue such a policy, and if there is a decision to include sustainability, then determine how to include it in the 2014 CTP.

WHETHER TO HAVE A SUSTAINABILITY PLANNING POLICY

This section presents pros and cons for incorporating sustainability into the 2014 CTP. There are several reasons why the Authority should consider a systemwide sustainability planning policy.

² http://www.alamedactc.org/files/managed/Document/2416/05a_Sustainability_Principles.pdf

- While the objectives and many programs of the Authority are inherently sustainable, an explicit sustainability policy would establish a framework for the Authority to more fully integrate sustainability into the Authority's planning and funding functions; support local actions that will complement these efforts; and foster collaboration and facilitate partnerships that will lead to more sustainable transportation and sustainable urban development.
- The Authority and local jurisdictions are in a position of leadership on sustainability. While the Authority does not operate roads or transit systems, it provides critically needed funding for them. Through its engagement with local and regional partners leveraging \$2 billion in sales tax revenues for transportation projects and program improvements in Contra Costa, the Authority can both understand the local conditions in each jurisdiction, and take a broader, regional perspective.
- This policy would demonstrate the Authority's commitment to sustainability as a core value and as a strategy for enhancing the quality, efficiency, and value of the transportation system for Contra Costa. It would help leverage and highlight the collective benefits of efforts underway to achieve a more sustainable countywide transportation system including, but not limited to, implementation of Measure J programs and projects; implementation of the Congestion Management Program; and partnerships with regional agencies and local jurisdictions.
- A high profile sustainability policy would help organize and elevate the profile of the Authority's existing sustainable programs. By deliberately noting which of its existing policies and actions promote sustainability, the Authority can better plan how to enhance and build upon those approaches while helping identify those programs which may be unsustainable in some way. By highlighting its existing and continued commitment to sustainability, the Authority may also set the stage for future support for additional transportation measures in Contra Costa.
- This policy would broaden the Authority's focus on individual projects and programs to a larger, system-based framework for sustainability analysis and planning that would assist local jurisdictions to make the best use of Measure J funding, along with MTC One Bay Area Grants, for a sustainable transportation system. It would introduce new dimensions to traditional transportation planning, consistent with the Authority's leadership in transportation modeling and growth management and the State's and MTC's calls for implementation of "Complete Streets" on which the Authority will be acting shortly. It also would embody substantive elements of the Sustainable Communities planning strategies called for by SB 375. These new considerations would move beyond

the earlier emphasis in transportation planning on traffic congestion toward a more multi-dimensional approach, as envisioned by Measure J.

In contrast, there are some reasons to consider staying with the status quo, with the Authority essentially but not explicitly pursuing sustainability.

- Executing its existing voter-approved mission should be the main emphasis for the Authority. Sustainable programs and policies are fine so long as they serve that mission, but a countywide policy may distract from the Authority’s core functions.
- A sustainability policy may need to choose between competing definitions of sustainability, a significant endeavor which may be beyond the CTP update process. Similarly, unless carefully crafted, a blanket sustainability policy may require changes in currently popular or effective Authority programs.
- A countywide approach to sustainability may not be appropriate. A policy or program that works well in one location or for a large project may not apply elsewhere. Local or sub-regional level sustainability policies may be more appropriate.
- The Authority already effectively pursues sustainability and adding a new policy may be cumbersome and counter-productive. In particular, adding more requirements and paperwork to funding opportunities could frustrate local jurisdictions and reduce their flexibility in choosing how to spend money to maintain and enhance basic transportation infrastructure.
- The popular perception of sustainability as emphasizing environmental and ecological conservation may conflict with an approach that focuses on operations and lifecycle costs. This confusion could be avoided by not actively pursuing “sustainability” but rather adhering to the Authority’s existing mission.
- The Authority already effectively pursues sustainability in a manner that meets its mission and goals. Spending time and energy on a sustainability planning policy is not an effective use of resources during the CTP update process.

HOW TO INCLUDE SUSTAINABILITY IN THE CTP

If the Authority decides to include sustainability in the 2014 CTP, it needs to determine how to do so. This section includes several suggestions on approach. These options are neither mutually exclusive nor an unbreakable bundle, so the CTP could include one or more tactics.

Add sustainability to the vision and goals

One action to incorporate sustainability into the Authority's plans and policies would be updating the Authority's vision in the CTP Update. One wording option would be minimal (addition underlined):

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit the people and areas of Contra Costa, through (1) a balanced, safe, sustainable and efficient transportation network, (2) cooperative planning, and (3) growth management.

An additional or alternative expression of this vision that is more substantive could be:

The Authority will work with its local and regional partners to deliver a comprehensive transportation system that is sustainable and that, in turn, promotes economic vitality, environmental health and quality of life for all the communities of Contra Costa.

The next question that arises is, if either of the above changes are made to the vision, what changes, if any, should be made to the goals. An effective sustainability goal would adhere to the message of sustainability as it relates to the details of the Authority's mission. Consistent with either of the expanded visions suggested above, the fourth goal of the 2009 CTP ("Maintain the transportation system") lends itself to refinement for the 2014 CTP as follows:

- Maintain a transportation system that fosters walkable and livable communities, conserves energy and minimizes greenhouse gas emissions and adverse environmental impacts.

Add sustainability to all or some functions of the Authority

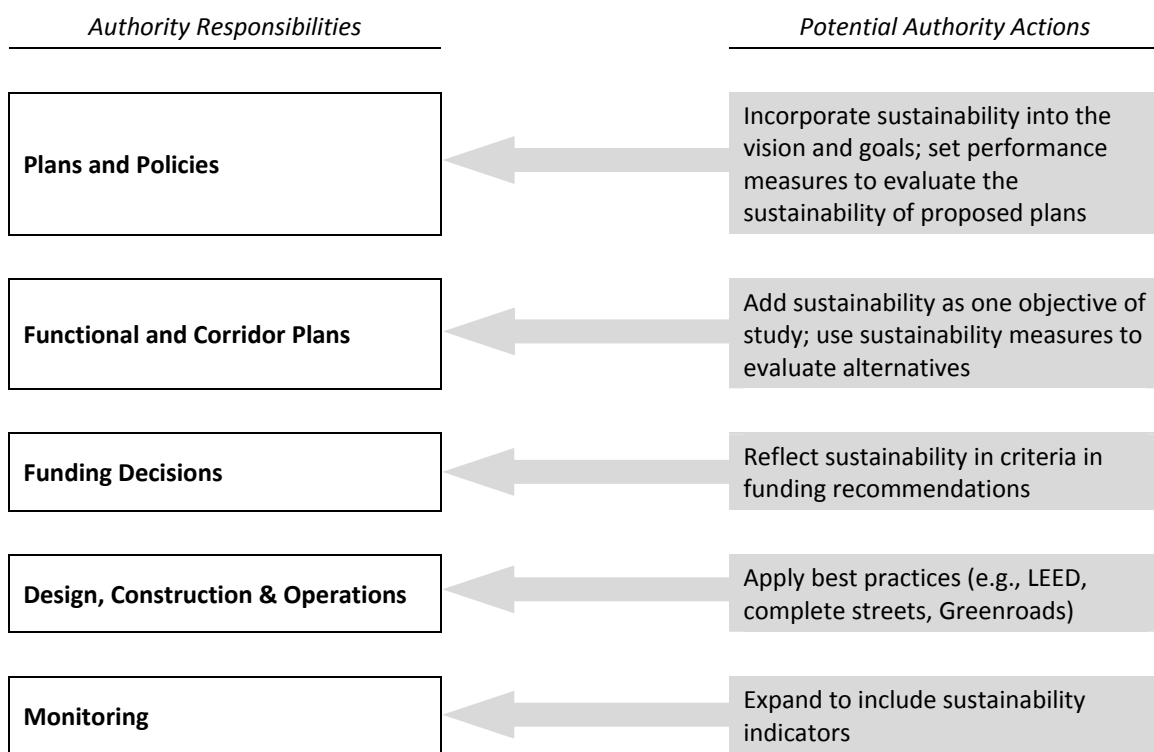
The *National Cooperative Highway Research Program Guidebook*³ describes how sustainability can be incorporated into the different points in the project development process (see Exhibit 2 for the NCHRP's list of sustainability goals for transportation agencies). The first such point in the planning process is long-range transportation planning— analogous to the Authority's CTP:

Long-range planning is a point at which expectations for sustainability performance can be discussed— particularly in terms of desired sustainability

³ "A Guidebook for Sustainability Performance Measurement for Transportation Agencies" (NCHRP 708)

outcomes—and broad performance goals established that drive subsequent investment patterns.

An agency can also incorporate sustainability into the other, later planning stages (short-range transportation programming; project-level planning; project-level environmental review; design, land acquisition and permitting; and construction, maintenance and operations) but the sustainability approach and objectives should all flow from the decisions made at the long-range planning stage. The below diagram demonstrates the layers and scales of Authority responsibilities and how sustainability could be integrated into each:



If the Authority adds sustainability to its plans and policies, it might then ripple through each of the layers below.

Pursue sustainability through the Authority’s general Measure J mission

There are three inter-related strategies that could enhance sustainability while supporting the Authority’s mission as defined by Measure J:

- *Operational sustainability.* Ensure that transportation systems can function under duress or during and following an earthquake or other natural or man-

made disaster. Also known as *resiliency*, this strategy may incorporate redundancy, modularity, diversity of systems, feedback collection, and adaptability. The damages wrought by Superstorm Sandy and the potential impacts of sea level rise illustrate the importance of operational sustainability. The redundant systems resulting from this strategy, however, may be in tension with other goals, such as efficiency and fiscal sustainability.

- ***Fiscal sustainability.*** Ensure that the lifecycle costs of the transportation system are affordable over the long-term. The cost of not just designing and building a transportation investment, but also operating and maintaining it, should be budgeted and controlled. The Authority should adopt and operate under a financially-constrained long-term budget that incorporates all O&M costs and also replacement costs—a true “life-cycle” perspective. This strategy might, however, result in unequal service to some communities because of the difference between marginal cost and revenue.

- ***Social health and political sustainability.*** The transportation system and its planning process needs to maintain support from all those who rely on it and provide it with funds. The transportation system should not disproportionately impact disadvantaged groups or areas or on other systems, either directly (destroying biological habitat, disrupting residential areas, limiting access for those with disabilities) or indirectly (encouraging inefficient transportation or land use patterns, creating unhealthy levels of air pollution, or generating damaging amounts of greenhouse gas emissions).

The CTP could select one or more of these strategies and tie it to Measure J fund distribution. Since Measure J does not explicitly refer to “sustainability”, the Authority is free to pursue sustainability in a manner that serves its mission while adhering to Measure J.

Adopt one or more over-arching programs as part of the CTP

Four over-arching programs are suggested for discussion as part of the CTP update. These programs focus on directing how the CTP is implemented, rather than on the details of individual projects or the high level of vision and goals. These programs can be tailored to the needs of individual areas through the Action Plan updates.

- ***“Green” modes:*** Support and promote “green” mobility options to reduce air pollutants, conserve energy, lessen dependence on imported oil, increase the resilience of the transportation system, and offer transportation options that enhance community health. These would include not only transit, biking and walking, but also continued support for safe routes to schools programs,

wayfinding signage, greater use of EV vehicles and alternative fuels for transit, trucks and personal use, EV “readiness” policies in new development and major redevelopment, and use of clean/green technologies for goods movement, including supporting advancements of zero-emissions truck technologies. Any travel mode, especially electric vehicles, should be evaluated for its ultimate lifecycle costs before being pushed as “green” by the Authority.

- **Resource conservation.** Support transportation programs and projects that minimize material and resource use through conservation, reuse, recycling and repurposing. This could be done by incentives, funding criteria, and construction and operations requirements. “Lifecycle” costing also may help project proponents understand the economics of tradeoffs. BART, for example, is embarking on a small-scale solar energy project at the Lafayette and Orinda BART stations. These projects will provide canopies above particular areas of the parking lots at these stations and the energy generated would supply energy to the stations. BART also constructed solar projects at several maintenance shops and is hoping to retrofit the lighting at stations, shops, yards, parking lots, garages and tunnels with LEDs, greatly reducing its energy needs.
- **Healthy communities.** Improve public health through local land use planning, traffic safety, designs for walkable and bikeable communities, and reduced exposure to particulates and diesel emissions from rail and freight movement in transportation corridors, and through support for alternative fuels and clean engines. Tradeoffs will need to be weighed as public health objectives do not always mesh neatly with transportation objectives. For example, increasing density in transportation corridors may also increase exposure to toxic air contaminants, such as diesel particulate matter. Whether to establish Air Quality Health Risk Overlay Zones along freeway corridors to protect sensitive receptors (children, elderly and those with preexisting serious health problems) is an option that might be considered in the Action Plan updates. The City of San Pablo included such a policy in its recent General Plan update in response to concerns raised by the Bay Area Air Quality Management District.
- **Healthy ecosystems.** Enhance and restore creeks, wetlands, habitat and other natural systems to mitigate the impacts of transportation projects on the natural environment. Reduce storm runoff from transportation facilities through greater surface permeability and use of retention ponds and bioswales. Where flooding is an issue, and downstream facilities have limited capacity, this approach makes good sense.

Provide tools to analyze sustainability opportunities

Similar to a performance measure, the Authority could provide project sponsors with tools to conduct their own analysis of sustainability opportunities. This would then provide an opportunity for sponsors to become aware of and incorporate design and operational strategies that enhance project sustainability. Completing a sustainability checklist, undergoing a sustainability audit, or some other mechanism could be designed to emphasize an educational approach that improves the understanding and acceptance of sustainability without imposing requirements. It could also be designed as an approach that emphasizes local control and responsibility but still expects results, somewhat like the Measure J compliance checklist.

Exhibit 3 lists some practical strategies and programs that the Authority and the RTPCs could consider including in such a tool. Examples of such programs that would improve sustainability include, but are not limited to, facilitating implementation of Intelligent Transportation Systems (ITS) on regional routes, greater use of alternative fuels and electric cars (e.g., expanding funding for charging stations, preferential parking, etc.), use of automated cars as recently authorized by State legislation, real-time ridesharing, and greater support for transit, bicycling, and pedestrian linkages. Feedback from the RTPCs and stakeholders and technical work on the CTP and Action Plan updates will inform details on how far to go with these new initiatives.

Incorporate sustainability into systemwide performance measures

Performance measures are one approach to evaluating the effectiveness of a transportation system against sustainability. The Sustainable Transportation Analysis & Rating System (STARS) is one large scale national approach, while MTC is using performance measures to evaluate which transportation projects to support in its forthcoming Regional Transportation Plan update. The Authority has experience using performance measures, applying them in the 2004 CTP Update's EIR process as the criteria of significance to evaluate three alternative plans and develop the final adopted CTP and proposed renewal of Measure C. Besides the more traditional measures of vehicle miles traveled, vehicle hours of delay and mode split, the criteria of significance used in the EIR addressed air quality, water quality, land use changes and other measures that, at least partially, address sustainability.

In addition, the CTP already incorporates the MTSOs adopted in the four Action Plans for Routes of Regional Significance as performance measures used by the Regional Transportation Planning Committees (RTPCs) and the Authority to evaluate the functioning of the transportation system and the impacts of growth. The MTSOs required by Measure J can be used as a starting point in developing systemwide performance measures in a new sustainability approach for the 2014 CTP.

This approach would build on existing frameworks employed by the Authority, the RTPCs, and at a regional level by MTC in the forthcoming Plan Bay Area RTP/SCS. Plan Bay Area's transportation and land use direction will set forth the preferred Sustainable Communities Strategy for the entire Bay Area at a regional level. Countywide and local programs that further Plan Bay Area are assured to be *de facto* sustainable and would better align with funding from the OneBayArea Grant Program. Whatever long-range direction is selected would subsequently guide the Action Plan updates and decisions on funding, construction, and operations.

With performance measures, however, the Authority would need to decide their role in project evaluation. One option is that the measures could be incorporated into the project scoring process and serve as one of many factors in determining which ones to fund and how they should be designed and operated. An alternative option is that the measures would determine if a project met a minimum threshold of sustainability that must be achieved, albeit possibly to the detriment of other objectives or goals. This could be a total score, with alternate routes to achieving compliance, or a pre-requisite system that has basic requirements. For the creation of Plan Bay Area, MTC is using performance measures as a major filtering mechanism by evaluating transportation projects against two scales—performance measures and cost/benefit—with the opportunity for project sponsors to appeal for a project to be considered on other merits.

Regardless of the specific approach taken, the kinds of performance measures the Authority will use for a countywide or systemwide evaluation may not be the same as the kinds of measures used at the corridor level. For example, measures like “relative change in transportation cost index” or “percent of annual transportation funding needs that can be met with annual revenues” may not work at the corridor level, whereas a measure such as “change in multimodal LOS due to the project” may be more applicable at the corridor level. For this reason, the measures used to evaluate the CTP would likely be distinct from those used in the Action Plan update process. In addition, given the differences among the subregions in Contra Costa, the MTSOs developed by one RTPC may differ from those in the other regions. The 2014 CTP would likely outline a hierarchy of measures that get more detailed as the scale of application grows smaller. Within the framework of the CTP's adopted goals and strategies, the choice of corridor-level measures would be left up to each RTPC.

A third option would be to ask project applicants to forecast performance, but not explicitly include it as a factor in scoring the projects. With this approach, we could learn from our experience in attempting to measure sustainability, and consider applying it in future funding cycles.

IV. Next Steps

The Planning Committee should review this discussion paper and suggest refinements before circulating it to the RTPCs. The RTPCs should then review and provide their input to Authority staff on the questions raised in Section III above:

1. Should a sustainability planning policy be incorporated into the CTP?
2. If yes, how should that policy be included, in light of the suggestions in this paper or other options?

V. Attachments

The following attachments review widely adopted approaches to sustainability, program examples and thinking from other congestion management agencies in California, and an additional set of potential sustainable programs and strategies for the Authority to consider in its operational practices.

EXHIBIT 1: EXAMPLES FROM CONGESTION MANAGEMENT AGENCIES

This section outlines strategic and programmatic sustainability initiatives from three other transportation authorities in California: ACTC, VTA, and MTA.

Alameda County Transportation Commission

Another Bay Area CMA, the Alameda County Transportation Commission, has not put a sustainability program into place, but did issue a whitepaper on sustainability (including an overview of case studies and an assessment of challenges, repeated here:

From http://www.alamedactc.org/files/managed/Document/2416/05a_Sustainability_Principles.pdf

Additional challenges for Alameda County include:

- *Integrating land use and transportation planning.* SB 375 is intended to encourage integration of land use development with transportation investments to reduce vehicle miles traveled and greenhouse gases. However, land use planning cycles are out of sync with transportation planning cycles, and the authority for land use and transportation planning decisions resides in separate agencies. Coordinating these is an ongoing challenge for the CWTP and beyond.
- *Trading off equity and environmental protection.* Some definitions of sustainability include both environmental protection (e.g. greenhouse gas reduction and air quality improvement) and preservation of social and geographic equity. These aspects of sustainability do not always work in harmony. The goal of achieving equitable distribution of funds among local governments in Alameda County may conflict at times with a desire to maximize the greenhouse gas reduction and air quality improvement benefits of specific types of transportation projects (particularly transit investments). This could be addressed in part by ensuring that overall investments among communities are balanced, but that investments are appropriate for each community. For example, in the context of a low-density community, signal timing improvements or incentivizing carpooling are likely to yield more cost-effective reductions in greenhouse gases than is expanding transit service.

- *Trading off mobility and energy/GHG reduction.* While reducing VMT clearly supports environmental sustainability, there is disagreement over the extent to which VMT can be reduced without negatively impacting economic growth and personal mobility. The challenge is to develop land use and transportation systems that maximize the accessibility of people and businesses to jobs, workforce, goods, services, and markets (i.e., the opportunities that can be reached within a given travel time) – while minimizing the distances that must be traveled. This can be done through compact, balanced, and mixed-use land use patterns that allow shorter trips and increase connectivity within neighborhoods, combined with improved transit, bicycle, and pedestrian infrastructure. Pricing strategies can also ensure that the capacity of the transportation system is used most efficiently to support economic growth.
- *Meeting LOS/congestion standards vs. reducing VMT.* Closely tied in with the previous issue is the question of how traffic impacts associated with new development are mitigated. California has long had in place requirements for county-level congestion management systems to meet level of service (LOS) standards as well as requirements in California Environmental Quality Act (CEQA) review to evaluate whether projects would result in exceedance of LOS standards. However, these requirements provide incentives for capacity expansion (as a mitigation measure), rather than VMT reduction. Recognizing the potential conflict with state GHG reduction policies, the state recently issued new CEQA guidelines that shift the emphasis away from LOS and congestion standards and allow communities to set alternative goals such as trip and VMT reduction. It is not yet clear what effects this change will have on sustainability outcomes, including infrastructure supply as well as travel demand.
- *Expanding the scope of transportation planning activities beyond traditional infrastructure investment.* Creative response to climate change and fiscal challenges may require re-definition of the scope of transportation planning. Many innovative and promising strategies to reduce greenhouse gas impacts may require thinking beyond concrete and paint to include planning for new technologies and programs such as electric vehicles, dynamic ridesharing, and smart parking management.

Santa Clara Valley Transportation Authority (VTA)

VTA has adopted a mission statement, goal, and set of six strategies for its sustainability program, and signed the American Public Transportation Association's Sustainability Commitment.

Goal: To proactively reduce the consumption of natural resources, the creation of greenhouse gases, and the generation of pollution in the provision of public transportation services.

Strategies:

1. Develop and implement public educational programs that promote the environmental benefits of public transit.
2. Support sustainable, transit-oriented development along major transit corridors to maximize the use of VTA's buses and light rail system as environmentally friendly alternative to the single-occupant automobile.
3. Evaluate the sustainability of VTA's existing facilities. Implement cost-effective sustainable maintenance and operational measures that recognizes life-cycle returns on investments from the efficient use of energy, the reduction of waste, and the conservation of natural resources.
4. Incorporate sustainability and green building principles and practices in the planning, design, construction and operation of new VTA facilities.
5. Develop procurement strategies that incorporate sustainability criteria compatible with federal and state regulations.
6. Establish benchmarks to measure the progress and performance of VTA's sustainability program and report back to the VTA Board of Directors on an annual basis. Among other actions, this report will involve reassessing VTA's fuel, electrical, and water usage on a regular basis.

VTA has committed to annual reports on its sustainability performance against established benchmarks in order to monitor the cost and resource savings since the adoption of the Sustainability Program.

Sustainability programs undertaken by VTA are organized around resources (energy, water, air, and land) and include:

- Solar energy structures in VTA parking lots, which generate energy while shielding vehicles from the sun
- Retrofitting its administration buildings and facilities with energy efficient lighting, computer and office equipment

- Testing LED lighting at parking lots and station platforms (pilot project)
- Turning off auxiliary power systems to parked light rail vehicles and reducing the number of cars per train
- Utilizing recycled water in bus washers
- Replacing older toilets and faucets with more efficient models and installing weather based irrigation controllers, allowing maintenance staff to monitor changes remotely through a web based interface and to respond quickly and accurately to leaks
- Adopting Sustainable Landscape Guidelines
- Replacing gas-powered paratransit and non-revenue vehicles with hybrids and replacing older buses with diesel electric hybrid buses
- Working with local jurisdictions to promote bicycle and pedestrian facilities and improve infrastructure, such as adding bike lockers and racks to Park & Ride lots and transit centers
- Set goals to reduce greenhouse gas emissions

Los Angeles Metropolitan Transportation Authority (LA Metro)

LA Metro, which is a CMA as well as a transit agency, has an extensive sustainability program in place, based around their “Environment” program. This program is organized around a goal statement and 3 P’s (instead of E’s):

- People (Engage in fair and beneficial business practices toward labor, communities and the Greater Los Angeles region.)
- Planet (Identify, incorporate and encourage sustainable environmental practices.)
- Profit (Benefit the region through responsible stewardship of public transportation planning and implementation.)

LA Metro’s website is straight-forward and well organized, with all of its sustainability initiatives available from its Environment homepage:

<http://www.metro.net/projects/metro-environmental/>

LA Metro has focused on research and high-level strategies rather than discrete programs. These plans include:

- A sustainability implementation plan to cover 2008-2012, a 2012 evaluation of efforts to date, and a (currently draft) Countywide Sustainability Planning Policy that updates it and moves forward.
- A baseline sustainability study (June 2009) that briefly covered multiple issues (ridership, fuel use, electricity use, water use, air quality, waste, etc.) with an evaluation and recommendations, and made suggestions for further advancing sustainability.
- A Climate Action Plan which establishes a GHG emissions inventory for LA Metro as well as an evaluation of strategies for reduction.
- A series of plans that focus on individual aspects of sustainability: Water Action Plan, Energy Conservation and Management Plan, and GHG Emissions Cost Effectiveness Strategy
- A series of very short policy summaries (from one to five pages) spelling out LA Metro's immediate and long-term objectives on sustainability, the environment, energy, construction and demolition debris recycling and reuse, green construction, and waste.

Actual sustainability programs implemented by LA Metro are organized around clean air/GHG reduction, energy, and support of cooperative regional programs. These include:

- Commuter/Employer Programs to promote use of transit through pass and vanpool subsidies
- Emission Reduction Efforts, such as CNG vehicles
- Clean Air Task Force
- Energy Efficient and Sustainable Buildings—committing to design and build structures to meet or exceed the LEED Silver rating
- Installation of Additional Solar Panels in various Metro facilities to relieve reliance on supported electrical power

- Recycling and Reuse Policy to consider in all aspects of Planning, Construction, Operations, Procurement the reuse and recycling of materials in Metro and Metro-funded construction projects
- Sustainability Design Guidelines that will incorporate sustainability elements, such as low impact development, recycled material usage, drought tolerant landscaping, reclaimed water use, etc.
- Sustainability Management System (SMS) Pilot Study, incorporating the ISO 9001 (Quality), 14001 (Environment), and OHSAS 18001 (Safety) standards to create a sustainable environment within the agency.
- ADA Compliance Coordination, ensuring compliance of sustainability projects with American with Disabilities Act requirements.
- Procurement and Material Management Coordination to influence sustainability efforts throughout the region through leverage of procurement practices

EXHIBIT 2: OTHER WIDELY ADOPTED APPROACHES

National and local systems for incorporating sustainability into transportation projects are briefly reviewed below. The intent of all of these systems is first, to consider the full range of impacts and concerns affecting transportation and its role, and second, to make the balancing among alternative choices more explicit. In these systems, the concerns go beyond the more traditional concerns of accessibility and mobility to cover safety, economic vitality, resource consumption, air quality, and resilience. And by using quantitative measures to assess how well plans and projects do in addressing these concerns, these systems of evaluating sustainability try to help agencies in the necessary balancing among competing approaches.

National and State-Wide approaches

The recent National Cooperative Highway Research Program report, “A Guidebook for Sustainability Performance Measurement for Transportation Agencies” (NCHRP 708) and the new Sustainable Transportation Analysis & Rating System (STARS) are two examples of techniques to apply performance measurement to the planning and evaluation of the transportation system. The *NCHRP Guidebook* lists 11 sustainability goals for transportation agencies:

<i>Sustainability Goal</i>	<i>Definition</i>
Safety	Provide a safe transportation system for users and the general public
Basic accessibility	Provide a transportation system that offers accessibility that allows people to fulfill at least their basic needs
Equity/equal mobility	Provide options that allow affordable and equitable transportation opportunities for all sections of society.
System efficiency	Ensure that the transportation system’s functionality and efficiency are maintained and enhanced
Security	Ensure that the transportation system is secure from, ready for, and resilient to threats from all hazards
Prosperity	Ensure that the transportation system’s development and operation support economic development and prosperity
Economic viability	Ensure the economic feasibility of transportation investments over time
Ecosystems	Protect and enhance environmental and ecological systems while developing and operating transportation systems
Waste generation	Reduce waste generated by transportation-related activities
Resource consumption	Reduce the use of nonrenewable resources and promote the use of renewable replacements
Emissions and air quality	Reduce transportation-related emissions of air pollutants and greenhouse gases

In the STARS framework, agencies use performance measures to assess whether a plan or project achieves the agency’s goals and objectives. The goals and objectives are meant to be broadly based, addressing environment, economy and equity. The measures are then used to quantitatively evaluate the performance of alternative plans and projects to identify those alternatives that best achieve the objectives that the agency has established. The Santa Cruz Regional Transportation Council is now using the STARS framework in the development of their Sustainable Communities Strategy (SCS) and Regional Transportation Plan.

Another source for performance measures is Caltrans’ “Smart Mobility 2010: A Call to Action for the New Decade,” which calls for the use of performance measures to evaluate whether a proposed project or action advances the six Smart Mobility principles: location efficiency, reliable mobility, health and safety, environmental stewardship, social equity, and robust economy. The Caltrans proposal identifies 17 standards, shown below, for measuring how well plans and projects do in advancing these principles.

Principle	Performance Measure
Location Efficiency	1. Support for Sustainable Growth 2. Transit Mode Share 3. Accessibility and Connectivity
Reliable Mobility	4. Multi-Modal Travel Mobility 5. Multi-Modal Travel Reliability 6. Multi-Modal Service Quality
Health and Safety	7. Multi-Modal Safety 8. Design and Speed Suitability 9. Pedestrian and Bicycle Mode Share
Environmental Stewardship	10. Climate and Energy Conservation 11. Emissions Reduction
Social Equity	12. Equitable Distribution of Impacts 13. Equitable Distribution of Access and Mobility
Robust Economy	14. Congestion Effects on Productivity 15. Efficient Use of System Resources 16. Network Performance Optimization 17. Return on Investment

Local Approaches

In the San Francisco Bay Area, much of the recent work on sustainability has focused on the use of performance measures to evaluate whether or not plans or projects help or hinder sustainability objectives and to monitor whether they are achieving those objectives over time. SB 375 mandates two benchmarks: greenhouse gas emissions reductions and regional housing supply. The regional transportation projects included in *Plan Bay Area* have been evaluated and scored against those mandates and another eight quantitative performance measures adopted by MTC in pursuit of the three Es:

- Reduce premature deaths from exposure to particulate emissions (includes three quantitative targets)
- Reduce by 50 percent the number of injuries and fatalities from all collisions
- Increase the average daily time walking or biking per person for transportation by 60 percent
- Direct all non-agricultural development within the urban footprint
- Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing
- Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars)
- Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- Maintain the transportation system in a state of good repair (includes three quantitative targets)

MTC is using these performance measures to evaluate the potential impact of proposed transportation projects, giving each project a score based on how well it would hit the quantitative targets. These scores were then mapped against a project cost/benefit assessment to determine which projects would provide the most benefit and best hit the

performance measures. MTC generally found these “high performing” projects tend to be low-capital projects that focus on roadway and transit efficiency.⁴

Exhibit 1 describes examples of how three other transportation agencies in California – ACTC, VTA, and MTA – are addressing sustainability in their plans and programs.

⁴ See this presentation on MTC’s Transportation Project Performance Assessment for more detail: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1763/2_Project_Assessment_Presentation_-_rev.pdf

EXHIBIT 3: POTENTIAL STRATEGIES AND PROGRAMS TO IMPLEMENT SUSTAINABILITY AS PART OF THE 2014 CTP

These potential strategies and programs are all optional and are included as potential actions that the Authority and the RTPCs may review, consider and adapt as necessary to achieve their sustainability goals and objectives.

Resilient Design Principles

Resiliency already is an important component of the Authority's strategic planning. A resilient system is a sustainable system and this idea could be reinforced more explicitly through conscious design principles. By way of example, the network *ResilientCity.org* proposes several conceptual design principles for resilient cities, which could be easily adapted to apply to the Authority's planning efforts and even incorporated into guidelines for evaluating transportation programs and projects proposed for Measure J funding:

1. **Diversity:** Increasing the diversity of the various transportation systems that comprise our circulation network reduces the potential negative impact to the whole network of the failure of any one particular system. Labor strikes and fuel shortages may affect one type of transportation system, such as buses, but not others, such as trains.
2. **Redundancy:** An increased redundancy of key infrastructure systems means that if one system is compromised, there is enough redundancy in the overall system to fill in for the compromised system until it can be replaced or repaired.
3. **Modularity and Independence of System Components:** Resilience capacity will be increased when system components have enough independence that damage or failure of one part or component of a system is designed to have a low probability of inducing failure of other similar or related components in the system.
4. **Feedback Sensitivity:** Feedback sensitivity is a system's ability to detect and respond to changes in its constituent parts. The more quickly a system can detect and respond to changes throughout the system, the greater its potential for effectively coping with these changes, and thus for resilience.
5. **Capacity for Adaptation:** Infrastructure that is designed to adapt quickly to changing conditions and requirements will increase overall resilience of a transportation system.
6. **Environmental Responsiveness and Integration:** Environmental responsiveness and integration will not only reduce the cost of creating and maintaining infrastructure, but reduce the relative probability of infrastructure suffering significant negative impacts from the increasing environmental shocks and stresses associated with climate change.

Using Complete Streets For Sustainability

Creating a region-wide Complete Streets system is an effective approach to sustainability because such a system would be more resilient, as a diversity of routes and modes could better survive shocks, such as high fuel prices, freeway incidents, natural disasters or locally blocked roadways. It would also advance better physical health by facilitating more biking and walking and could promote social equity by increasing accessibility of destinations to households who cannot afford private automobiles or are otherwise disadvantaged.

Specific Strategies for Action Plans

The Action Plan updates can play a vital role by providing a specific focus on how sustainability planning concepts for transportation projects and programs will help minimize impact on ecological system and resources and the world as a whole. The Action Plans can translate broad concepts for sustainability into specific strategies and actions for getting specific results. The following “checklist” of options could be considered and evaluated as part of the Action Plan updates.

- 1. Reduce net energy consumption related to transportation projects and programs:**
 - Continue to make it easier for people to walk, bike, and use transit and support transit-oriented development.
 - Promote energy efficient transportation system design.
 - Use state-of-the-art green construction techniques and materials in all transportation projects.
 - Retrofit existing transportation facilities to be more energy efficient.
 - Generate renewable energy for transportation use using photo-voltaics, rooftop wind turbines, and other emerging technologies for EV charging and other needs.
 - Provide incentives for projects to incorporate facilities to support use of EV, hybrid, CNG, and other alternative fuel vehicles.
 - Provide non-automotive support infrastructure, such as bike racks and lockers, benches, and transit shelters.

- 2. Conserve water and help restore and maintain ecological systems in transportation corridors:**

- Minimize water use for landscaping in transportation corridors with low-water use planting and water recycling.
 - Increase the number of street trees to create more shade, reducing the urban heat island effect, reducing energy needed for cooling buildings, and promote native low- or no-irrigation landscape features in transportation corridors.
 - Continuing restoration of riparian habitat along transportation corridors, consistent with local and regional plans.
 - Use green transportation infrastructure, like permeable paving, bioswales and bio-retention basins, to capture and filter runoff, recharge aquifers, and steward Contra Costa’s watersheds.
3. **Minimize waste in transportation projects and programs:**
- Expand reuse and recycling in construction projects and transportation programs funded by Measure J.
 - Require all Measure J-funded programs and projects to implement “best practices” for construction waste management.
 - Provide incentives for the retention of historic facilities and reuse of buildings and transportation infrastructure.
4. **Support economic development and healthy communities through sustainable transportation:**
- Promote Contra Costa as an advantageous place to visit, conduct business, and live because of its multi-modal transportation system and sustainable transportation planning.
 - Help local jurisdictions create highly livable places that support economic development, healthy communities, and social needs and feature beautiful streets, parkways, and transportation system architecture.
 - Ensure pedestrian and bicycle networks are complete and link residential areas with transit and destinations (jobs, services, and parks).

Specific Programs that Could Advance Sustainability

Sustainability planning for transportation and land use requires consideration of a broad range of factors that, as an integrated whole, support healthy, functional ecological

relationships and the long-term viability of development patterns. Sustainable communities enjoy lasting environmental, economic, and social benefits.

Along these lines, the 2014 CTP Update could incorporate energy efficiency initiatives as well as protections and enhancements for the natural systems to which urban development and transportation systems are connected. The update also could spur creative thinking about new fuels and new technologies and transportation system management and pricing systems that could be supported by the Authority as part of a comprehensive set of sustainable transportation strategies.

Some programs the Authority could consider that would advance sustainability include:

Digital Communication

Intelligent Transportation Systems (ITS) and real-time ridesharing programs could make more efficient use of the existing roadway and transit systems by directing users to routes with excess capacity or better service, such as alternative roadways, faster transit routes, or private autos in which drivers are willing to share rides. This category could include NextBus-type programs to provide improved information for pedestrians and bikes. Over the long term, these programs can reduce the need to expand the existing highway and arterial street network, thereby reducing economic and environmental costs.

Energy and Resource Efficient Transportation Facilities

Appropriate plans, programs and engineering design standards, energy-saving technologies, congestion pricing, parking management, and behavioral change can substantially reduce energy and greenhouse gas impacts resulting from transportation systems. Energy efficiency already is a mandate as well as a priority for cars, trucks, buses and transit rolling stock. Charging stations can facilitate use of electric vehicles (EVs) and preferential parking programs can provide incentives for their use.

For heating and cooling in transit stations, buildings and maintenance facilities, energy efficiency can be increased in a variety of ways, including: super insulation, efficient mechanical systems, passive solar features (for winter), shading devices (for summer), and natural ventilation using operable vents and windows. For street lighting, energy can be saved with low-energy fixtures, and in buildings interior “daylighting” from windows, skylights, and light shelves to bounce sunlight into interior spaces reduces energy use. Finally, photovoltaic and wind technologies are being incorporated into many new buildings to generate clean energy and offset greenhouse gas emissions.

Transit-Oriented and Pedestrian-Supportive Development

Transportation today is the single largest contributor to Contra Costa’s greenhouse gas emissions and to air pollution. In the future, this contribution may decline as electric and hybrid vehicle use increases and emissions per mile from gasoline-powered vehicles are reduced with mandated technological controls (Pavley I and Pavley II rules for increases in vehicle mileage under AB 1493). Planning for walk-to destinations (such as shops, services, and amenities) and easy access to transit help make urban areas, particularly downtowns, become places where residents, workers, and visitors can travel easily on foot, thereby minimizing potential net increases in GHG-related emissions from automobile use. Along these lines, a large number of PDAs have been established in Contra Costa County. For travel into and out of downtowns, transit service must be frequent and reliable. Higher densities in transit corridors identified by local General Plans support transit use and the availability of walk-to conveniences.

Measure J includes a specific program, Transportation for Livable Communities, that supports the development of transit-oriented and pedestrian-supportive districts and affordable housing. The Measure J Growth Management Program also requires jurisdictions to incorporate policies and standards into its development review process to ensure that the needs of pedestrians, bicyclists and transit users are considered.

Urban Runoff related to Transportation Facilities

Urban runoff related to transportation facilities includes the rainwater and landscape irrigation water that runs off of streets and highways, driveways and parking lots, and carries pollutants, such as motor oil, tire debris, and litter. Increased urban runoff is a direct consequence of unmitigated urban development and where hard impervious surfaces flush rooftops, parking areas and streets directly into storm sewers.

The 2014 CTP could include additional funding for local governments who make specific commitments to expanding green transportation infrastructure. In this context, “green infrastructure”, or as they are often referred to, “low impact development (LID)” technologies, refers to a menu of techniques that filter pollutants before they reach the culverts that carry them to receiving water resources such as the creeks and the aquifer, and to other techniques for reducing the amount of paved space that can capture and concentrate pollutants. Paving can be permeable to trap pollutants and slow runoff. Vegetation and soils can filter and hold stormwater. Swales and other surface drainage can complement the stormwater pipes now in existence. Such features are becoming commonplace as standards for stormwater quality become progressively more stringent. Details of how this might be done can be developed in the Action Plan updates as well as in the CTP itself.

Conserving Water through Sustainable Transportation Planning

With the new Countywide Sustainability Planning Policy in place and the actions that would follow from it, the Authority can help East Bay Municipal Utilities District (EBMUD) and other water purveyors conserve water resources affected by transportation facilities and programs. This is important because there will be increasing competition statewide for California's scarce water resources.

For landscaped areas in transportation corridors, for example, low-water use plants and water-conserving irrigation systems are essential, and much already is being done. The State has a model water efficient landscape ordinance, but more can be done by public agencies, and sharing information on best practices for landscape design and maintenance and water conservation in general may have additional benefits. More specifically, water use budgets could be established for transportation projects as they often are for buildings and land development projects. Using such performance requirements will be more productive than micro-managing landscape design. The Authority might support the efforts of water agencies to use recycled water for landscaped areas in transportation corridors. Also, the stormwater management techniques discussed above can serve a dual purpose of water conservation in landscaping as well.

Street Trees and Urban Forests

Contra Costa's older communities as well as newly developed neighborhoods and employment centers will gain from more trees, and the Authority can support tree planting in transportation corridors where this makes sense, is safe, and is consistent with local General Plans. Trees have significant environmental, aesthetic, and economic benefits. Shaded streets and shaded parking lots are significantly cooler on summer days and create a more pleasant visual walking environment. Air quality authorities promote urban tree planting programs to reduce the heat absorbed by unshaded asphalt and other high-temperature "heat islands." Heat islands make urban places less comfortable, but also increase the rate at which nitrogen oxides reacts with airborne pollutants to generate ozone – further contributing to the generation of smog and the incidence of respiratory ailments. Such heat and pollution also detracts from strategies to promote more walking and cycling. Street trees also play a major role in enhancing Contra Costa's character and charm – and will help create an exceptional sense of place.

Support for Mandated Greenhouse Gas Emissions Reductions

Goals, policies, and implementing actions contained in the updated CTP will help regional agencies meet targets for GHG reductions set in Plan Bay Area. The transit-oriented location and pedestrian-supportive forms of development in local General Plans will reduce per-capita transportation-related greenhouse gas generation for current and new residents and commuters, and contribute to the Region's greenhouse

gas reduction goals. CTP policies and project design and funding criteria also can require new construction that incorporates low-impact design and technologies for reducing energy use, conserving water, and avoiding waste.


This page intentionally left blank.

ITEM 15
STATE ROUTE 4/STATE ROUTE 242 RAMP METERING
IMPLEMENTATION PLAN

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

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

TO: TRANSPLAN Committee
FROM: Jamar Stamps, TRANSPLAN Staff 
DATE: February 14, 2013
SUBJECT: **State Route 4/State Route 242 Ramp Metering Study and Implementation Plan.**

Recommendation

ADOPT State Route 4/State Route 242 Ramp Metering *Study and Implementation Plan* (Plan).

Background

The Metropolitan Transportation Commission (MTC) is working with the California Department of Transportation (Caltrans) to assist local agencies in evaluating new ramp metering projects for State Route 4 (SR-4) and State Route 242 (SR-242). The first stage of the study is being implemented under the direction of Caltrans and the Contra Costa Transportation Authority (CCTA), in conjunction with TRANSPLAN and TRANSPAC. This project is funded by Surface Transportation Program (STP) and Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE) funds and is a directive of the *Freeway Performance Initiative Program*.

An existing conditions analysis conducted for the SR-4 corridor determined that meaningful travel time savings would be achieved with the implementation of ramp metering. Caltrans is in the process of repairing and upgrading existing equipment between Solano Way and Railroad Avenue along SR-4 in both directions. Construction activity for this section of SR-4 is anticipated to be complete in 2013, after which ramp meters would be ready for activation. Further, with the widening of SR-4 ramp metering equipment will be completely installed within the study area along SR-4 (to Hillcrest Avenue) and ready for activation by 2015.

The recommended staging plan that takes advantage of the schedule of current or planned projects to repair and install ramp equipment along the TRANSPLAN/East County portion of SR-4 is summarized in the table in Exhibit A and illustrated graphically in Exhibit B.

Next Steps

After the Plan has been finalized, a memorandum of understanding (MOU) with local agencies (each TRANSPLAN and TRANSPAC member agency with ramp meters – Pittsburg, Concord and the County in Stage 1) will be developed and executed. Caltrans and CCTA are working directly with the member agencies on developing the MOU. TRANSPLAN will not be required to execute an MOU.

Traffic conditions will be monitored for the purpose of conducting a “before and after” study. The study will analyze the performance of specific roadway segments and study area intersections prior to and after the activation of ramp meters. “Before” conditions analysis for the study will begin Spring 2013. Mainline occupancy data (percent of time detectors are occupied) will also be collected to develop detailed time-of-day plans to implement in the field. Field crews will monitor each on-ramp location during the actual activation to observe and make field adjustments to metering rates as necessary based on observed conditions. Observations are typically made on multiple days during the opening week. Caltrans staff will continue to monitor ramp meter operations periodically and as needed upon request.

EXHIBIT A

Stage 1 – to be completed by 2013 with MTC and Caltrans’ Ramp Metering and TOS Equipment Repair and Replacement Project:

SR 4 eastbound and westbound on-ramps between Solano Way and Railroad Avenue

Stage 1 - By 2013 (AM)

SR 4 WB On-Ramp and Willow Pass Road (County/Bay Point)
SR 4 WB On-Ramp and Bailey Road (County/Bay Point)
SR 4 WB On-Ramp and Railroad Avenue (Pittsburg)

Stage 1 - By 2013 (PM)

SR 4 EB On-Ramp and San Marco Boulevard (County/Bay Point)
SR 4 EB On-Ramp and Bailey Road (County/Bay Point)
SR 4 EB On-Ramp and Railroad Avenue (Pittsburg)

Stage 2 – to be completed by 2015 with MTC and Caltrans’ next Freeway Performance Initiative Program (FPI), and SR 4 Widening Projects:

SR 4 eastbound and westbound on-ramps east of Railroad Avenue

Stage 2 - By 2015 (AM)

SR 4 WB On-Ramp and California Avenue (Pittsburg)
SR 4 WB On-Ramp and Somersville Road (Antioch)
SR 4 WB On-Ramp and Contra Loma Boulevard (Antioch)
SR 4 WB On-Ramp and A Street (Antioch)
SR 4 WB On-Ramp and Hillcrest Avenue (Antioch)

Stage 2 - By 2015 (PM)

SR 4 EB On-Ramp and Loveridge Road (Pittsburg)
SR 4 EB On-Ramp and Somersville Road On-Ramp (Antioch)
SR 4 EB On-Ramp and Contra Loma Boulevard (Antioch)
SR 4 EB On-Ramp and Lone Tree Way (Antioch)
SR 4 EB On-Ramp and Hillcrest Avenue (Antioch)

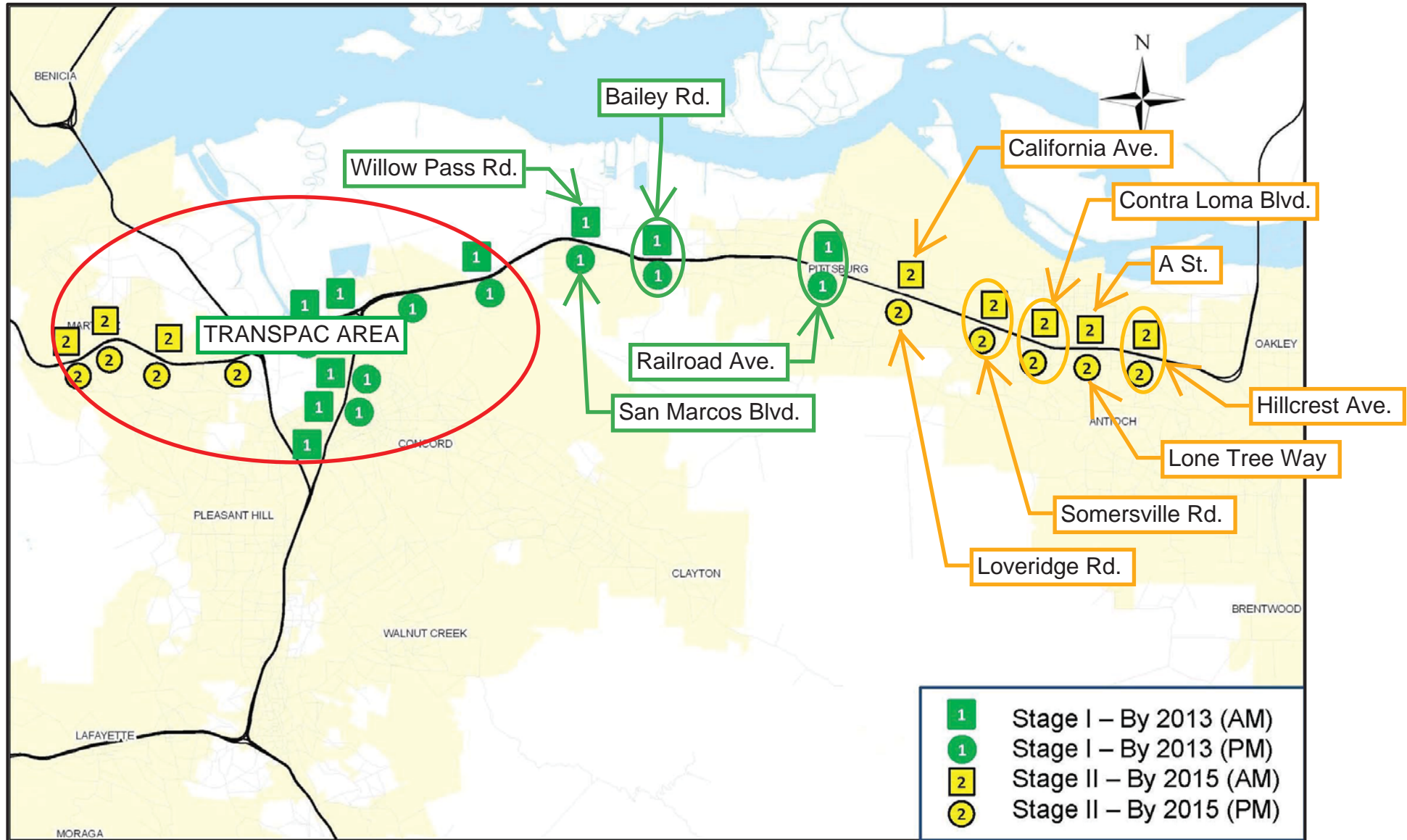
(AM/PM) - peak commute direction

WB - Westbound

EB - Eastbound

c: TRANSPLAN TAC

Exhibit B: Ramp Metering Implementation Stage Plan



STATE ROUTE 4 AND STATE ROUTE 242 RAMP METERING STUDY AND IMPLEMENTATION PLAN - FINAL



Goals

- Determine the feasibility of ramp metering
- Develop a staging plan
- Develop metering plans
- Monitor Before and After conditions

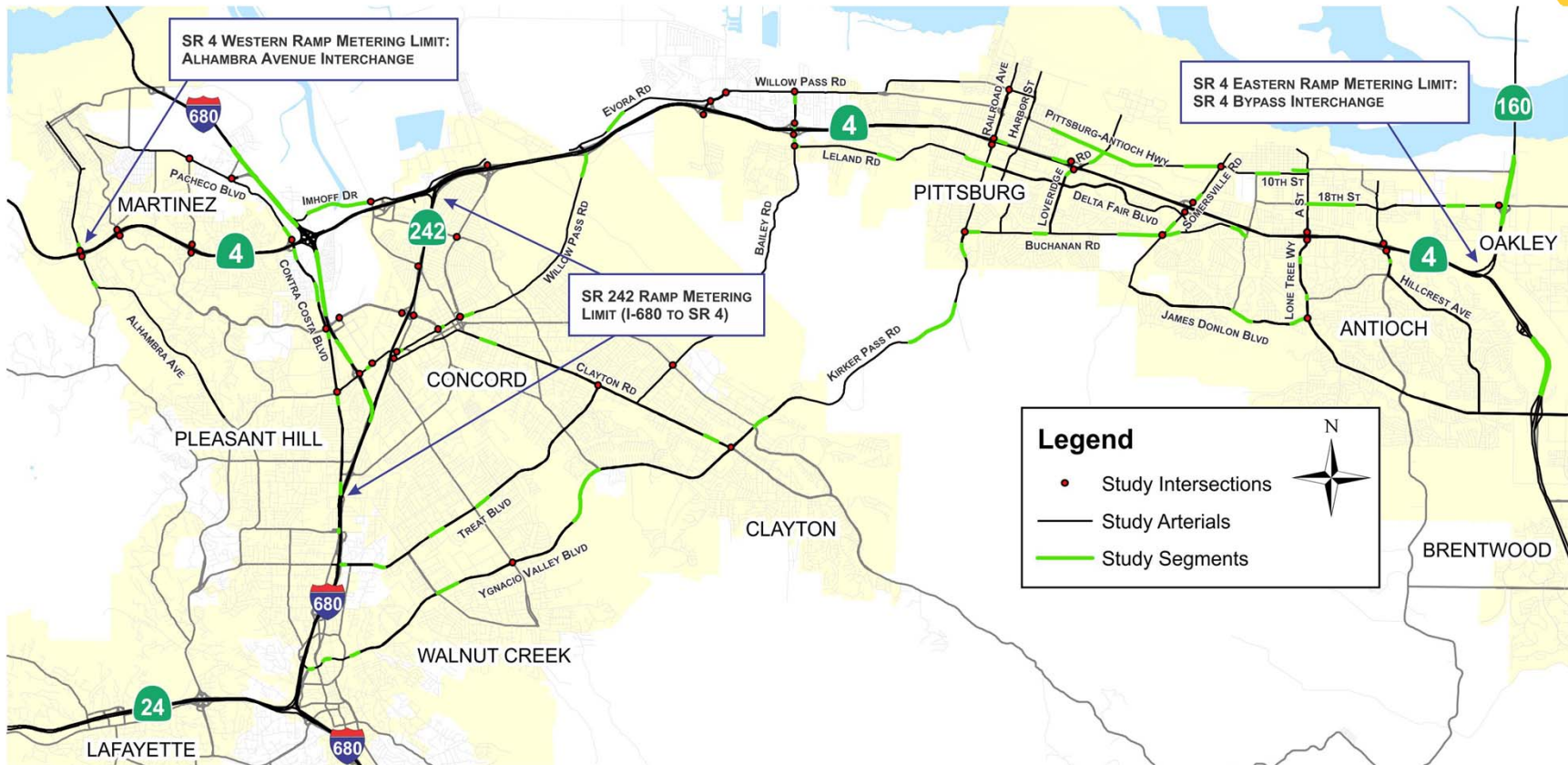
Benefits

- Improve travel conditions
 - Normalize traffic surges from platoons on the ramps
 - Optimize available vehicle gaps on the mainline
 - Shorten freeway queue and improve travel speed
- Improve travel safety
 - Approximately 20%-25% reduction in accidents measured on I-580
 - Similar trends observed nationwide

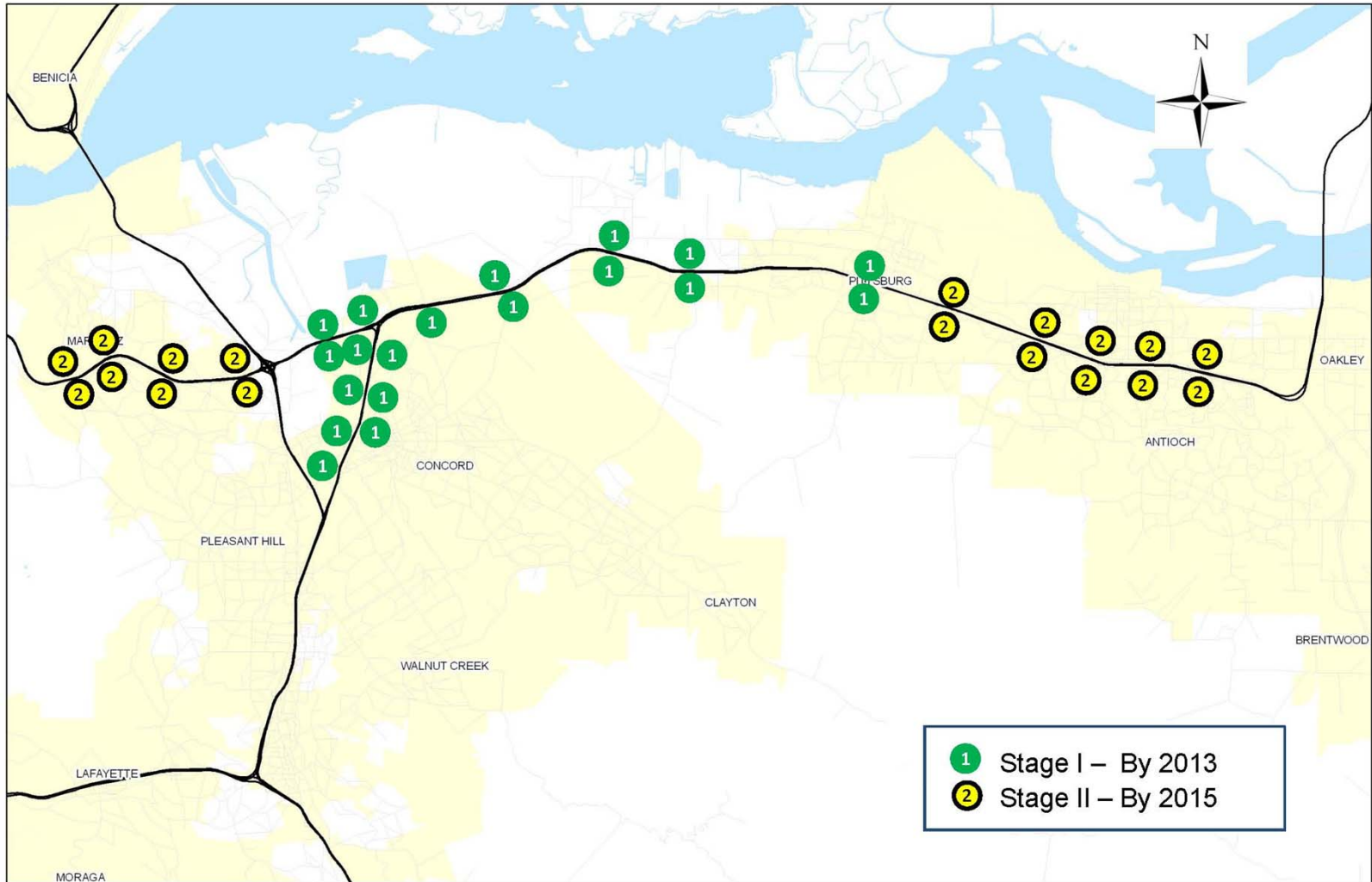
Study Approach

- Year 2015 as base year
- Only meter the peak direction
- Metering rate set to contain queues within the ramp
- Potential diversion of traffic evaluated at key intersections and arterials

Study Limits



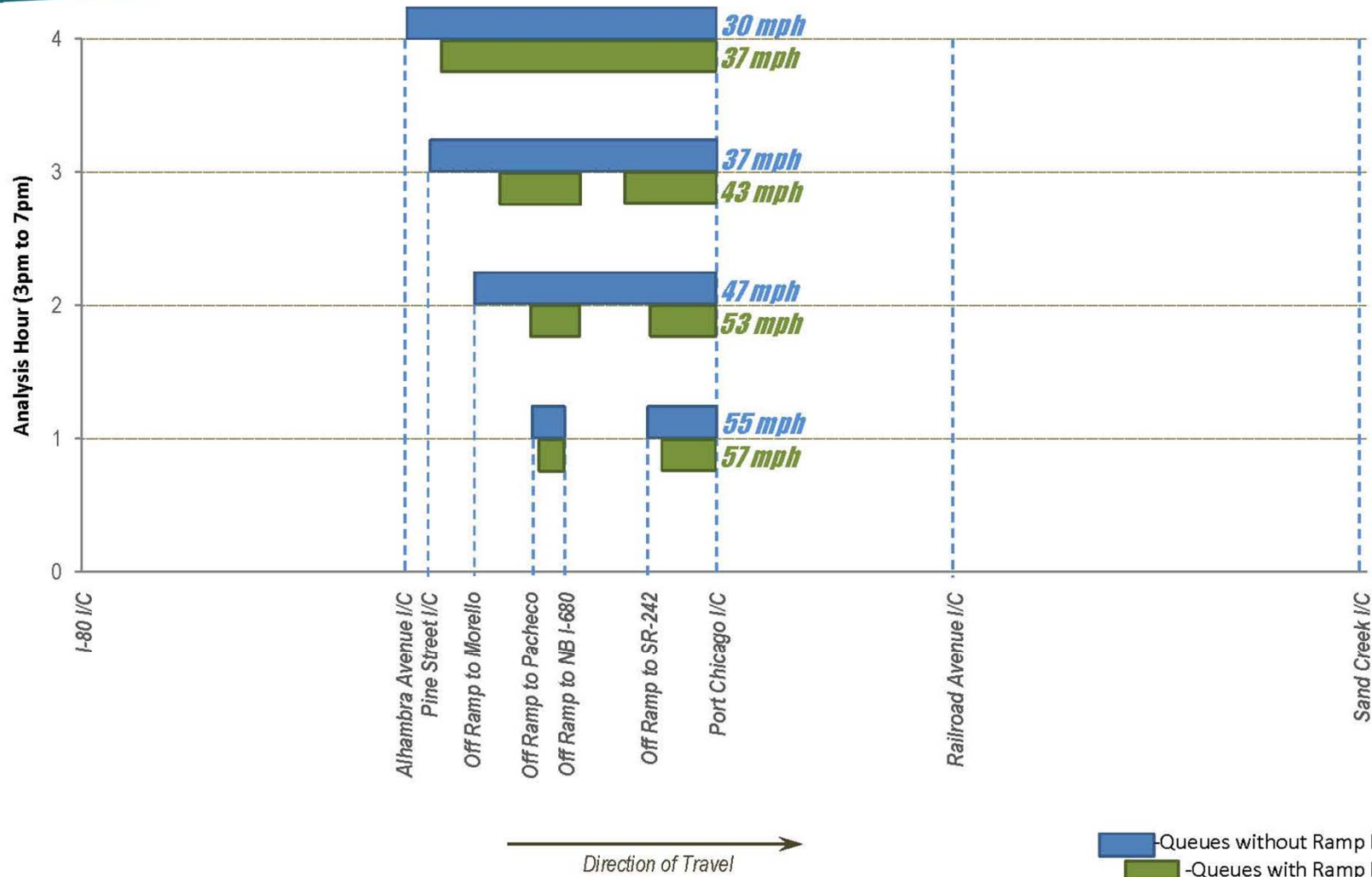
Hardware Implementation



Data and Analysis

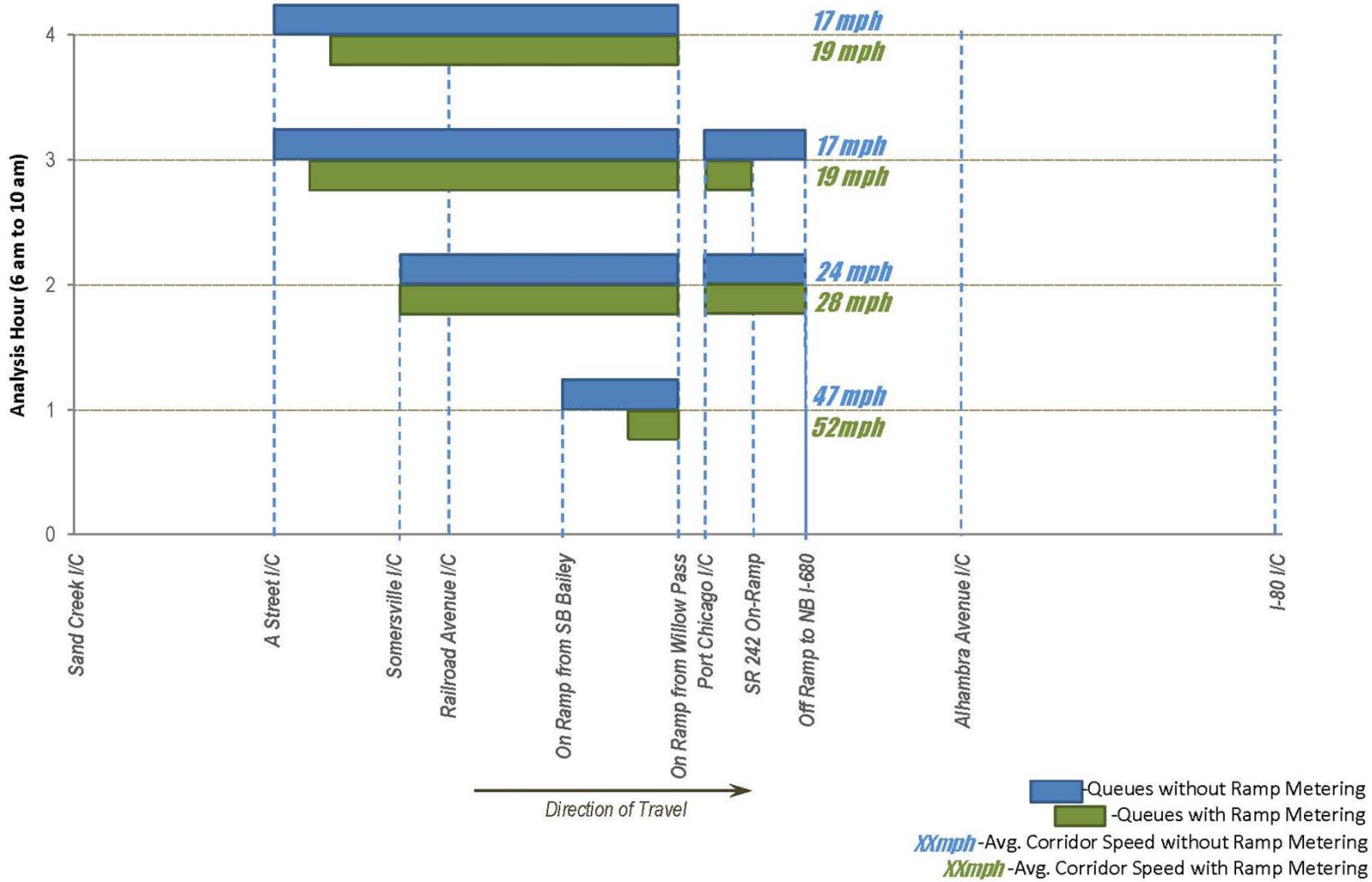
- Base conditions are for 2015
 - Data collected for 2009
 - Refined using CCTA travel demand data
- Analyzed using Freq
 - AM Peak hour - 6am to 10am (SB SR 242 and WB SR 4)
 - PM Peak hour – 3pm to 7pm (NB SR 242 and EB SR 4)

Results – EB SR-4 (PM)



■ -Queues without Ramp Metering
■ -Queues with Ramp Metering
XXmph -Avg. Corridor Speed without Ramp Metering
XXmph -Avg. Corridor Speed with Ramp Metering

Results – WB SR4 (AM)



Results

- SR-4
 - WB travel time reduced by 10 mins
 - EB travel time reduced by 7 mins
- SR-242/SR-4 (I-680@SR-242 to SR-4@SR-160)
 - NB/EB travel time reduced by 1 min
 - SB/WB travel time reduced by 9 mins
- Vehicle hours of travel reduced by 10%
- Avg. travel speed increased by 13% to 14%

Next Steps

- MOU with Cities and County
 - Operations protocol document
- Public awareness campaign
- Activation of ramp meters
- Field observation and refinement
- “Before” and “After” study

Questions and Answers



I-580 Ramp Metering Data (Alameda County)

BEFORE OR AFTER	TOTAL ACCIDENTS	FATAL	INJURY	PDO	% CHANGE IN TOTAL ACCIDENT
Phase I: Hopyard On-ramp to Santa Rita On-ramp					
“BEFORE” (6/1/2002 to 5/30/2003)	248	0	59	189	
“AFTER” (6/1/2003 to 5/30/2004)	205	1	58	146	-21%
Phase II: Foothill On-ramp to Greenville On-ramp (Including Phase I)					
“BEFORE” (1/1/2007 to 10/30/2007)	197	0	58	138	
“AFTER” (1/1/2008 to 10/30/2008)	157	0	37	120	-25%

*DATA SOURCE: Caltrans – Traffic Accident Surveillance and Analysis Systems (TASAS) ALA 580 EB MAINLINE (FOOTHILL INTERCHANGE TO N. FLYNN) ACCIDENT DATA FOR THE PERIOD OF METERING OPERATION (MON TO FRI, 2:00 PM to 7:00 PM) FOR “BEFORE” & “AFTER” RAMP METERING OPERATION)

Observed Safety Impacts

<u>Location</u>	<u>Impact</u>
Twin Cities	26% reduction in collisions
Seattle	34% reduction in collision rate
Denver	50% reduction in rear-end and side-swipe
Detroit	50% reduction in total collisions
Portland	43% reduction in peak period collisions