

TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

Meeting Location:

Antioch City Hall, 3rd Floor Conference Room
Tuesday, January 15, 2013, 1:30 to 3:30 p.m.

AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent.** If you need a printed copy please contact TRANSPLAN staff.*

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

1:30 Item 1: San Joaquin Rail Corridor Program Environmental Impact Report (EIR) and 2035 Vision Plan; San Joaquin Joint Powers Authority (SJJPA): ♦ Page 3

Caltrans has sent a Notice of Preparation of a Draft Program Environmental Impact Report (EIR) for the San Joaquin Rail Corridor 2035 Vision Project. The Program EIR will evaluate the environmental impacts of the proposed operation modifications and supporting infrastructure improvements required to support the intercity passenger train operations within the San Joaquin Corridor over the 25-year planning period. The comment deadline for the NOP has passed. However notice of the public release the Program EIR will be distributed once available.

In addition, the Contra Costa Transportation Authority (CCTA) Board has executed a Joint Exercise of Powers Agreement (JEPA) to establish the San Joaquin Joint Powers Authority. More information is provided in the attached Authority Board staff report.

1:45 Item 2: FINAL State Route 4 and State Route 242 Ramp Metering Study and Implementation Plan: ♦ Page 12 *This item 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. (Jack Hall, CCTA)*

2:15 Item 3: 2014 Countywide Transportation Plan (CTP) Update/Kick-Off: ♦ Page 15
CCTA staff will provide an update on the CTP Work Plan and Action Plan Development process. (Martin Engelmann, CCTA)

3:15 Item 4: OneBayArea Grant (OBAG) Program and Priority Development Area (PDA) Investment and Growth Strategy and Take Action as Appropriate: ♦ Page 22
CCTA will be releasing a call for projects in March 2013 (mid-April submission deadline). The CCTA Board will adopt a project list by June 2013. In order to be eligible

for OBAG funding, jurisdictions will each have to complete a checklist (attached) verifying compliance with OBAG requirements. More information is provided in the attached Authority Board staff report.

The TAC will also need to nominate and approve a TRANSPLAN TAC representative for the PDA/OBAG Working Group (ACTION).

Correspondence:

- *Metropolitan Transportation Commission (MTC) Draft Coordinated Plan Update available for public review and comment. ♦ Page 35*
- *Letter dated 12/19/12 to Water Emergency Transportation Authority (WETA), Chair Charlene Haught Johnson, regarding December meeting. ♦ Page 36*
- *Sand Creek Interchange and SR 4/160 Connectors Progress Report. ♦ Page 38*

3:30 Item 7: Adjourn to Tuesday, February 19, 2013 at 1:30 p.m.

The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.

Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at jamar.stamps@dcd.cccounty.us.

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Planning Committee **STAFF REPORT**

Meeting Date: December 5, 2012

Subject	San Joaquin Joint Powers Authority (SJPA). Approval of the Joint Exercise of Powers Agreement (JEPA) Establishing the SJPA
Summary of Issues	The Regional Governance Initiative Working Group, an ad hoc group of stakeholders with an interest in sustaining and improving the San Joaquin intercity passenger rail service, has developed a draft JEPA to establish the SJPA. The JEPA defines the purpose, powers and governance structure for the SJPA. The Authority's Chair, staff and legal counsel have been involved in reviewing and commenting on the draft JEPA.
Recommendations	Staff recommends that the Authority adopt Resolution 12-69-G which authorizes the Chair to execute the JEPA on behalf of the Authority
Financial Implications	Potential minimal travel costs. It is the goal of the SJPA to fully fund its annual budget from State and other non-Member Agency funding sources.
Options	<ol style="list-style-type: none"> 1. Do not approve Resolution 12-69-G thus forfeiting the right to be a member of the SJPA. 2. Defer approval and provide direction to staff to work with the Regional Governance Initiative Working Group to seek specific modifications to the JEPA.
Attachments (See PC Packet, dated 12/5/12)	<ol style="list-style-type: none"> A. Fact Sheet, Assembly Bill 1779 (Galgiani), Intercity Passenger Rail Act of 2012 B. Resolution 12-69-G C. Draft Joint Exercise of Powers Agreement (JEPA) Establishing the San Joaquin Joint Powers Agency D. <i>NEW ATTACHMENT; Presentation from Planning Committee (PC) Meeting</i>
Changes from Committee	<i>Recommend approval. See summary of discussion from PC Meeting starting on Page 4 of this staff report.</i>

The “Intercity Passenger Rail Act of 2012” (AB 1779), authored by Assemblymember Cathleen Galgiani, was passed by the Legislature on August 30, 2012 and signed by the Governor on September 29, 2012. Assembly Bill 1779 provides for, among other things, creation of the San Joaquin Joint Powers Authority (SJJPA) which, if certain conditions are met, will manage the San Joaquin intercity passenger rail service. The San Joaquin intercity passenger rail service is currently managed by the California Department of Transportation (Caltrans) which operates six trains per day in each direction along the Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland corridor, including four trains per day in each direction that stop in Antioch, Martinez and Richmond. The Contra Costa Transportation Authority (Authority) is one of eleven potential members of the proposed SJJPA. The SJJPA will become operable if a majority (at least six) of its potential members approve the JEPA and appoint a Board Member by December 31, 2013. Each member agency to the San Joaquin JEPA shall have appointed its members to the SJJPA Board prior to and as a condition of executing the JEPA.

In addition to the Authority, potential SJJPA member agencies include the Sacramento Regional Transit District, the San Joaquin Regional Rail Commission, the Stanislaus Council of Governments, the Merced Council of Governments, the Madera County Transportation Commission, the Fresno Council of Governments, the Kings County Association of Governments, the Tulare County Association of Governments, the Kern Council of Governments, and Alameda County.

Pursuant to AB 1779, Caltrans is authorized to enter into an interagency transfer agreement with the SJJPA to transfer managing responsibility of the San Joaquin intercity passenger rail corridor if the SJJPA and governing board are created and organized. If the intercity transfer agreement is approved, AB 1779 requires the level of service funded by the state to remain the same during the first 3 years following the effective date of the transfer agreement, and would require SJJPA to provide that level of service. Existing law provides for the allocation of state funds to a joint powers board under an interagency transfer agreement based on the annual business plan for the intercity rail corridor and subsequent appropriation of state funds.

In order to transfer responsibility of the San Joaquin intercity passenger rail service to the SJJPA, AB 1779 requires that the transfer must result in administrative or operating cost reductions. The State will continue to provide the funding necessary for service operations, administration and marketing, and the SJJPA is required to protect existing services and facilities and seek to expand service as warranted by ridership and available revenue. Under

existing law, the interagency transfer agreement may provide that any additional funds required to operate the intercity rail service shall be provided by jurisdictions that receive service. However, per AB 1779, the use of local resources for operating the intercity rail service would require a vote of the local agency providing the resources, and would require the concurrence of the SJJPA Board. Caltrans will remain responsible for the development of the Statewide Rail Plan and the coordination and integration between the three state-supported intercity passenger rail services.

The draft JEPA (Attachment C) defines the purpose and powers of the SJJPA consistent with AB 1779 and outlined by the staff report. The JEPA defines that each member agency that approves the JEPA and appoints Board members shall have one equal vote per member agency. An affirmative vote of two-thirds of the Board is required to amend the JEPA (including provisions to add new members or the voting structure of the Board); adopt or amend Bylaws of the SJJPA; approve or amend the Business Plan; select the Managing Agency; or advocate changes to the SJJPA's enabling legislation. All other matters require an affirmative vote of the majority of the Board. All meetings of the SJJPA shall be called, noticed, held, and conducted in accordance with the provisions of the Ralph M. Brown Act.

Once the SJJPA has been established, the SJJPA Board will establish criteria and select a Managing Agency of the SJJPA that shall provide all the necessary administrative support to the SJJPA. The SJJPA will enter into a contract with the Managing Agency for the services it will perform and the compensation for such services. The Managing Agency will be responsible for developing the SJJPA's Business Plans and will negotiate the interagency transfer agreement with Caltrans. The Managing Agency shall prepare an annual budget for Board approval; manage and maintain any property acquired by the SJJPA; seek and obtain grants and other funding sources; implement projects defined in the SJJPA Capital Improvement Plan; and perform other duties as defined in the JEPA.

The JEPA establishes that the Steering Committee of the Caltrans Rail Task Force shall remain in existence and shall become the Steering Committee of the SJJPA for the purpose of advising the SJJPA Board. The Steering Committee will advise the SJJPA on technical issues associated with the improvements in passenger rail service and related facilities in the San Joaquin Rail Corridor, including stations and rights-of-way, the coordination of public mass transit services and facilities, the coordination of passenger and freight services in the Corridor, and other technical matters. Members of the Board may not also concurrently serve as a member of the Steering Committee of the Caltrans Rail Task Force. Future appointments to the Steering

Committee will be made by the Board. According to the Caltrans Division of Rail website, members to the existing Steering Committee include Supervisor Federal Glover, Supervisor Mary Piepho and Howard Abelson as representatives from Contra Costa.

A Member Agency may withdraw from the SJJPA and from the Board by giving 90 days advance written notice to the SJJPA. A withdrawing Member Agency shall remain liable for all financial liabilities incurred during its membership in the SJJPA, but shall not be liable for any new financial liabilities incurred after submitting written notice of its withdrawal.

The JEPAs will continue in full effect and force until such time as the Member Agencies determine that it is in the public interest to dissolve the SJJPA. Upon termination of the JEPAs by mutual consent of all the Member Agencies, all assets, liabilities and equity of the SJJPA shall be distributed in accordance with the provisions of the Interagency Transfer Agreement and any other agreements authorized by the SJJPA governing such distribution, and any remaining money or assets in possession of the SJJPA after the payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement shall be returned to the Member Agencies in proportion to their contributions, if any, determined as of the time of termination.

Notwithstanding any other provision in AB 1779 and the draft JEPAs establishing the SJJPA, no funding, debt, or financial obligation is created against any Member Agency solely as a consequence of executing the JEPAs and no funding, debt, or financial obligation approved by the SJJPA Board and/or incurred by the SJJPA shall be binding against the Authority unless and until specifically ratified by the Authority Board.

Summary of Discussion from December 5, 2012 Planning Committee Meeting

Dan Leavitt, Manager of Rail Initiatives with the San Joaquin Regional Rail Commission, conducted a presentation and question and answer session on AB 1779 and the proposed SJJPA. The presentation is a new attachment to this staff report. Significant points:

- *The San Joaquin intercity rail corridor is one of three intercity rail corridors in California. The Surfliner service between San Diego and San Luis Obispo and the San Joaquin service along the Bakersfield-Fresno-Stockton-Sacramento-Oakland corridor are managed by Caltrans. The Capitol Corridor between San Jose and Auburn is managed by the Capitol Corridor JPA which was established in 1997.*
- *The San Joaquin regional governance proposal is modeled after the Capitol Corridor JPA. The Capitol Corridor JPA has been effective in coordinating the communities along the corridor and has seen an increase in service from 4 to 16 round-trips per day. The*

Capitol Corridor JPA has effectively advocated for funding both in Sacramento and Washington. To date, no local funding has been used for the operations and maintenance of the Capitol Corridor service.

- *Funding for operations and maintenance of all three intercity rail corridors is provided from the intercity rail portion of the State Public Transportation Account (PTA). The PTA is a reliance funding source derived from taxes on diesel fuel.*
- *The existing San Joaquin service consists of 6 round-trips per day. Despite a large increase in ridership, the number of trips has not increased in the past 12 years.*
- *AB 1779 contains a number of provisions as outlined in the presentation, including:*
 - *Guarantees at least 3 years of State funding at existing levels*
 - *Protects extensive feeder bus service*
 - *Requires consistency of SJJPA Business Plan with future State Rail Plans and future California High Speed Rail Authority Business Plans*
 - *Maintains State role in planning and coordination*
- *Near-term steps are to form SJJPA, select a Managing Agency and develop the Business Plan.*

Discussion and questions:

- *There appears to be a shortage of rolling stock at some points in time. Would SJJPA reduce or improve coordination? Mr. Leavitt responded that he believed coordination of multiple JPAs as equal partners would be improvement over State and a single JPA.*
- *Managing Agency. BART is the managing agency for the Capitol Corridor service. For SJJPA, likely to be one of three managing agencies – BART, the San Joaquin Regional Rail Commission or Sacramento Regional Transit. A first order of work for the SJJPA would be to develop criteria and select a managing agency.*
- *Question on benefit of JPA over Caltrans to manage the San Joaquin service. Mr. Leavitt responded that a JPA elicits regional coordination and cooperation that doesn't exist with State model. Also, a focused JPA can better advocate for the needs of the corridor than Caltrans, which must adhere to the desires of the current Administration.*
- *Relationship of San Joaquin intercity rail service and High Speed Rail. High Speed Rail will be built over many years. The San Joaquin service will provide a connection to High Speed Rail in Fresno. The San Joaquin service and the Altamont Corridor express will be the only method for Bay Area residents to connect by rail with High Speed Rail. San Joaquin service will compliment, not conflict with High Speed Rail.*

- *Eminent Domain - question regarding needs for use of eminent domain. Most improvements would be within existing right-of-way, however, it is possible that property would need to be acquired for possible lay-over facility near the mid-point of the route or potential new corridor between Stockton and Sacramento.*
- *Financial and audit responsibility provisions in draft JEPA. Draft JEPA includes audit of SJJPA by auditor of Managing Agency. Should there be an audit requirement for an independent audit? Response was that JEPA modeled after Capitol Corridor. If a continued concern, the JEPA audit provisions could be amended by a two-thirds vote of the members.*
- *Fiscal impact of joining SJJPA. Per statute, no funding, debt, or financial obligation is created against the Authority by joining SJJPA, nor can any obligation be created against the Authority by action of the SJJPA unless approved by the Authority Board.*
- *Ridership. The San Joaquin intercity passenger rail service carries one million riders with six round daily round-trips. The Capitol Corridor carries 1.7 million riders with sixteen daily round-trips. This demonstrates that there is latent demand that could be captured with more service. A large percent of riders travel through Bakersfield on a bus connection to Los Angeles. A large number of trips are within the corridors. Fresno has highest ridership numbers. Richmond and Martinez have high numbers due to connections with BART at Richmond and Capitol Corridor at Martinez.*
- *It is expected that SJJPA will be formed by January 2013 with at least six agencies. It is likely that three agencies will elect to become Member Agencies by the time the Authority meets on December 19th.*
- *All PC members present expressed support for joining SJJPA citing financial protections contained within JEPA, increased modal choices, and the opportunity to be part of improving the rail system within California.*

Planning Committee **STAFF REPORT**

Meeting Date: December 5, 2012

Subject	San Joaquin Joint Powers Authority (SJPA). Appoint One Board Member and One Alternate Board Member to Serve on the SJPA
Summary of Issues	The SJPA will become operable if a majority (at least six) of the potential eleven members approve the Joint Exercise of Powers Agreement (JEPA) and appoint a Board Member by December 31, 2013. Each member agency that elects to approve the JEPA and join the SJPA shall be allowed one member and one alternate on the SJPA Board of Directors. Under the implementing legislation, the Board member and alternate to represent Contra Costa shall be a “member of the board of directors of a regional transportation agency or rail transit operator that serves Contra Costa County, appointed by the Contra Costa Transportation Authority, who shall be a resident of the county.”
Recommendations	Staff requests that the Authority elect one Board member and one alternate to serve on the SJPA Board.
Financial Implications	Potential minimal travel costs. It is the goal of the SJPA to fully fund its annual budget from State and other non-Member Agency funding sources.
Options	<ol style="list-style-type: none"> 1. Not Applicable if the Authority does not approve the JEPA. 2. Defer appointment of a Board member until a later date.
Attachments	N/A
Changes from Committee	<i>Planning Committee recommended that the appointment of a member to serve on the SJPA be deferred to the December Authority to ensure that all regions of the County are represented.</i>

The “Intercity Passenger Rail Act of 2012” (AB 1779), authored by Assemblymember Cathleen Galgiani, was passed by the Legislature on August 30, 2012 and signed by the Governor on September 29, 2012. Assembly Bill 1779 provides for, among other things, creation of the San Joaquin Joint Powers Authority (SJPA) which, if certain conditions are met, will manage the San Joaquin intercity passenger rail service. The San Joaquin intercity passenger rail service is

currently managed by the California Department of Transportation (Caltrans) which operates six trains per day in each direction along the Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland corridor, including four trains per day in each direction that stop in Antioch, Martinez and Richmond. The Contra Costa Transportation Authority (Authority) is one of eleven potential members of the proposed SJJPA. The SJJPA will become operable if a majority (at least six) of its potential members approve the JEPA and appoint a Board Member by December 31, 2013. A poll of potential members indicates that at least six member agencies will approve the JEPA by January 2013.

As defined by AB 1779, the board shall be comprised of not more than eleven members, as follows:

- One member of the board of directors of the Sacramento Regional Transit District, appointed by that board.
- One member of the board of directors of the San Joaquin Regional Rail Commission, appointed by that board, who shall be a resident of San Joaquin County.
- One member of the board of directors of the Stanislaus Council of Governments, appointed by that board.
- One member of the board of directors of the Merced Council of Governments, appointed by that board.
- One member of the board of directors of the Madera County Transportation Commission, appointed by that board.
- One member of the board of directors of the Fresno Council of Governments, appointed by that board.
- One member of the board of directors of the Kings County Association of Governments, appointed by that board.
- One member of the board of directors of the Tulare County Association of Governments, appointed by that board.
- One member of the board of directors of the Kern Council of Governments, appointed by that board.
- One member of the board of directors of a regional transportation agency or rail transit operator that serves Contra Costa County, appointed by the Contra Costa Transportation Authority, who shall be a resident of the county.

- One member of a regional transportation agency or rail transit operator that serves Alameda County, appointed by the Board of Supervisors, who shall be a resident of the county.

Each member agency to the JEPAs shall have appointed its members (a Board member and an Alternate) to the SJJPA Board prior to and as a condition of executing the JEPAs. Alternates shall have the same qualifications as their respective board member.

Summary of Discussion from December 5, 2012 Planning Committee Meeting

- *The Planning Committee (PC) briefly discussed the nomination and appointment of a Board member and alternate for the SJJPA Board. Knowing that the final decision to approve the Board member would occur, at the earliest, at the December 19, 2012 Authority meeting, and recognizing that there was no PC representation from TRANSPAC in attendance, the PC deferred further discussion and nomination of a Board member and alternate to the full Authority meeting.*

1. EXECUTIVE SUMMARY

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 and State Route 242. KAI was tasked with completing the first phase of the study, which included working with MTC, Caltrans, Contra Costa Transportation Authority (CCTA), TRANSPAC, and TRANSPLAN to:

1. Study the feasibility and effects of ramp metering on SR 4 and SR 242,
2. Develop a staging plan for implementation of ramp metering on SR 4 and SR 242, and
3. Develop recommended ramp metering rates for the initial implementation segment.

This Ramp Metering Study and Implementation Plan is the result of those efforts. The next phase of this study, should the study participants choose to proceed, would be to develop a memoranda of understanding with local agencies, monitor traffic conditions following ramp meter activation, and conduct a “before and after” study of the effects for the initial implementation segment.

The Year 2015 was selected as the base analysis year for this study as ongoing construction east of Loveridge Road on SR 4 is projected to be completed that year. Draft metering rates were developed through an iterative process of evaluation using FREQ models developed and calibrated for both SR 4 and SR 242 corridors in order to optimally balance ramp delays and queues, as well as reduce mainline travel times. For the purpose of this evaluation, it was initially assumed that all on-ramps within the study limits would be activated by 2015 with the exception of freeway-to-freeway connectors (including the I-680/SR 4 and SR 4/SR 242 interchanges).

The 2015 metering plan is summarized as follows:

- Ramp meters would be activated only in the westbound direction on SR 4 and the southbound direction on SR 242 during weekday AM peak periods (6 AM to 10 AM).
- Ramp meters would be activated only in the eastbound direction on SR 4 and the northbound direction on SR 242 during weekday PM peak periods (3 PM to 7 PM).
- All meters (with the exceptions noted below) would be set to serve the peak hour demand at each ramp. Therefore, queues would not be expected to extend beyond a few vehicles and delays would not be expected to exceed the few seconds it would take to clear the cyclic surges of traffic arriving at the ramp meter from an upstream signal. The purpose of these meters is not to reduce the flow of traffic entering the freeway, but to smooth it, which would result in an approximate 2.5% increase in capacity at freeway bottleneck locations.
- During the AM peak period in the westbound direction of SR4, optimal metering rates are suggested for on-ramps upstream of Solano Way in Concord. The purpose of these meters would be to delay the onset of the expected bottleneck at Solano Way, providing mainline travelers with travel time savings.

- During the PM peak period in the eastbound direction, optimal metering rates are suggested for on-ramps west of a bottleneck at Port Chicago Highway, as well as on-ramps along SR 242 northbound that would also feed traffic into that bottleneck.

For on-ramp locations where optimal metering rates are suggested, the rates are set so that ramp queues would be contained within available storage at the ramps during the entire peak period. In so doing, the ramp queues would not interfere with traffic operations on adjacent arterial streets.

With implementation of this metering plan, freeway mainline operations would be affected as follows:

- SR 4 westbound travel time during AM peak period would be reduced by 10 minutes on average from SR 160 to Alhambra Avenue.
- SR 4 eastbound travel time during PM peak period would be reduced by over 9 minutes on average from Alhambra Avenue to SR 160.
- SR 4 westbound to SR 242 southbound (from SR 160 to I-680) travel time during AM peak period would be reduced by over 7 minutes on average.
- SR 242 northbound to SR 4 eastbound (from I-680 to SR 160) travel time during PM peak period would be reduced by over 1 minute on average.
- Freeway system (including both mainline and ramps on SR 4 and SR 242) vehicle hours of travel would be reduced by 10% during AM peak period and reduced by 11% during PM peak period.
- The productivity of the freeway system, measured in terms of vehicle miles of travel on the freeway, would be increased by 2% in both AM and PM peak periods.
- Average travel speeds through the freeway system would be improved by 13% in the AM peak period and improved by 14% in the PM peak period.

Potential traffic diversion effects were evaluated on key intersections and arterials. Based on the assessment, the amount of potential diversion would not result in a significant change in traffic operations on those facilities.

Ramp metering would result in benefits to the overall system performance measures for all roadway facilities in both Central and East Contra Costa County—as indicated by reductions in vehicle hours of delay, vehicle miles of travel, as well as increases in average system mean speeds—during both AM and PM peak hours.

Evaluations conducted for this study demonstrated that substantial travel time savings on freeway mainline would be achieved with the implementation of ramp metering along both corridors. Therefore, it is recommended that ramp meters be activated as soon as possible.

Below is a recommended staging plan that takes advantage of the schedule of current or planned projects to repair and install new equipment along SR 4 and SR 242:

- 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
 - SR 242 northbound on-ramps
 - SR 242 southbound on-ramps

- 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 west of Solano Way and east of Railroad Avenue

Launching the 2014 CTP Update

Draft – 11 January 2013

Measure J requires the Authority to develop and update a Countywide Transportation Plan (CTP) that outlines its vision, goals and actions to implement them. Measure J also requires local jurisdictions to work together with their Regional Transportation Planning Committees (RTPCs) to develop Action Plan for Routes of Regional Significance that establish quantitative objectives for those routes and actions to achieve them.

This paper outlines how we propose to update both the CTP and the Action plans, some of the issues we expect to face and the essential roles that local jurisdictions and the RTPCs will play in this process. There have been significant changes since the adoption of the current CTP and Action Plans in 2009 and the updates will give us all an opportunity to respond to those changes and refine our objectives and implementation actions.

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. 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 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 the subregions what kind of performance they 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 RTPCs don't need to "financially constrain" their Action Plans, 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 lead the Action Plan update process. Each regional 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*

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, which 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 after the CTP Update is completed. 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.

(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 this year.)

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 a longer term think on 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*

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 Action Plan consultant (the DKS team) will also 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*

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: November 14, 2012

Subject	Update on the OneBayArea Grant Program
Summary of Issues	<p>Since the Authority's last discussion of the OneBayArea Grant (OBAG) program, MTC has made several significant changes to it. First, it both increased the total amount of funding available for projects in Contra Costa and changed the amounts coming from the three federal funding sources. This change could allow the Authority to put more funding into the Local Streets and Roads Preservation program. Second, MTC agreed to direct another \$20 million to the CMAs for a new PDA Planning and Implementation Program. Contra Costa could get between \$2 million and \$2.8 million through this program. This change may allow the Authority to reduce the amount of OBAG funds set aside for CMA planning. Staff seeks Authority concurrence on the proposed approach for allocating additional OBAG funds, and approval of the proposed composition of the PDA/OBAG Working Group.</p>
Recommendations	<p>Review overall approach to allocation of additional funds and approve makeup of PDA/OBAG Working Group</p>
Financial Implications	<p>MTC estimates that about \$45.2 million will be available to Contra Costa through the OBAG program through Fiscal Year 2015–16. An additional \$2–2.8 million would be available through the new PDA Planning and Implementation Program.</p>
Options	<p>Make changes to the composition of the working group</p>
Attachments	<p>A. Requests for a one-year extension for receiving HCD certification of their Housing Elements from Brentwood, Hercules, Orinda and Richmond</p>
Changes from Committee	<p>N/A</p>

Background

OBAG FUNDING

When MTC adopted Resolution 4035 in May of this year, it allocated \$44.8 million to Contra Costa through the OBAG program, using a mix of federal Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Environment (TE) funds. Since the adoption of Resolution 4035, MTC has significantly revised the allocation of funding through the OBAG program.

Changes in OBAG Funding

Using the new Regional Housing Needs Allocation (RHNA) estimates, MTC has changed the allocation of funds to the counties. This change has resulted in an additional \$417,000 being allocated to Contra Costa. Second, by shifting funds between other Resolution 4035 programs, MTC increased the amount of STP funds going to the OBAG program and reduced the amount of CMAQ funds. (The STP program can fund more types of projects than the CMAQ and TE programs.) Under this new allocation, Contra Costa will get roughly \$3.8 million more in STP funds and \$3.8 million less in CMAQ funds.

The shift could allow the Authority to expand the amount of OBAG funding allocated to the Local Streets and Roads Preservation (LSRP) program. The TCC and Authority staff both support this shift and will identify it as an option in the public workshops.

New PDA Activities Program Given to CMAs

On October 24, MTC agreed to move \$20 million from the regional share of the Cycle 2 funding commitments, probably from the Priority Development Area (PDA) Activities program, to the CMAs for development and implementation of their PDA strategies. This action followed an action taken back in May to shift \$70 million in the Regional Transportation Plan (RTP) from the Smart Driving Strategy category to the CMAs for PDA development. The \$20 million shift in the Cycle 2 funding commitments represents the first four-year share of those funds to be spread over the 28-year timeframe of the RTP. MTC staff is still in the process of translating the Commission's action into program guidance, including how much each CMA would get through the program. MTC staff has informed Authority staff that Contra Costa would likely get between \$2 million and \$2.8 million.

It's not clear yet how the additional funds are meant to be used, other than generally to support the development of designated PDAs. The funds appear to come from the PDA Planning Grants program outlined in Resolution 4035. That program would have given grants to jurisdictions to "provide support in planning for PDAs in areas such as providing

housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management.” The Commission, however, may also have intended to allow some of the funds to be used to provide resources to CMAs to support PDA development and not just direct grants to jurisdictions. MTC staff is in the process of clarifying the program. The Commission is expected to act on the program guidance and final funding allocations at its November 28 meeting.

The Authority previously recommended setting aside an additional \$1.25 million for the new CMA planning activities called for in the OBAG program. The new funding now coming to the county for PDA implementation may, however, eliminate the need to set aside as much CMA planning funding. This will not be clear until MTC clarifies what the purpose of that funding is and what it can be used for.

POTENTIAL INCREASE IN FUNDING FOR LOCAL STREETS AND ROADS

As part of the Cycle 1 CMA Block Grant, the Authority made a commitment to give some jurisdictions their share of street maintenance funds in Cycle 1 and the remainder in Cycle 2. This commitment allocated about \$10.5 million to six jurisdictions in Cycle 1 and another \$9.5 million to the remaining jurisdictions in Cycle 2. The funding was allocated by the formula MTC established during Cycle 1.

The addition of more STP funds would allow the Authority to allocate more funding in Cycle 2 for local streets preservation. Staff recommends, and the TCC has concurred, that any additional funds allocated to the LSRP program should be allocated using the same formula as was used in Cycle 1. Allocating an additional \$7–8 million to the LSRP program would allow the Authority to allocate street maintenance funds to all jurisdictions and still meet the \$500,000 average required by the OBAG program.

Given the continuing need for street maintenance in Contra Costa, staff supports increasing the amount of OBAG funds set aside for that purpose. There are two issues, however. First, some of the additional LSRP funds would likely be required to be spent in or near priority development areas (PDAs). MTC requires that 70 percent of the OBAG funds — \$31.6 million of the \$45.2 million available — must be spent on projects that are in or provide “proximate access” to priority development areas (PDAs). Staff will survey the 20 Contra Costa jurisdictions to get a sense of what percentage of the local street preservation funds could be counted towards the PDA share.

Staff will outline the option of using most of the STP funds for local street preservation as part of public outreach.

PDA / OBAG WORKING GROUP

The proposed approach for the OBAG program included the formation of a PDA/OBAG Working Group. This group would be made up of stakeholders and local staff and would oversee the development of the PDA Investment and Growth Strategy and the final OBAG Guidelines.

Staff, incorporating the recommendations of the TCC, proposes that the Working Group be composed of:

- 2 representatives of housing or commercial developers with experience in infill development in PDAs or low-income housing
- 5 representatives of advocacy groups
- 6 local staff, one from each RTPC, including one each from Lamorinda and the San Ramon Valley, as well as the chair of Planning Directors' group, with a mix of transportation and planning staff
- 2 transit agency staff, one designated by the Bus Transit Coordinating Committee (BTCC) and one by BART

Once the Authority approves this composition, staff proposes sending a letter to the appointing groups asking for nominations for the working group. It will note the group's role in refining the approach to the OBAG funding call for projects, in reviewing information on local housing policies and infrastructure needs in the designated PDAs in Contra Costa, and in developing the PDA Strategy itself.

The working group, as a body advisory to the Authority, would be subject to the Brown Act.

REQUESTS FOR EXTENSION FOR HCD CERTIFICATION

To be eligible for the OBAG program, MTC requires that all jurisdictions — by January 1, 2013 — to have a housing element that is certified by the California Department of Housing and Community Development (HCD). Jurisdictions that do not think they can make that deadline can ask for a one-year extension. The request must have been submitted by November 1, 2012.

Currently, four of the 20 jurisdictions in Contra Costa have yet to receive HCD certification. All four have submitted a request for a one-year extension by the November 1 deadline. Their letters are contained in Attachment A.

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds
 Reporting Period: Calendar Year 2013

Reporting CMA: _____

One Bay Area Grant (OBAG) Checklist for CMA Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program in MTC Resolution 4035 related to the Priority Development Area (PDA) Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies, and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Congestion Management Agencies and submitted to MTC to certify compliance with the OBAG requirements listed in Resolution No. 4035. This checklist does not cover the programming actions by a CMA for the OBAG grant.

This checklist serves as an instrument for assessing the CMA’s compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

CMA Requirements

PDA Investment and Growth Strategy: Appendix A-6

1. Engage with Regional and Local Jurisdictions

- | | | | |
|--|------------------------------|-----------------------------|------------------------------|
| a. Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county’s PDAs? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| b. Has the CMA encouraged community participation throughout the planning and establishment of project priorities? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| c. Has the CMA’s staff or consultant designee participated in TAC meetings established through the local jurisdiction’s planning processes funded through the regional PDA planning program? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |
| d. Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans? | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> N/A |

If “No” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

2. Planning Objectives to Inform Project Priorities

- a. Has the CMA kept itself apprised of ongoing transportation and land-use planning efforts throughout the county? Yes No N/A
- b. Has the CMA encouraged local agencies to quantify transportation infrastructure needs and costs as part of their planning processes? Yes No N/A
- c. Has the CMA encouraged and supported local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA?
1. By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization? Yes No N/A
2. Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals? Yes No N/A

3. Establishing Local Funding Priorities

- a. Has the CMA developed funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors? Yes No N/A
1. Projects located in high impact project areas, including:
 - a) PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production;
 - b) Jobs in proximity to housing and transit (both current levels and those included in the SCS);
 - c) Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.);
 - d) Consistency with regional Transportation for Livable Communities (TLC) design guidelines or design that encourages multi-modal access;
 - e) Project areas with parking management and pricing policies.
 2. Projects located in Communities of Concern (COC) as defined by MTC, which can be found at <http://geocommons.com/maps/110983>
 - a) CMAs may also include additional COCs beyond those defined by MTC that are local priorities.
 3. PDAs with affordable housing preservation and creation strategies.
 4. Local jurisdictions that employ best management practices to mitigate exposures where PDAs overlap and/or are in proximity with communities identified in the Air District's Community Air Risk Evaluation (CARE) program or freight transport infrastructure. *For information regarding the Bay Area Air Quality Management District's CARE program, go to: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx>*

If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

- b. Has the CMA defined the term “proximate access”, including a policy justification, and how it would be applied to projects applying for OBAG funds? Yes No N/A
- c. Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide “proximate access” to a PDA, along with policy justifications for that determination? Yes No N/A
- d. Has the CMA documented the approach used to select OBAG projects including outreach, and submitted a board adopted list of projects with the outreach documentation to MTC (see Call for Projects Guidance requirements below)? Yes No N/A

Performance and Accountability Policies

4. Ensuring Local Compliance

- a. Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? *Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement.* Yes No N/A
- b. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4035 prior to programming OBAG funds to its projects in the TIP? Yes No N/A

Call for Projects Guidance Appendix A-5 (Public Involvement and Outreach, Agency Coordination, and Title VI)

5. Public Involvement and Outreach

- a. Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-5? Yes No N/A
- b. Has the CMA documented the outreach efforts undertaken for the local call for projects to show how it is consistent with MTC's Public Participation Plan as noted in Appendix A-5, and submitted these materials to MTC? Yes No N/A
- c. Has the CMA performed agency coordination consistent with Appendix A-5? Yes No N/A
- d. Has the CMA fulfilled Title VI responsibilities consistent with Appendix A-5? Yes No N/A

6. Completion of Checklist

- a. **Has the CMA completed all section of this checklist?** Yes No N/A
1. If the CMA has checked "No" or N/A to any checklist items, please include which item and a description below as to why the requirement was not met or is considered "Not Applicable."

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to MTC by:

Signature

Date

CMA Executive Director

Reporting Jurisdiction: _____

One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

1. Compliance with the Complete Streets Act of 2008

- a. Has the local jurisdiction either: Yes No N/A
1. Adopted a complete streets policy resolution no later than January 31, 2013, or
 2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?
- b. Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding? Yes No N/A

2. Housing Element Certification

- a. Has the local jurisdiction's fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013? Yes No N/A

If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

- b. If the answer to 2.a is “no”, will the local jurisdiction submit to ABAG/MTC by November 1, 2012, a request for an extension of the deadline for a certified housing element to January 31, 2014? *Note: OBAG funds cannot be programmed into the TIP until the housing element certification is complete, and if not achieved, reserved OBAG funds can be moved by a CMA to another project that meets OBAG policies and regional delivery deadlines.* Yes No N/A

In the 5th Cycle RHNA (2014-2022), jurisdictions will be required to adopt housing elements by October 31, 2014.

3. Completion of Checklist

- a. Has the Jurisdiction completed all sections of this checklist? Yes No N/A

1. If the jurisdiction has checked “No” or N/A to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered “Not Applicable.”

If “No” or “N/A –Not Applicable” is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

This checklist was approved for submission to _____ (CMA) by:

Signature

Date

City Manager/Administrator or Designee



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Coordinated Public Transit / Human Services Transportation Plan

January 2013: Draft Coordinated Plan Update Available for Public Review and Comment

MTC's Draft Coordinated Public Transit-Human Services Transportation Plan Update for the San Francisco Bay Area is now available for public review and comment. **Comments must be received by March 8, 2013**, and may be submitted by e-mail to Drennen Shelton at dshelton@mtc.ca.gov or mailed to:

Attn: Drennen Shelton
MTC
101 Eighth Street
Oakland, CA 94607

Hard copies of the Draft Coordinated Plan Update will also be available for public review in the MTC-ABAG Library, located at the address above.

The Draft Coordinated Plan Update is scheduled to be presented with comments to MTC's Programming and Allocations Committee for Commission adoption in March 2013.

Coordinated Plan Background

MTC is currently conducting an update to the Coordinated Public Transit-Human Services Transportation Plan (the "Coordinated Plan"). This Plan seeks to improve transportation coordination in the region to address the transportation needs of older adults, persons with disabilities, and low-income individuals. The Plan will establish priorities to inform funding decisions for specialized transportation services.

Based on requirements outlined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA), MTC completed a Coordinated Plan in 2007 to identify regional funding priorities for FTA's Section 5316 Job Access and Reverse Commute program (for low-income populations), Section 5317 New Freedom program (for persons with disabilities), and Section 5310 program (for seniors and persons with disabilities). Since the Plan's adoption, over \$33 million in funding coming to the Bay Area from these programs supported projects derived from the Coordinated Plan.

The Plan update continues to focus on the needs of a broad range of transportation-disadvantaged populations in order to maximize opportunities to improve service coordination between public transit and human service transportation providers, even as these specialized federal programs and their respective coordination requirements have shifted somewhat under the new federal transportation authorization bill, [MAP-21](#).

Coordinated Plan Update Process

To update the original Coordinated Plan, MTC reviewed and updated information on existing transportation resources serving transportation-disadvantaged populations in the region, reviewed and updated transportation gaps faced by these populations, and updated priority solutions and regional strategies to improve transportation service delivery and coordination. In addition, the Plan update adds new demographic data from the Census Bureau; documentation of innovative strategies and best practices from other state, regional, and local coordination efforts; introduces new research on the Bay Area veteran population and their transportation needs; and establishes the designation process for Consolidated Transportation Services Agencies (CTSAs).

2007 Coordinated Plan (MTC Resolution 3787)

The original Coordinated Plan adopted in 2006-7 is can be found [here](#).

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

Quick Links

- [MTC Draft Coordinated Public Transit-Human Services Transportation Plan Update](#) (PDF)
 - [Executive Summary](#) (PDF)
 - [Appendix A: Detailed Demographic Tables](#) (PDF)
 - [Appendix B: Literature Review](#) (PDF)
 - [Appendix C: Innovative Strategies and Best Practices](#) (PDF)
 - [Appendix D: Transportation Inventory Detail](#) (PDF)
 - [Appendix E: Public Comments](#) (PDF)
 - [Appendix F: Transportation Gaps by County](#) (PDF)
 - [Appendix G: Veterans' Transportation Needs](#) (PDF)
 - [Appendix H: Transportation Solution Implementation Notes](#) (PDF)

2007 Coordinated Plan (MTC Resolution 3787)

NOTE: Accessible formats available upon request

- [FTA New Freedom Program](#): Regional information
- [FTA Section 5310 Program](#): Regional information
- [NEW FTA 5310 Program \(MAP-21\)](#): FTA Fact Sheet, August 2012 (PDF)
- [Community Based Transportation Planning Program](#)

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California State Senate

SENATOR
MARK DESAULNIER
SEVENTH SENATE DISTRICT



CHAIR
TRANSPORTATION & HOUSING
BUDGET SUBCOMMITTEE NO. 3
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UNDERGROUND ECONOMY

SELECT COMMITTEE ON
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MIDDLE CLASS

COMMITTEES

BUDGET & FISCAL REVIEW

ENERGY, UTILITIES &
COMMUNICATIONS

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LABOR & INDUSTRIAL
RELATIONS

December 19, 2012

Ms. Charlene Haught Johnson, Chair
S.F. Bay Area Water Emergency Transportation Authority
Pier 9, Suite 111, The Embarcadero
San Francisco, CA 94111

Dear Chair Johnson:

I write to thank you, Vice-Chair Intintoli and your Executive Director Nina Rannells for meeting with me and the cities of Hercules, Martinez and Antioch in my office last week. I believe the dialogue was productive and provided the cities and other interested stakeholders in my current and former Senate Districts the opportunity to voice their concerns, some of which I touched upon in my initial letter to you back in October.

It is my understanding that since our meeting, the City of Antioch has gone ahead and provided written feedback to your staff requesting several changes to the Short Range Transit Plan (SRTP), scheduled for adoption at the Board's January meeting. Among these, is a request raised at the meeting to include \$25 million in capital funding for the expansion of ferry service to either Antioch, Hercules, or Martinez in the SRTP. I believe this to be a modest request and one that is worthy of the Board's consideration. Furthermore, this request is consistent with the intent of SB 976 (Torlakson, 2007) to create a Bay Area water transit system capable of responding to emergencies or disasters affecting the transportation system in the region as a whole. More importantly, the distribution of these funds would be contingent upon all stakeholders coming to an agreement on a sustainable funding plan for the ongoing operation of ferry services. Indeed, I look forward to continuing to work with you via the working group already put into place by the Contra Costa Transportation Authority in the coming months and years ahead.

Charlene H. Johnson
December 19, 2012
Page 2

Once again, thank you for your continued willingness to engage with me on these important issues. Should you have any additional questions or if I may be of further assistance to you, please do not hesitate to contact me at (925) 942-6082.

Sincerely,



MARK DESAULNIER

MD:sm

cc: Nina Rannells, Executive Director, Water Emergency Transportation Authority (WETA)
Anthony J. Intintoli, Jr., Vice-Chair, Water Emergency Transportation Authority (WETA)
Gerald Bellows, Member, Water Emergency Transportation Authority (WETA)
Beverly Johnson, Member, Water Emergency Transportation Authority (WETA)
Timothy Donovan, Member, Water Emergency Transportation Authority (WETA)
Randy Rentschler, Legislative Director, Metropolitan Transportation Commission (MTC)
Peter Engel, Program Manager, Contra Costa Transportation Authority (CCTA)
Wade Harper, Mayor, City of Antioch
Jim Jakel, City Manager, City of Antioch
Gary Agopian, Councilman, City of Antioch
Victor Carniglia, Consultant, City of Antioch
Rob Schroder, Mayor, City of Martinez
Phillip Vince, City Manager, City of Martinez
Steve Duran, City Manager, City of Hercules
Paul Adler, District Representative, Office of Contra Costa County Supervisor Federal Glover
Rich Seithel, Senior Deputy County Administrator, Contra Costa County



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AND DEVELOPMENT

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Randell H. Iwasaki,
Executive Director

January 4, 2013

Jamar Stamps
TRANSPLAN
30 Muir Road, 2nd Floor
Martinez, CA 94553-4601

Subject: Sand Creek Interchange and SR 4/SR 160 Connectors Progress Reports

Dear Mr. Stamps,

In accordance with Memorandum of Understanding 05E.04 between TRANSPLAN and the Contra Costa Transportation Authority, please find enclosed 1st Quarter FY2013 project progress reports for the Sand Creek Interchange and the SR 4/SR 160 Connectors. Both projects are on schedule and within budget.

If you have questions concerning specific projects, please contact Amin AbuAmara at 925-256-4740 for the Sand Creek Interchange, and contact Jack Hall at 925-256-4743 for questions concerning the SR 4/SR 160 Connectors. Thank you for your support on these projects, and if you have any overarching questions, please call me at 925-256-4735.

Sincerely,

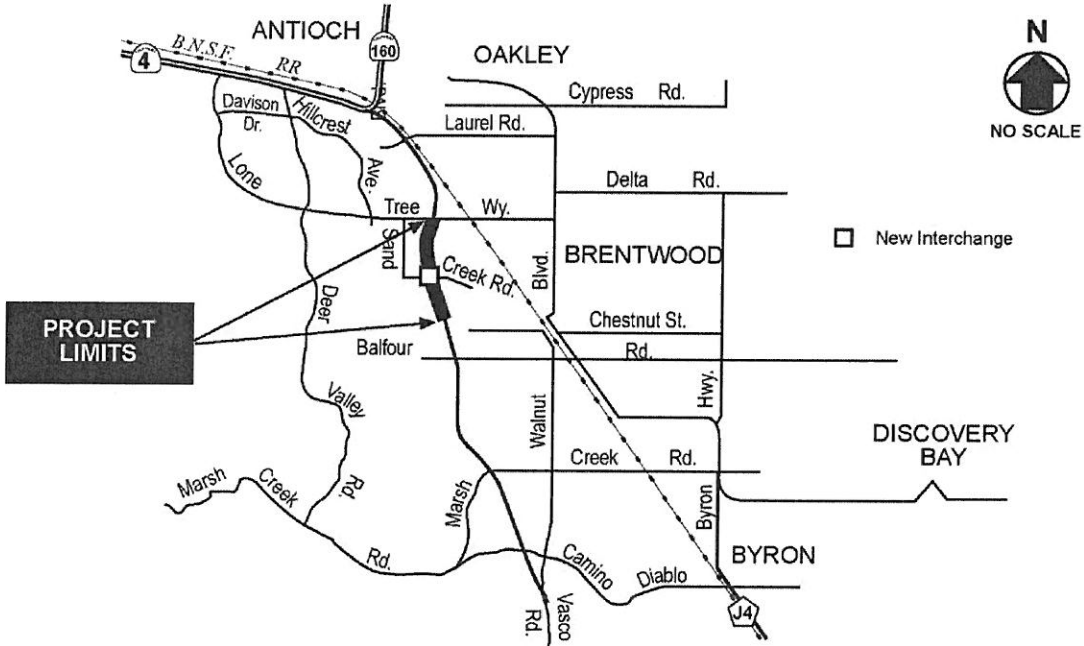
Ross Chittenden
Deputy Executive Director, Projects

Enclosed: SR 4/Sand Creek Interchange (1st Quarter FY2013 Status Report)
SR 4/SR 160 Connector Ramps (1st Quarter FY2013 Status Report)

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

Cc: Amin AbuAmara, CCTA
Jack Hall, CCTA

**September 30, 2012 Project Status Report
State Route 4/Sand Creek Road Interchange & 4-Lane Widening Project
CCTA Project No. 5002/5003**



Project Description

The **Sand Creek Road Interchange Project** will widen SR4 from 2 to 4 lanes (2 in each direction) from Lone Tree Way to Sand Creek Road. The project also includes the construction of the Sand Creek Road Interchange and will provide a median wide enough to accommodate mass transit.

These improvements will result in much needed congestion relief and improve mobility for the residents of East Contra Costa County.

Contractor: Bay Cities/Myers, Joint Venture

Construction began in June 2012. Estimated date of completion is March 2014.

The project limits are from 0.5 miles north of Lone Tree Way to 0.6 miles south of the San Jose Avenue Undercrossing; a total length of approximately 2.7 miles. The project will be constructed within existing right-of-way and no utilities will be relocated.

Project Status (July 1, 2012 through September 30, 2012)

- Contracting Activities – Contract awarded and construction started June 2012.
- Project Activities This Period
 - Substantially completed earth work on the west side of SR 4
 - Substantially completed drainage systems
 - Substantially completed pile driving for the abutments of the Lone Tree Way Undercrossing, the Sand Creek Bridge, and the Sand Creek Road Undercrossing. Started work on the San Jose Avenue Undercrossing cast in place piles
 - Started work on footings, abutments and columns for the four bridges mentioned above
 - Started earth work on the east side of SR4
- Areas of Concern
 - None at this time
- Planned Activities Next Report

Work in October will continue with construction of the abutments and columns of the Sand Creek Rd Undercrossing, driving additional pile length and construction of abutments at Sand Creek Bridge, and construction of abutments at San Jose Avenue Undercrossing. The contractor will also continue with placement of import borrow, installation of drainage systems, and placement of various SWPPP/erosion control measures. The Contractor will continue bridge construction activities, including placement of falsework over Lone Tree Way, and other bridges. The contractor will also continue with submittal activities.

Project Cost/Funding

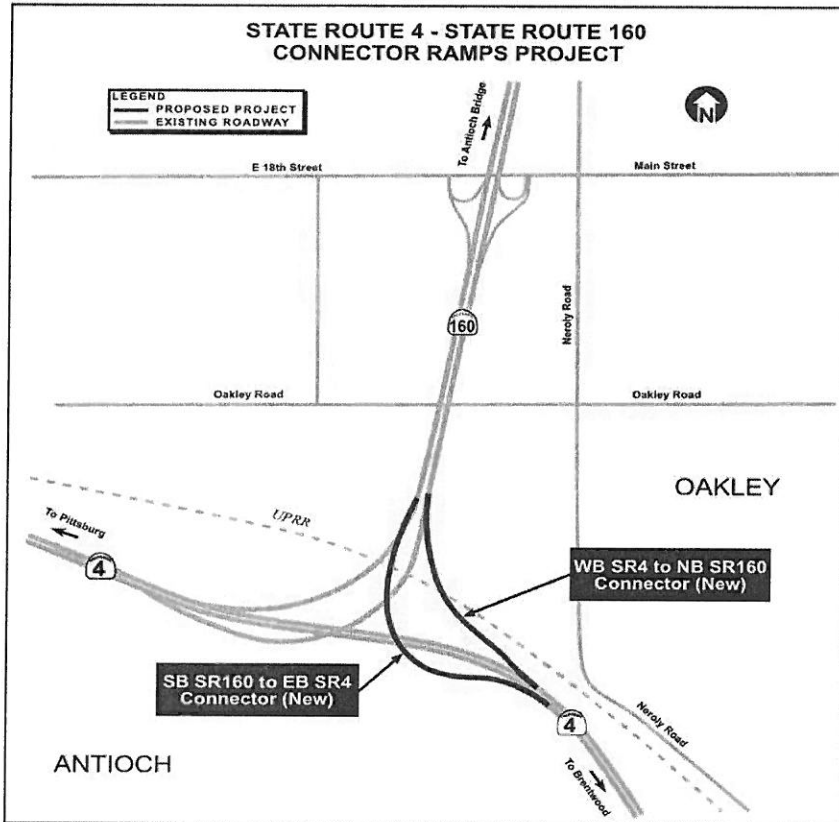
The project is funded by Measure J funds, ECCRFA funds, and CMIA funds.

Project Phase	Phase Budget (\$ millions)	Percent Complete	Total Expended (\$ millions)	Estimate at Completion (\$ millions)
Environmental	2.00	100%	2.00	0
Project Approval	1.00	100%	1.00	0
Design/ROW	15.00	100%	15.00	0
Construction Support	\$5.00	20%	1.00	4.00
Construction Capital	\$27.00	20%	5.00	21.60
TOTAL	\$50.00		24.40	25.60

Project Schedule

	Start Date	End Date	Phase-Milestone	% Time Elapsed
Baseline	June 2012	March 2014	Construction	20
Current	June 2012	March 2014		
Baseline	March 2014	September 2014	Close Out	0
Current	March 2014	September 2014		

October 2012 Project Status Report
 State Route 4/State Route 160 Connector Ramps Project
 CCTA Project No. 5001
 EA 2G5100



Project Description

The project includes construction of two new connector ramps between State Route 4 and State Route 160 in Antioch and Brentwood: a new westbound SR4 to northbound SR160 connector and a new southbound SR160 to eastbound SR4 connector. An extension to an existing sound wall will be included on the WB/NB connector to the Oakley Road overcrossing and auxiliary lanes in both directions of SR160 will be included from the SR4/SR160 interchange to the East18th Street/Main Street interchange.

The project is proposed to be constructed within existing right-of-way and no utilities will be relocated. The project crosses the Union Pacific Railroad.

Project Status (August 2012 through October, 2012)

- Contracting Activities – No activities this period.
- Project Activities This Period
 - Design consultant proceeding forward with preliminary design that will accommodate future eBART in median and ultimate SR4 with eight lanes and will include ramp metering on the SB/EB connector ramp, per Caltrans

policy. 65 % Plans submittal to Caltrans for SR4/SR160 Connector Ramps project is planned for December 2012. Type Selection was held with Caltrans in early September and the consultant is responding to comments. Geotechnical investigation occurred for the foundations.

- Areas of Concern
 - Project Approval delay affecting design and construction schedule.
 - Designer has revised geometry to accommodate ramp metering on the southbound/eastbound connector, although a design exception will be required to eliminate the HOV Bypass lane on the connector ramp. Signatures are being processed.
 - An advisory design exception for slopes greater than 2:1 will be required, based on the type selection meeting which recommended that the Southbound Connector be split into two bridges with embankments.
 - The Highway Design Manual was recently revised and a new requirement was identified for a mandatory design exception for Interchange Weaving. The new HDM requires 5000 weaving distance between freeway-to-freeway and local interchanges.
 - Geotechnical borings encountered paleontological remains at a depth of approximately 70 feet. Caltrans will require a Paleontological Identification Report as part of the Revalidation process.
 - There is an existing Chevron pipeline outside of the UPRR right of way, and planned connector foundations are close to the pipeline. Alternatives are being reviewed.

- Planned Activities Next Report
 - Continue to address Project Report comments
 - Complete Design Exceptions
 - Continue design and prepare for 65% submittal
 - Initial UPRR C&M Agreement and CPUC Grade Crossing Agreement
 - Environmental Revalidation will be necessary before PS&E is completed. Scope is being reviewed with Caltrans.
 - Next PDT meeting December 4, 2012

Project Cost/Funding

The project is funded solely by \$50 million in Toll Funds.

Project Phase	Phase Budget (\$ millions)	Percent Complete	Total Expended (\$ millions)	Estimated at Completion (\$ millions)
BATA Oversight	\$0.12	5%	\$0.0	\$0.12
Environmental *Revalidation will be required	\$0.0	100%*	\$0.0	\$0.0
Project Approval	SR4BA responsible for approval	90%	\$0.0	\$0.0
Design/ROW	\$5.88	1%	\$0.53 (through September 2012)	\$5.88
Construction Support	\$5.50	0%	\$0.0	\$5.50
Construction Capital	\$38.50	0%	\$0.0	\$38.50
TOTAL	\$50.00	1%	\$0.53	\$50.00

Project Schedule

	Start Date	End Date	Phase-Milestone
Baseline	April 2010	May 2012	Project Approval (SR4BA)
Current		December 2012	
Baseline	December 1, 2011	February 2013	Final Design
Current		July 2013	
Baseline	August 2012	July 2013	Right-of-Way Activities (UPRR agreements)
Current		July 2013	
Baseline	May 2013	October 2014	Construction
Current	September 2013	March 2015	