

ITEM 3
ADOPT MINUTES FROM Feb 2012 MEETING

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

MINUTES

February 9, 2012

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Brian Kalinowski (Antioch), Mary N. Piepho (Contra Costa County Board of Supervisors), Duane Steele (Contra Costa County Planning Commission), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Vice Chair Salvatore Evola (Pittsburg)

ABSENT: Chair Jim Frazier (Oakley), Bruce Ohlson (Pittsburg), and Kevin Romick (Oakley)

STAFF: John Cunningham, TRANSPLAN Staff
David Schmidt, Legal Counsel

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Dale Dennis, Program Manager for the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) and the State Route 4 Bypass Authority, took this opportunity to announce the State Route 4 transfer ceremony scheduled for Monday, February 13 at 10:00 A.M. in the parking lot close to the Sand Creek Road Intersection at the Streets of Brentwood. He urged members to mark their calendars for the ceremony which would commemorate the transfer of the SR4 Bypass to Caltrans and return the local road to the cities of Brentwood and Oakley, and to the county. When asked, he affirmed that the roadway was now a state highway and truck traffic would now be allowed. All signs restricting truck traffic had been removed. The new signs for the roadway would be changed next week.

Joe Weber arrived at 6:34 P.M.

CONSENT ITEMS

On motion by Bob Taylor, seconded by Mary Piepho , TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from January 12, 2012 TRANSPLAN meeting.

4. Accepted Correspondence.
5. Accepted News Articles.

Vice Chair Evola recused himself from the closed session. The meeting was then chaired by former Chair Kalinowski serving as Chair Pro Tem. In the absence of Legal Counsel, the TRANSPLAN Committee recessed at 6:37 P.M. deferring the closed session until his arrival. David Schmidt, Legal Counsel, arrived at 6:43 P.M. and the Committee adjourned into closed session at that time.

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Government Code Section 54956.9(a))

Case Name: TRANSPLAN & ECCRFFA vs. City of Pittsburg; Contra Costa County Superior Court Case No. MSN11-0395

Chair Pro Tem Kalinowski reconvened from closed session at 7:46 P.M. and advised that there was nothing to report from closed session.

ADJOURNMENT

Chair Pro Tem Kalinowski adjourned the TRANSPLAN Committee meeting at 7:47 P.M., to March 8, 2012 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

ITEM 4

ACCEPT CORRESPONDENCE



BART Community Meetings March 2012

Influence Transportation Decisions



Please join the San Francisco Bay Area Rapid Transit District (BART) as it seeks input on three critical issues.

Proposed Fare Increase — Small, regular fare increases have been key to keeping BART's service safe and reliable. For the next fiscal year, BART is planning a small fare increase effective July 2012 in order to raise approximately \$5 million. Your input is needed on possible alternative fare change options that could generate that amount and on a long-term extension of BART's current inflation-based fare increase program.

ClipperSM Card Distribution for Senior and Youth — BART is part of "Clipper," the regional fare payment system. Seniors and youth can get their discounted fare automatically by using the discounted Clipper card. BART wants to insure that eligible BART customers can readily obtain discounted cards in their communities. Your input is necessary to determine the adequacy of existing locations to obtain Clipper cards and to comment on what would be adequate for you and your community.

Draft Environmental Justice Policy — Your input is needed on BART's draft Environmental Justice Policy. The proposed Environmental Justice Policy includes three primary components: 1) integrating Environmental Justice principles into BART's transportation planning; 2) evaluating impacts on minority and low-income populations; and 3) enhancing public involvement activities to identify and address the needs of minority and low-income populations in making transportation decisions.

If you are unable to attend one of our community meetings, you may still provide feedback by completing an online survey at www.bart.gov/survey. If you do not have internet access, call toll-free 1-888-579-5911 to take a phone survey.

Translation services are available by calling BART Language Assistance Services at 510-464-6752. Requests for a meeting interpreter must be made 3 days (72 hours) prior to the meeting date.

MEETING DATES AND LOCATIONS

FECHA Y UBICACIÓN DE LAS REUNIONES / 会议日期和地点 / NGÀY GIỜ VÀ ĐỊA ĐIỂM BUỔI HỌP / 토론회 일시 및 장소

Tuesday, March 6
Oakland
6:30 pm – 8:00 pm
Joseph P. Bort MetroCenter
Auditorium
101 Eighth St.

Monday, March 12
Concord
6:30 pm – 8:00 pm
Monument Community
Partnership
1760 Clayton Rd.

Wednesday, March 14
San Francisco
Mission District
6:30 pm – 8:00 pm
Mission High School Cafeteria
3750 18th St.

Thursday, March 15
Daly City
7:00 pm – 8:30 pm
War Memorial Community
Center Activity Room
6655 Mission St., Daly City

Monday, March 19
Richmond
6:00 pm – 7:30 pm
Richmond Main St.
1000 McDonald Ave.
Suite C

Colabore con San Francisco Bay Area Rapid Transit District (BART) que busca opiniones sobre tres temas importantes.

Aumento de tarifas propuesto: los pequeños y regulares aumentos de tarifa han sido fundamentales para lograr que el servicio del BART siga siendo seguro y confiable. Para el próximo año fiscal, BART está planificando un pequeño aumento de tarifas que entrará en vigencia a partir de julio de 2012 para recaudar aproximadamente \$5 millones. Se necesita su opinión sobre las posibles opciones de cambios de tarifas alternativas que podrían generar ese monto y sobre la extensión a largo plazo del programa actual de aumento de tarifas en base a la inflación de BART.

ClipperSM Distribución de tarjetas para personas mayores y jóvenes: BART es parte de "Clipper", el sistema regional de pago de tarifas. Los adultos mayores y los jóvenes pueden obtener su tarifa con descuento automáticamente usando la tarjeta con descuento Clipper. BART quiere asegurarse de que los clientes elegibles de BART puedan obtener fácilmente las tarjetas de descuento en sus comunidades. La opinión que usted pueda darnos es necesaria para decidir si son adecuados los lugares existentes para obtener tarjetas Clipper y para comentar qué sería adecuado para usted y su comunidad.

Política de Justicia Ambiental preliminar: Se necesita su opinión sobre la Política de Justicia Ambiental preliminar de BART. La Política de Justicia Ambiental propuesta incluye tres componentes principales: 1) integrar los principios de la Justicia Ambiental a la planificación de transporte de BART; 2) evaluar los impactos que puede tener en las poblaciones de bajos ingresos y minorías; y 3) aumentar las actividades de participación pública para identificar y suplir las necesidades de las poblaciones de bajos ingresos y minorías al tomar decisiones de transporte.

Si usted no puede asistir a una de nuestras reuniones comunitarias, puede enviarnos sus comentarios completando una encuesta en línea en www.bart.gov/survey.

Los servicios de traducción están disponibles si llama a servicios de asistencia de idiomas de BART al 510-464-6752. Las solicitudes de los servicios de un intérprete se deben realizar 3 días (72 horas) antes de la fecha de la reunión.

请加入 San Francisco Bay Area Rapid Transit District (BART), 它正在就3个关键问题征询意见。

建议车票涨价 — 小幅度 and 常规的车票涨价已经成为 BART 服务维持安全可靠的关键。在下一个财政年度, BART 为了筹集约 5 百万美元资金, 正在计划于 2012 年 7 月实施一次小幅度的票价上调。对于能够筹资的可供选择的票价改革方案, 以及 BART 当前基于通货膨胀的涨价计划的长时间延期, 我们需要您提出宝贵意见。

为老人和青年分发 ClipperSM 卡计划 — BART 是 Clipper 车票付费系统的组成部分之一。老年人和青少年可以使用 Clipper 折扣卡自动享受打折票价。为确保符合条件的 BART 顾客在所在小区内就可以轻易获得折扣卡, BART 希望您能输入相关信息, 以确定您所处位置是否可以拿到 Clipper 卡, 我们也将向您反馈适合您和您所在小区的相关信息。

起草环境正义政策 — 我们需要您就 BART 环境正义政策草案提出宝贵意见。提议的环境正义政策包括 3 个主要部分: 1) 将环境司法原则融入 BART 的运输计划; 2) 评估政策对少数民族和低收入人群的影响; 以及 3) 增加大众参与的活动, 在运输决策时明确和满足少数民族和低收入人群的需要。

如您无法参加会议, 您仍可通过登陆 www.bart.gov/survey 填写在线调查问卷, 提供您的反馈意见。

BART 语言支持服务中心为您提供翻译服务, 请致电 510-464-6752。如果需要会议的口译服务, 请您在会议开始前 3 天 (72 小时) 提出相关的要求。

Xin quý vị vui lòng hợp tác với San Francisco Bay Area Rapid Transit District (BART) bằng cách đóng góp ý kiến về ba vấn đề nghiêm trọng.

Đề Nghị Tăng Tiến Vé — Những khoản gia tăng nhỏ bé thường lệ về tiền vé là yếu tố then chốt để duy trì dịch vụ an toàn và đáng tin cậy của BART. Trong năm tài khóa sắp tới, có hiệu lực vào tháng Bảy 2012, BART dự định sẽ tăng một khoản nhỏ về tiền vé để thu thêm khoảng \$5 triệu. Chúng tôi cần có ý kiến của quý vị về những phương cách thay đổi tiền vé theo cách khác để có thể thu được số tiền đó và triển hạn lâu dài chương trình gia tăng tiền vé của BART dựa vào mức lạm phát hiện thời.

Phân Phối Thẻ ClipperSM cho Người Cao Niên và Thanh Thiếu Niên — BART là một phần của "Clipper," hệ thống trả tiền vé trong vùng. Người cao niên và thanh thiếu niên có thể được giảm bớt tiền vé một cách tự động bằng cách sử dụng thẻ Clipper hạ giá. BART muốn bảo đảm rằng những khách hàng hợp lệ của BART có thể xin thẻ giảm giá một cách dễ dàng trong cộng đồng của họ. Ý kiến của quý vị là điều cần thiết để xác định những địa điểm hiện hữu để xin thẻ Clipper có đầy đủ hay không và để nhận xét xem như thế nào là đầy đủ cho quý vị và cộng đồng của quý vị.

Phác Thảo Chính Sách Công Bằng Môi Trường — Chúng tôi cần ý kiến đóng góp của quý vị cho bản phác thảo Chính Sách Công Bằng Môi Trường của BART. Chính Sách Công Bằng Môi Trường được đề nghị bao gồm ba phần chính: 1) phối hợp các nguyên tắc Công Bằng Môi Trường vào việc hoạch định chuyên chở của BART; 2) đánh giá những ảnh hưởng đối với dân thiểu số và có lợi tức thấp; và 3) tăng cường các hoạt động có sự tham gia của công chúng để xác định và giải quyết những nhu cầu của dân thiểu số và có lợi tức thấp trong lúc đưa ra những quyết định về chuyên chở.

Nếu không thể tham dự một trong những buổi họp cộng đồng của chúng tôi, quý vị vẫn có thể đóng góp ý kiến bằng cách điền một mẫu thăm dò trên mạng tại www.bart.gov/survey.

Các dịch vụ thông dịch sẽ được cung cấp khi quý vị liên lạc với Dịch Vụ Trợ Giúp Về Ngôn Ngữ của BART ở số 510-464-6752. Yêu cầu để có thông dịch viên trong buổi họp cần phải được thực hiện 3 ngày (72 tiếng đồng hồ) trước ngày có buổi họp.

San Francisco Bay Area Rapid Transit District (BART)가 아래 세 가지 중요한 사항에 대해서 여러분의 소중한 의견을 듣고자 합니다.

요금인상 — 지금까지 BART 서비스의 안정성 유지를 위해서 소폭의 정기적인 요금 인상이 있어 왔습니다. 다음 회계 연도에 BART는 2012년 7월자로 소폭 요금인상을 추진해 약 \$5백만달러를 증액할 계획입니다. 이에 따라 요금 변경과 관련한 다른 타당한 옵션에 대한 여러분의 의견을 듣고자 합니다. 아울러 BART의 현 인플레이션 기반 요금 인상 프로그램을 장기적으로 연장하는 것에 대한 의견도 듣고 싶습니다.

노인과 청소년 대상 ClipperSM 카드이용 — BART는 베이지역 교통요금 결제 시스템인 "Clipper" 를 이용하고 있습니다. 노인과 청소년은 할인 Clipper 카드를 사용하면 자동적으로 요금 할인을 받을 수 있습니다. BART는 자격이 되는 BART 고객이라면 누구나 거주하는 지역에서 할인 카드를 손쉽게 받을 수 있게 하고 싶습니다. 따라서 Clipper 카드를 발행받을 수 있는 현재 지역의 적절성 결정 뿐만 아니라 고객 여러분이 거주 지역에 적합한 것이 과연 어떤 것인지에 대한 여러분의 의견을 듣고자 합니다.

환경정의 정책 초안 — 환경정의 정책 초안에 대한 여러분의 의견이 필요합니다. BART가 제안하고 있는 환경정의 정책 초안은 세 가지 중요 요소를 포함합니다. 1) 환경정의 원리들을 BART의 수송 계획 안으로 통합하기 2) 소수 인종 및 저소득층 인구에 미치는 영향 검토하기 3) 대중의 참여 활동을 증진시켜 수송 계획 수립에 소수 인종과 저소득층 인구의 필요사항을 파악하고 해결하기.

저희가 주최하는 커뮤니티 회의에 참가하지 못하실 경우 www.bart.gov/survey에서 온라인 조사를 통해 여러분의 의견을 나누실 수 있습니다.

BART 언어 지원 서비스(510-464-6752)로 전화를 하시면 통역 서비스도 받으실 수 있습니다. 단 회의 날짜 3일(72시간) 전까지 연락하셔야만 통역 서비스를 받으실 수 있습니다.

WINTER 2012 NEWSLETTER

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1. BUILDING ON OUR ASSETS: IMPLEMENTATION & ACTION STEPS

More than 200 East Bay EDA members and regional partners gathered in Concord on December 5, 2011 to discuss strategies and action plans to follow-up to the October release of [Building On Our Assets](#). In addition to helping set direction for East Bay EDA, the interactions helped set the stage for the following initiatives which are now taking shape:

Education & Workforce Development

East Bay EDA's Board of Directors has identified Education and Workforce Development as the region's #1 economic priority. Specifically, East Bay EDA will be working to help create a highly networked workforce preparation system that expands and enhances **business involvement** with educational institutions at every level but especially with East Bay high schools and community colleges.

Want to be a part of this effort? Contact Karen Engel karen@eastbayeda.org.

Innovation

Technological innovation drives the East Bay regional economy. East Bay EDA will be working to strengthen the East Bay's innovation eco-system and technology clusters through:

- Proactive marketing and communication of the East Bay's innovation assets, investment opportunities, and success stories including an annual celebration of East Bay Innovators of the Year.
- Implementing our regional marketing and branding campaign EDA's Marketing Committee created last year to focus on telling the East Bay innovation story. We are gearing up for a fundraising campaign to hire help to do this work. We are also convening all of our message partners to kick-off this effort. East Bay EDA's Marketing Committee will remain the key leaders of this effort – thank you Kaiser and City of Dublin!

Want to be a part of this effort? Contact Karen Engel karen@eastbayeda.org.

Business Climate

East Bay EDA is focused on ensuring that companies - especially small and medium-sized ones - start, survive and thrive in the East Bay. This year East Bay EDA will be facilitating regional collaboration to:

1. To improve the connection between small businesses and those who can help them in a variety of ways (financing, advising, etc.), East Bay EDA and Inner City Advisors are working together with the help of Wells Fargo and others to put together a series of sub-regional **Small Business Symposia**. We will be engaging a wide range of lenders and business service providers to connect with small business owners. Our target date for the first Symposium is March, 2012.
2. To improve the region's regulatory environment, East Bay EDA is looking into the feasibility of a "**Back-to-Business Pledge**" – a set of customer service and business-friendliness practices that regulating entities would adopt and commit to abiding by as a way to ease the regulatory burden on business and economic development. This effort would also showcase regulatory process "best practices." Cushman & Wakefield and Grubb & Ellis will help drive this initiative.

Want to be a part of this effort? Contact Keith Sutton at keith@eastbayeda.org.

Infrastructure & Land Use

The East Bay is ground zero for a number of critical infrastructure issues facing the state of California.

- The loss of **redevelopment** by the region's cities is a major blow to the region's ability to adapt older industrial areas to newer, more productive uses. East Bay EDA will be supporting its city members and related entities in pursuing alternatives to ensure investment continues to flow into the regions older and more resource-constrained areas.
- East Bay EDA will be working actively with its partners in the **Bay Area Business Coalition** to ensure that issues related to economic and business development and employment are front and center in the list of considerations and criteria for effective regional planning – especially in the context of the Sustainable Communities Strategy and the Regional Transportation Plan.
- East Bay EDA aims to convene a variety of key businesses and associations which rely on efficient transportation modes and have a vested interest in infrastructure investment. The **Transportation and Land Use Committee** ensures that transportation and land use priorities uphold the East Bay's competitive business climate, maintain efficient transportation and goods movement systems, and ensure a high quality of life for its workers.

Want to be a part of this effort? Contact Scott Peterson at scott@eastbaveda.org.

2. EAST BAY VISION AWARDS & LEGISLATIVE RECEPTION

California Treasurer Bill Lockyer and businessman T. Gary Rogers have been named as recipients of the East Bay Vision Award presented annually to individuals or organizations that have greatly advanced the economic vitality and quality of life in the East Bay.



The awards were presented during East Bay EDA's 17th Annual Legislative Reception and East Bay Vision Awards celebration at the Oakland Marriott on Friday evening. Legislative officials who attended the event included: California Senator Ellen Corbett, California Senator Loni Hancock, Assemblywoman Nancy Skinner, Assemblyman Sandré Swanson, and Assemblywoman Joan Buchanan. In addition to congratulating State Treasurer Lockyer and Mr. Rogers for their awards, the legislators spoke about East Bay EDA's 2012 priorities to improve the economic health of the region.



To learn more about the awardees, please see the [press release](#).

3. EAST BAY BROADBAND CONSORTIUM

East Bay EDA, together with the Contra Costa Economic Partnership, the Solano EDC, and the East Bay Community Foundation, has formed the **East Bay Broadband Consortium (EBBC)** to improve broadband deployment, access, and adoption in the East Bay.

The California Public Utilities Commission (CPUC) officially recognized the EBBC in December, 2011 and has granted us \$150,000 per first year for three years to shape and help implement a broadband strategy for the East Bay.

In 2012, the EBBC will be hosting three roundtables and one regional broadband summit to shape regional priorities and a strategy for improving the region's broadband access. Please mark your calendars:

| | | |
|-------------|---|---------------------|
| March 30 | Technical Working Group (8:30-10:30) | Alameda County |
| April 27 | Infrastructure and Economic Development | Alameda County |
| July 27 | Access, Tele-Health, Social Services | Contra Costa County |
| October 26 | E-Education and E-Government | Solano County |
| November 9 | Funders Forum | Oakland |
| January TBD | Summit | |

More information coming to our website soon! Want to be a part of this effort? Contact Bob Sakai at robert@eastbayeda.org.

4. JIM FOLEY JOINS EDA OFFICERS COMMITTEE

Jim Foley, Greater Bay Regional President for Wells Fargo, has joined the Officers Committee of East Bay EDA's Board of Directors. After many years as a member of the Executive Committee, Foley is looking forward to playing a more active role in the leadership of East Bay EDA during an exciting time in the organization's development.

5. MARY NEJEDLY PIEPHO ELECTED PRESIDENT OF CONTRA COSTA BOARD OF SUPERVISORS

Congratulations to Mary Nejedly Piepho who was elected by her colleagues to serve as President of the Board of Supervisors in Contra Costa County. A two-term Supervisor, Piepho's newly redrawn district now includes mostly East Contra Costa territory, including voters in Oakley and a large chunk of Antioch. She serves as a Vice Chair of East Bay EDA's Board of Directors.

6. UPCOMING EVENTS

i-Gate exciting event coming up on February 13, 2012 from 2:00pm-5:00pm. In partnership with the Labs, i-GATE is presenting "**Get to Know Your National Labs: A Seminar & Networking Series**" which is designed to help small businesses learn how they can work with Labs to gain a competitive advantage.

This is a free event, but seats are limited so early registration is recommended. **Registration Link:** <http://gettoknowyournationallabs.eventbrite.com>

The *San Francisco Business Times* hosts its annual **Mayors Economic Forecast** in Oakland on Tuesday, February 14, 2012, from 7:15 am - 10:00 am at the Oakland Convention Center - West Hall.

Join business and civic leaders for a lively conversation with Mayor Jean Quan of Oakland and Mayor Ed Lee of San Francisco. Each now has a year's worth of perspective and experience at the helms of their cities, but each also faces a multitude of challenges and opportunities in the coming year.

Cost = \$95 and you can register at <http://www.bizjournals.com/sanfrancisco/event/57601>

THE CITIES & COUNTIES OF

| | |
|----------------------------------|-------------------------------------|
| Alameda | Martinez |
| Antioch | Newark |
| Albany | Oakland |
| Berkeley | Oakley |
| Brentwood | Piedmont |
| Concord | Pinole |
| Town of Danville | Pittsburg |
| Dublin | Pleasant Hill |
| El Cerrito | Pleasanton |
| Emeryville | Richmond |
| Fremont | San Leandro |
| Hayward | San Ramon |
| Hercules | Union City |
| Livermore | Alameda County |
| | Contra Costa County |

CONTACT

This report was prepared by:

Scott Peterson
Deputy Director
(510) 272-6843

East Bay EDA
1221 Oak St., Ste. 555
Oakland, CA 94612

For more information on the East Bay, click on www.eastbayeda.org

EAST BAY EDA

Serving the East Bay — the Bright Side of the San Francisco Bay

For archived newsletters and forecasts click [here](#).

For more reports and studies on the East Bay, click [here](#).



WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

February 24, 2012

Hercules

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

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

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

San Pablo

- 1) Thanked and commended Roy Swearingen (Pinole) for his service as WCCTAC Board Chair in 2011.
- 2) Elected William 'Bill' Wilkins (Hercules) as WCCTAC's CCTA alternate effective today.
- 3) Approved Resolution 12-01, which authorizes me, on behalf of the Board, to execute the I-80 Integrated Corridor Mobility Memorandum of Understanding for Operations & Maintenance, and to make non-substantive revisions to the MOU as needed for additional clarification and/or to ensure consistency.

Contra Costa
County

Sincerely,



Christina M. Atienza
Executive Director

AC Transit

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

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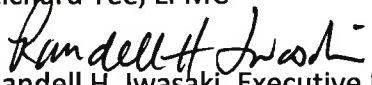
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MEMORANDUM

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

From: 
Randell H. Iwasaki, Executive Director

Date: February 16, 2012

Re: Items approved by the Authority on February 15, 2012, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its February 15, 2012 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Legislation.** In February Staff provided an update to the APC on the following developments in state and federal legislation:
 - Release of draft HR-7, the House of Representatives Transportation and Infrastructure Committee's surface transportation reauthorization bill;
 - AB 1532 California's 'cap and trade' program;
 - AB 441 (Monning)—addition of health issues and health equity component to RTPs;
 - SB 95—continuous transfers of transportation funds to HUTA in delayed budget years;
 - AB 57 (Beall)—potential amendments to MTC regional governance bill.

The attached staff report provides an overview of each bill. Further details will be available in March.
- 2. Comments on Metropolitan Transportation Commission's (MTC) Proposed OneBayArea Grant.** MTC has prepared a proposed approach for allocating expected federal funds from the Surface Transportation (STP) and Congestion

Management-Air Quality (CMAQ) programs. In preparing the proposed grant, MTC responded to, but did not necessarily incorporate, comments it received on the draft approach to the grant. Several of the comments that the Authority made, for example, were not incorporated. *The Authority approved the attached letter prepared by staff on the OneBayArea grant proposal and authorized its transmittal to MTC.*

- 3. SB375/SCS Implementation Update and Transmittal of Comment Letter on SCS Alternatives.** ABAG has requested comments from local jurisdictions on the evaluation results for the Sustainable Communities Strategy (SCS) alternative scenarios. Staff has developed general comments on the three constrained Alternative Scenarios, and has compiled comments received to date from Contra Costa jurisdictions. *The Authority approved transmittal of the attached comment letter to MTC/ABAG on the SCS Alternatives.*

Administration and Projects Committee Meeting *STAFF REPORT*

Meeting Date: February 2, 2012

| Subject | Legislation. |
|-------------------------------|---|
| Summary of Issues | <p>Staff provided information to the APC concerning:</p> <ul style="list-style-type: none"> (1) Release of draft HR-7, the House of Representatives Transportation and Infrastructure Committee’s surface transportation reauthorization bill; (2) AB 1532 California’s ‘cap and trade’ program; (3) AB 441 (Monning)—addition of health issues and health equity component to RTPs; (4) SB 95—continuous transfers of transportation funds to HUTA in delayed budget years; (5) AB 57 (Beall)—potential amendments to MTC regional governance bill. |
| Recommendations | <p>APC took no action on these items at its February 2 meeting. Staff will provide further detail to the committee in March and recommend committee action at that time.</p> |
| Financial Implications | <p>Potential implications indicated below.</p> |
| Attachments | <p><i>None.</i></p> |
| Changes from Committee | <p><i>None.</i></p> |

Background

HR 7: The House of Representatives Committee on Transportation and Infrastructure introduced its version (subsequently passed out of committee) of a surface transportation reauthorization bill. It is a 5-year, \$260 billion bill, providing for what amounts to a continuation of current annual funding levels. It contains provisions to streamline the funding process, consolidates or eliminates seventy programs, provides flexibility to the states, provides a stable funding source for transportation projects and encourages private investment in infrastructure.

Like its Senate counterpart, MAP 21, it contains neither earmarks, nor a complete funding picture. Staff will continue to review bill analysis as it becomes available and will participate in the statewide effort to update the California Consensus Principles pertaining to federal reauthorization.

AB 1532 (Perez) Cap and Trade: CARB recently ‘pulled the trigger’ on a Cap and Trade program in California by reducing the allowable emissions from specified utilities and industries by 10%. Unused emissions allowances can be ‘banked’ and auctioned off at specified intervals. The Governor’s budget includes \$1 billion in anticipated net revenue to the State from this program in 2012-13. While CARB has established this program, per provisions of the California Global Warming Solutions Act of 2006 (AB 32), state legislation is required to establish where fees collected from emissions sources may be directed, consistent with nexus requirements in existing State law. AB 1532 establishes a Greenhouse Gas Reduction Account, from which funds will be appropriated by the State Legislature for measures and programs that reduce greenhouse gas emissions, e.g, clean energy, low-carbon transportation, advanced technology vehicles and vehicle infrastructure, low-carbon public transportation, sustainable infrastructure development through strategic planning and development of major infrastructure (including transportation and housing). Discussions are currently underway with transportation, transit and related interests statewide. The Authority is particularly interested in the potential for transit funding through this source.

AB 441 (Monning): This bill, as originally introduced, would have required the CTC to include ‘health and health equity factors, strategies, goals and objectives’ in its guidelines for the development of Regional Transportation Plans. It was amended to require the inclusion of ‘voluntary health, and health equity factors, strategies, goals and objectives.’ This legislation is one outcome of a statewide ‘Health in All Policies’ task force charged with incorporating health considerations into state policy and identifying priority actions and strategies that state agencies might take to improve community health.

SB 95 HUTA: This bill, already signed by the Governor, will address the State’s day-to-day cash management issues by allowing the Director of Finance to utilize cash balances in specified highway funding accounts for this purpose. It also allows for reserves in some highway accounts to be used to keep transportation projects moving ahead when other fund sources for those projects are experiencing low cash balances. Consistent with one of CCTA’s legislative objectives, this bill provides that in years when there is a delay in passing the State budget,

HUTA funds will continue to flow to local, city and county road programs as well as to state highway projects.

AB 57 (Beall): This bill would add two members to the MTC Board—one from the City of Oakland, the other from the City of San Jose. Last year, the Authority took a position of support for this bill. Subsequently, there has been discussion concerning a potential amendment that would essentially guarantee that the Bay Area Conservation and Development Commission seat on MTC be given to a San Francisco appointee to BCDC. No amendment is as yet in print. APC discussion concluded with a general agreement that should this amendment be proposed, it should not change the Authority's support position on the bill.



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Mr. Steve Heminger, Executive Director
 Metropolitan Transportation Commission
 101 Eighth Street
 Oakland, CA 94607

Subject: *Comments on the Proposed OneBayArea Grant Program*

Dear Mr. Heminger:

Thank you for the opportunity to comment on the proposed OneBayArea grant program, dated January 13, 2012. While we find that the revised proposal has made some real improvements compared with the July 2011 draft, we continue to have some significant concerns about the proposed approach to the grant.

On the positive side, the proposal would:

- Allow a project to count toward the PDA target if it “connects to or provides proximate access to a PDA”
- Expand eligibility for pedestrian and bicycle facilities
- Allow Safe Routes to School (SR2S) funds to be used in areas that “may or may not be in PDAs”
- No longer require adoption of parking pricing policies and a Community Risk Reduction Plan for sponsors to be eligible for funding
- Allow land/easement acquisition, farm-to-market capital projects and access to open space to be funded in Priority Conservation Areas

These changes would make the grant process more realistic and feasible.

Despite these positive changes, however, the proposed grant program retains or adds components that the Authority believes need to be modified:

Proposal Retains the 70/30 Split between PDAs and Non-PDAs

While the proposed approach would exempt SR2S projects and programs and would count projects as part of the 70 percent if it “directly connects to or provides proximate access to a PDA”, it would keep the 70/30 split for all but the North Bay counties. The reason MTC gives for allowing a 50/50 split for the North Bay is that “there are relatively fewer PDA opportunities in those counties.” That reasoning, however, also applies to Contra Costa. Only one percent of the

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the county is in a designated PDA and only eight percent of the urbanized portion of Contra Costa is in a PDA. If we exclude the Concord Naval Weapons Station, which will not be developed until after the Cycle 2 funding period, then only five percent of Contra Costa's urbanized land is in a PDA.

PDAs are only one of many "smart growth" tools. More fundamentally, while PDAs can be a useful tool in encouraging "smarter" growth, they are only one tool of many that encourage more walking, bicycling and transit use. Even if most future growth is directed to PDAs, most trips in the future will be generated in other areas, some of which are *not* designated PDAs but where improvements in pedestrian, bicycle and transit access could help achieve reductions in greenhouse gas emissions and other regional goals. More Cycle 2 funds should be available for these areas.

We suggest that MTC would be better served by using one of the two following options instead of the arbitrary 70/30 split. The OneBayArea Grant could either:

1. Give priority — but not a predetermined share — to projects in or serving PDAs; or
2. Use the purposes for the PDAs — namely to encourage walking, bicycling and transit use and the development of higher-density, transit-supportive and walkable communities — as the criteria for selecting projects.

In either approach, the OneBayArea Grant would direct funding towards projects that achieve MTC's and the region's goals.

Are there enough projects to use 70 percent of the funds? The preceding Cycle 1 CMA Block Grant required that all TLC funding be directed to PDAs. Contra Costa had \$4 million in TLC funds and received requests for only \$4.8 million. Altogether, about \$4.9 million in Cycle 1 funds went to projects within PDAs — whether TLC, bicycle or maintenance — representing about 29 percent of the total funding available. MTC is now proposing to allocate \$36 million to Contra Costa with 70 percent, or \$25 million, set aside for PDAs. In practical terms, we're not sure that sponsors have \$25 million in projects in Contra Costa within PDAs, especially given the projects funded in Cycle 1, the recent call for TLC and pedestrian and bicycle projects to be funded through Measure J and our previous commitments to maintenance projects, commitments we made in response to MTC requests to limit the number of projects submitted.

Does Not Exempt Local Roadway Maintenance Funds and Earlier Authority Commitments

There is no logical connection between the *future* development of PDAs and meeting the *existing* need to maintain our local street network. PDAs don't need funding to maintain streets; they need funding to build new or substantially upgrade existing streets. Maintenance funds should thus go to where they are needed not primarily to areas where the need is for improvements.

Does Not Loosen Limitations on Where Bicycle Improvements Can be Funded

We appreciate MTC's proposed rules for the Regional Bicycle Program to fund projects that are not on MTC's Regional Bikeway Network. This is a very reasonable change. We also appreciate that the new proposal would allow projects that provide "proximate access" to PDAs to count towards the PDA share. The term "proximate access", however, is not well-defined. One rule of thumb for bicycle trips is that improvements made within three miles of a destination have the greatest chance of increasing bicycle trips to that destination. (This is analogous to the one-quarter to one-half mile rule of thumb for pedestrian trips.)

Requires Compliance with the Complete Streets Act of 2008 by July 1, 2013

As we recommended in our previous letter, the complete streets requirement should not be tied to compliance with the Complete Streets Act of 2008; the language in Contra Costa's Measure O (2010) could serve as a template for a more flexible requirement. Relatively few agencies have updated their General Plans to comply with the Complete Streets Act and, with reduced staffing in many jurisdictions, updating them now is not a high priority. Adding this additional restriction will also reduce the number of jurisdictions that could apply for funding and make it even harder to meet the 70/30 percent funding split.

Requires "Non-Binding Resolution of Intent" to Link RHNA, PDAs, and Zoning Policies

Since State law already requires that these three components of a jurisdiction's policies and implementation tools be consistent with each other, this requirement is redundant and unnecessary.

Proposal Would Require CMAs to Develop a “PDA growth strategy”

Both the Authority and the regional agencies are interested in funding transportation improvements that support affordable housing and higher-density, walkable, transit-oriented, and mixed-use development. In addition to its separate bicycle and pedestrian funding program, Measure J includes a Contra Costa-specific Transportation for Livable Communities (CC-TLC) program that supports smart growth and active transportation as its two overarching objectives. Unlike the MTC approach, however, Measure J doesn't focus program funds on PDAs. In the Authority's view, PDAs are one tool — but not the sole tool — for creating a “greener” pattern of development and a transportation system that supports it.

We hope that the “PDA growth strategy” proposed would allow a broader approach and not be limited to PDAs. The Authority plans to initiate a study to look at the questions of sustainability, GHG emissions reductions, and smart growth and how the Authority might address them. The study would outline a vision for a sustainable transportation system, a role for the Authority in achieving that vision, and a program of implementation actions to achieve the vision, both new actions and refinements of current activities and programs. A “growth strategy” that supports infill development — including but not limited to PDAs — and that encourages walking, bicycling and transit use would complement this sustainability study and the Authority's existing policies. Given that so little urban area is within a PDA in Contra Costa — only five percent unless the Concord Naval Weapons Station is added in — a strategy focused only on PDAs would seem too limited. Focusing on the *purposes* of both MTC and ABAG's PDAs and our own sustainability study would help harmonize the two and improve their ability to respond to future changes.

Could Overburden BPACs

We are concerned that a potentially expanded review of complete streets checklists could overburden both bicycle-pedestrian advisory committees (BPACs) and staff. Currently, complete streets checklists are submitted *after* funding recommendations are approved and a formal BPAC review is not required. While requiring the checklists to be submitted earlier in the process could be beneficial, BPACs already have a fairly full set of responsibilities and requiring them to do an in-depth review of the checklist for every project application could overwhelm them.

Mr. Steve Heminger

February 15, 2012

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We thank you again for the opportunity to comment on the draft proposal for the Cycle 2 OneBayArea grant. We hope that you find our comments useful in creating a program that feasibly achieves the region's goals.

Sincerely,



Randell H. Iwasaki
Executive Director

cc: CMA Chairs and Directors
Ezra Rapport, ABAG

File: 20.21.06



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**Subject: Authority Comments on Sustainable Communities Strategy (SCS)
 Alternative Scenarios**

Dear Ms. Tissier and Mr. Luce:

ABAG staff recently requested local agency comments on its land use scenarios developed as part of the Bay Area's Sustainable Communities Strategy (SCS). The Authority (CCTA) acknowledges the high level of outreach with which ABAG staff engaged the CMAs and local jurisdictions during the SCS development process, and appreciates the opportunity to comment on the alternative scenarios.

The passage and implementation of AB 32 and SB 375 set in motion a very complicated and challenging task for MTC and ABAG: to define a Sustainable Communities Strategy that will have broad regional support while reducing greenhouse gas (GHG) emissions as part of a broader statewide effort.

The Authority commends MTC and ABAG staff on the thought and effort they have dedicated to the San Francisco Bay Region's SCS and the work here in Contra Costa, in particular. Regional agency staff explained the rationale and assumptions of the SCS's development; provided the initial and interim versions of the SCS to local planning agencies in a variety of formats and at several levels of geography; and worked diligently to both elicit and respond to comments, questions, and criticisms of the proposed allocations of forecast growth to the individual communities, PDAs, and other small-area levels.

The Authority is helping to facilitate review of the SCS process and alternatives by the County and our 19 cities and towns. We encouraged jurisdictions to send their comments to us and the letters we received are attached.

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Ms. Adrienne Tissier
Mr. Mark Luce
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Each responding jurisdiction is pleased to participate in the process and is committed to help develop a workable SCS. All are concerned, however, about some or all of the alternatives and their underlying assumptions. Their analyses lead us to offer the following comments as part of a continuing effort to respond to MTC and ABAG and improve the SCS process and its chances for implementation.

The Jobs and Housing Forecasts Remain Too High Which Has Important Ramifications for the Region

We recognize and appreciate that the jobs and housing forecasts used for the alternative scenarios are lower than those employed in the Initial Vision Scenario and the Core Concentration Unconstrained Scenario.¹ Nevertheless, the new forecasts for the three constrained scenarios remain at the high end of remotely plausible outcomes for the forecast period. We find insufficient justification for the forecasts used in the alternative scenarios in the material provided to us.

Regarding jobs, from 1990 to 2007 the Bay Region added jobs at an annual rate of 25,200.² Skipping over the "great recession" to the year 2010, ABAG is assuming in its constrained forecast for Scenarios 3 through 5 that the region will add 33,200 jobs annually from 2010 to 2040.³ This pace of growth seems highly speculative and anything but "constrained".

We briefly note that the future housing growth picture has changed dramatically following the collapse of the housing bubble and the resultant recession.⁴ Recent work performed by a nationally recognized economics consultant reduced the 2040 housing forecast for Contra Costa by 100,000 units. We therefore suggest that you revisit the housing forecast, taking into account the time required for the market to re-absorb foreclosed and abandoned housing units before a resurgence in building can occur.

¹ The jobs and housing forecasts of the two unconstrained forecasts (Scenarios 1 and 2) offer, in our view, neither a reasonable nor an achievable basis for developing the SCS. Therefore, neither is considered in the balance of this letter.

² 2007 Jobs (3,652,000) - 1990 Jobs (3,224,400) = 427,600, / 17 (years) = 25,153/year.

³ 2040 Jobs (4,266,752 - 2010 Jobs (3,271,878) = 994,874, / 30 (years) = 33,162/year.

⁴ The 2011 Woods & Poole series projected 548,770 Contra Costa households by 2040, 17,100 less than the Initial Vision Scenario but 36,850 higher than the Outer Growth scenario. In 2012, while still recognizing the relatively strong growth potential of the Western United States, California and the San Francisco Bay Area, Woods & Poole has reduced its 2040 forecast to 448,131 households for Contra Costa County: that's 24,100 households lower than the Constrained Core Concentration scenario comparable forecast.

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We also refer you to the analysis prepared by Palo Alto Council member Greg Schmid that demonstrates a pattern of forecasts consistently exceeding actual growth.⁵

These are more than debating points. The forecasts would require numerous General Plan changes to accommodate more intense land use than currently anticipated in many jurisdictions and may overwhelm the capacity of current, planned and affordable infrastructure. Our jurisdictions also note that the housing forecasts in the alternative scenarios may form the basis for the next round of RHNA allocations, which in turn may require jurisdictions to make major changes to their housing elements, some of which were only recently approved. Adopting more realistic jobs and housing forecasts would diminish demands to intensify land uses, reduce GHG production by reducing energy consumption, congestion and trips, and necessitate less expensive improvements to transit and highway infrastructure and operations.

Therefore, we strongly recommend that the jobs and housing forecasts for the preferred scenario be reduced in light of historical performance, current conditions, and more likely outcomes for future growth.

Contra Costa County is Diverse and No Single Scenario Adequately Meets the Aspirations and Conditions of our Jurisdictions

Alternative Scenarios 3, 4, and 5, while applying identical “constrained” household and job forecasts region-wide, offer significantly different land use futures for the Bay Area. “Focused Growth” (FG), “Constrained Core Concentration Growth” (CCC), and “Outward Growth” (OG) each follow a distinct pattern of distribution of the fixed increment of future regional growth.

As a county with extensive growth potential in multiple PDAs (with less potential in others) and with communities and sub regions classified as both “Inner Bay Area” and “Outer Bay Area”, the differences between the alternative scenarios are, for Contra Costa, very large indeed. Furthermore, the alternative scenarios are inconsistent with the Current Regional Plans (CRP) scenario, which received an extensive review by local staff and which reflects expected growth based upon local general plans.⁶

With regard to comments on individual PDA and city allocations, we refer you to the

⁵ Greg Schmid, Councilmember, City of Palo Alto “California Demographic Forecasts: Why are the numbers over-estimated?,” November 2011, included in City of Palo Alto’s City Council Staff Report “Response to Alternative Scenarios for SCS”, dated December 5, 2011.

⁶ Current Regional Plans – essentially ABAG Projections 2011– was extensively reviewed by the planning staff of Contra Costa’s local jurisdictions and in our view reflects the most likely land use forecast for Contra Costa.

attached letters received from our jurisdictions.

Reflecting the diversity of our 19 cities and towns, each jurisdiction finds different scenarios more to their liking. No single scenario reflects the aspirations and conditions of a large share of our jurisdictions. To illustrate this point, the following table (based upon attached subarea Tables 1-12) compares the Current Regional Plans (CRP) to the three alternative scenarios (FG, CCC, and OG) for four Contra Costa sub areas, which are in themselves not homogeneous. Figures 1 and 2 summarize these observations.

Figure 1. Subregional Household Growth 2010 - 2040 by SCS Scenario

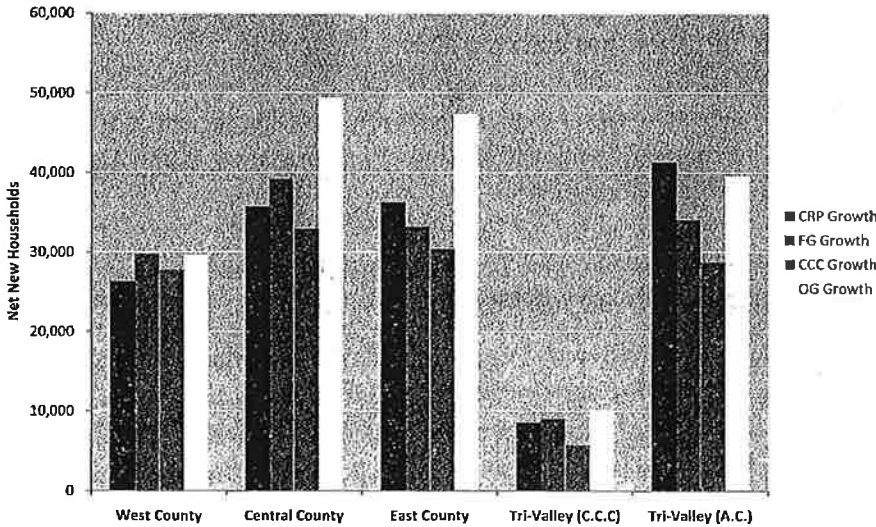
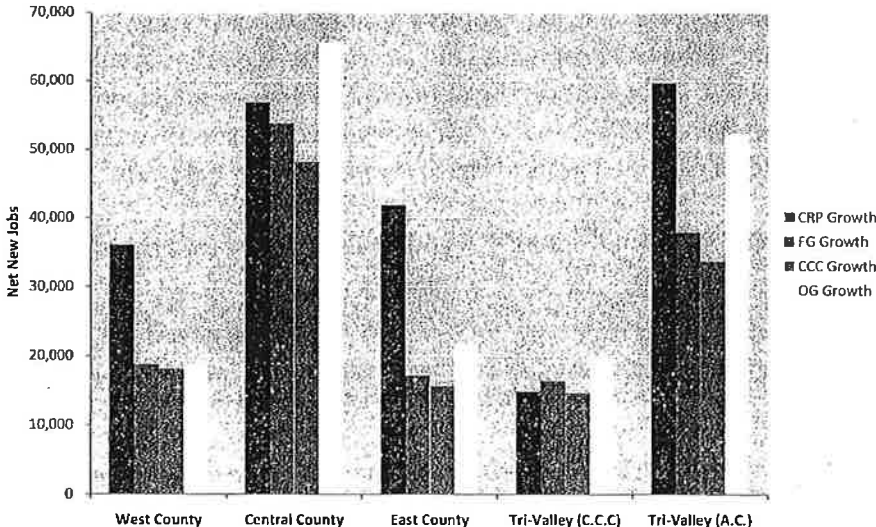


Figure 2. Subregional Job Growth 2010 - 2040 by SCS Scenario



We conclude that any successful SCS must be a combination of the alternative scenarios and the Current Regional Plans.

| Contra Costa County Sub-Area | Alternative Scenarios (Compared to Current Regional Plans) | | |
|---|---|--|--|
| | 3. Focused Growth (FG) | 4. Constrained Core Concentration (CCC) | 5. Outward Growth(OG) |
| West County | <ul style="list-style-type: none"> ▪ Intensified housing growth (Table 1) ▪ Arbitrarily cuts job growth in half (Table 2) | <ul style="list-style-type: none"> ▪ Represents the closest housing growth to the CRP (Table 1) ▪ Arbitrarily cuts job growth in half (See Table 2) | <ul style="list-style-type: none"> ▪ Slightly increased housing growth (Table 1) ▪ Arbitrarily cuts job growth in half (Table 2) |
| Central County & Lamorinda | <ul style="list-style-type: none"> ▪ Slight increase in housing growth (Table 3) ▪ Slight decrease in job growth (Table 4) | <ul style="list-style-type: none"> ▪ Slightly less housing growth than the CRP (Table 3) ▪ Fewer jobs (Table 4) | <ul style="list-style-type: none"> ▪ Significantly higher (38%) housing growth (Table 3) ▪ Job growth higher than CRP (Table 4) |
| East County | <ul style="list-style-type: none"> ▪ Housing growth that most closely resembles the CRP (Table 5) ▪ Significant (more than 50%) reduction in job growth for East County compared to the CRP (Table 6) | <ul style="list-style-type: none"> ▪ Reduced housing growth (Table 5) ▪ Significant (more than 50%) reduction in job growth for East County compared to the CRP (Table 6) | <ul style="list-style-type: none"> ▪ More housing growth than the CRP (Table 5) ▪ Significant (50%) reduction in job growth for East County compared to the CRP (Table 6) |
| Tri-Valley | <ul style="list-style-type: none"> ▪ Reasonable housing growth for Contra Costa, slight reduction for Alameda portion (Table 7) ▪ Increased jobs for Contra Costa; lower job growth for Alameda portion (Tables 8 and 10) | <ul style="list-style-type: none"> ▪ Significant reductions in planned housing growth ▪ Reasonable job growth for Contra Costa ▪ Significant reductions in job growth for Alameda (Table 10) ▪ Overall, 35% reduction in jobs (Contra Costa and Alameda combined – Table 12) | <ul style="list-style-type: none"> ▪ More housing growth for Contra Costa, less for Alameda portion (Tables 7 & 9) ▪ More job growth for Contra Costa, less for Alameda portion (Tables 8 & 10) ▪ Overall job growth similar to CRP (within 3%) |

Land Use Changes Make a Limited Contribution to Achieving the AB 32/SB 375 Target and Differences among Scenarios Are Minor

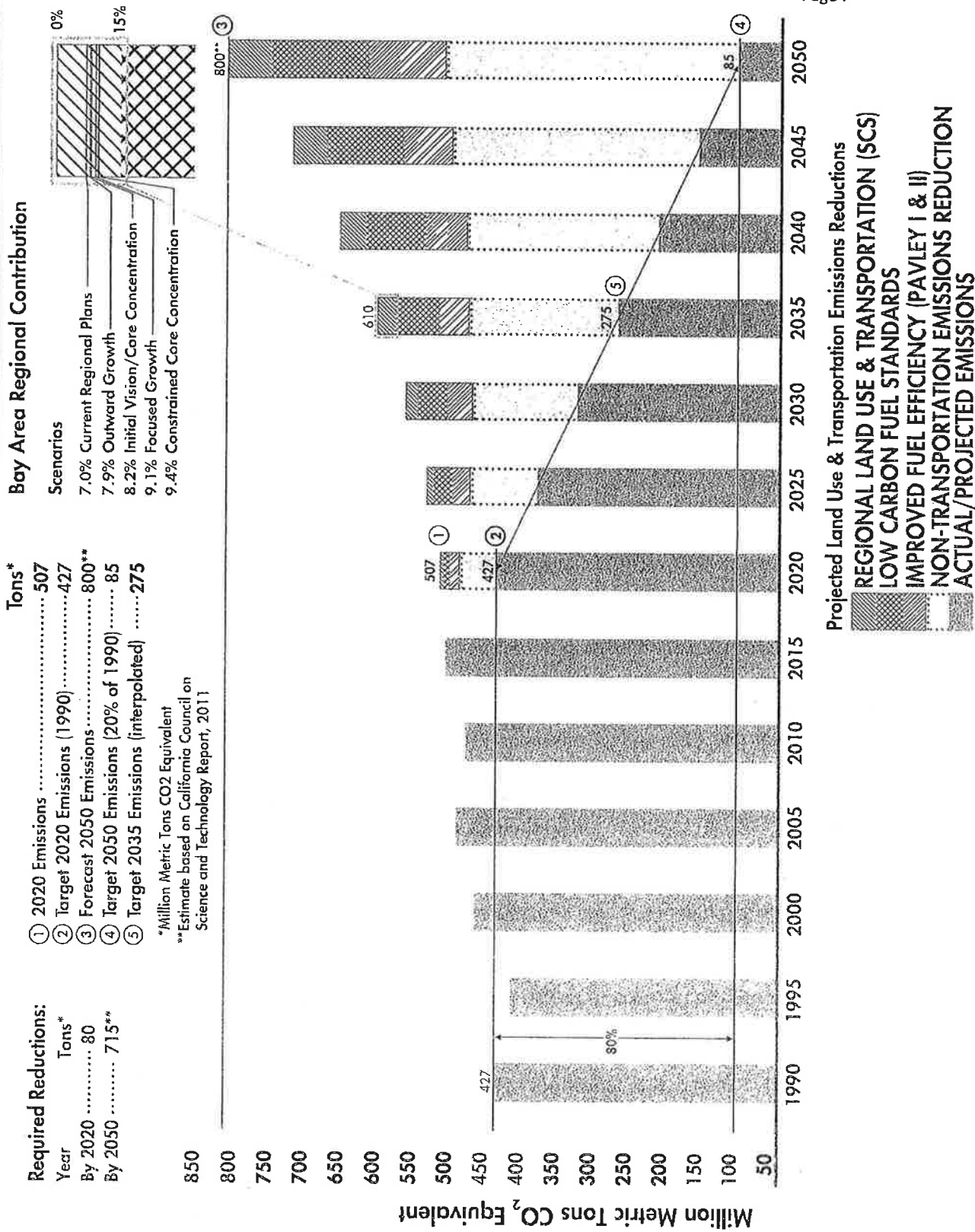
After careful review of the SCS Alternatives, we are compelled to comment on the overall GHG reduction targets and the factors that will help achieve them. Figure 3, on the following page, shows the forecast of GHG emissions in the state of California over the next 40 years.

During this time, the SB 375 target is to reduce carbon dioxide emissions to 85 million equivalent metric tons per year (tons) by the year 2050, a more than 80 percent reduction. By the year 2020, to return emissions to the 1990 level of 427 tons, forecast emissions of 507 tons have to be reduced by 80 tons. Of the 80 ton reduction, only three tons, or roughly four percent are to be achieved by altering land use patterns as envisioned through SB 375; the 96 percent balance is to be achieved from improved fuel standards, energy efficiency, industrial measures, and other methods to curb emissions from the construction, manufacturing, and agricultural sectors.

We conclude from Figure 3 that changes in regional land use patterns offer a relatively small contribution to the overall strategy for reducing GHG emissions. Given the significant and challenging regulatory, economic, and investment efforts necessary to fundamentally change land use patterns, the question of cost effectiveness arises. What are the costs of the relatively modest reductions in GHG emissions associated with variations in land use patterns? And might there be less costly, more feasible options for achieving them?

A key lesson that we have learned from the regional agencies' efforts is that GHG emissions are not particularly sensitive to land use change. In fact, the Alternative Scenarios show reductions in GHG by 2040 ranging from minus 7.9 percent to minus 9.4 percent. Compared to the CRP, which received a minus 7.0 percent based on the higher starting point of the 2000 Census, even the most aggressive land use changes only move the needle a couple of points.

FIGURE 3: Regional Land Use and Transportation SCS ACHIEVING STATEWIDE GHG REDUCTION TARGETS



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We Recommend a Preferred SCS Focused on the Current Regional Plans and Incorporating the Policy Directions Being Contemplated

We urge MTC/ABAG to restore the Current Regional Plans Scenario as a benchmark, or "Base Case" that gives us an "apples-to-apples" comparison with the SCS Alternatives. Specifically, we would like to see the CRP updated to the 2010 Census, and extended out to 2040, so it is comparable to the SCS alternatives. We would also like to see the CRP tested using the core transit network that was used to evaluate the Focused Growth and Constrained Core Concentration Scenarios. This will further inform us of the performance of the SCS alternatives, apples-to-apples.

We ask that you incorporate the CRP forecast into the SCS analysis as the "no-build" alternative.

The CRP includes three important concepts that our jurisdictions want the final SCS to incorporate: 1) Restore jobs to the east and west subareas; 2) match Central County housing growth with available capacity; and 3) include a more realistic jobs, population, and housing forecast.

Restore Jobs to the East and West Subareas

We are concerned about the cutback in job growth for Contra Costa's East and West subareas. East County in particular is already "housing rich" and "jobs poor." Yet all of the scenarios (FG, CCC, and OG) assume 50 percent fewer jobs than the CRP. Reduced job growth in East County will only serve to exacerbate congestion on Highway 4. We, therefore, cannot support any alternative that forces more East County residents to commute to the inner Bay to get to their jobs.

Historically, West County has had more workers than jobs, and prior to the recession the jobs-housing balance in that subarea was steadily improving. Yet all of the scenarios (FG, CCC, and OG) assume a 50 percent reduction in job growth. This assumption will generate congestion, especially on I-80, as more workers living in West County would be forced to commute to Oakland or San Francisco to their jobs.

In our previous letter, we advocated for consideration of "regional job centers." We were initially heartened to learn that MTC/ABAG had added an Outward Growth Scenario specifically to respond to our suggestion. We are now, however, disappointed to find that the OG scenario increases housing in areas of Contra Costa that already were approaching jobs-housing balance (in Central County, for example), and reduces jobs in the places where they are needed the most (East and West County). We request

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that the final SCS scenario at a minimum restores job growth in West and East County to the CRP levels, and improves jobs-housing balance throughout Contra Costa.

Match Central County Housing Growth with Available Capacity

The OG Scenario adds 13,628 additional households in Central County compared with the CRP. This 38 percent increase assumes a growth rate of 1,646 new dwelling units per year. Not since the 1970's has Central County come close to this rate of growth. Even including development of the Concord Naval Weapons Station, we consider this forecast unrealistic.

Include a More Realistic Jobs, Population, and Housing Forecast

Our comments on the forecast for the alternative scenarios are described above. A more plausible forecast will reduce the need for the major modifications in land use policy required by the alternative scenarios and can look more like Current Regional Plans, with appropriate reductions in the overall jobs forecast to reflect the lingering effects of the recession.

Finally, we understand that since none of the alternatives achieves the 2040 GHG reduction goal, you are analyzing "policy directions" to bridge the gap. We applaud this decision and note that these directions may reduce GHG by approximately 6.5 percent. This effect is four times the variation among the Alternative Scenarios and would enable all scenarios and the CRP to meet the GHG goal.

The Authority recommends an SCS incorporating these features, coupled with a robust T-2040 transportation network, and the newly introduced policy directions. This should result in a reasonable, achievable SCS that has local support and is congruous with local land use plans and programs. We look forward to continuing this very engaging and productive dialogue with you on the Bay Region's future.

Sincerely,



Don Tatzin
Chair

cc: CMA Directors
Doug Kimsey, MTC
Ken Kirkey, ABAG

File: 13.03.08.06
Attachments

Table 1. West County Household Forecasts

| HOUSEHOLDS | | | | |
|-----------------------------------|--------|------------------|------------|--|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total | |
| 0. Current Regional Plans* | 88,549 | 26,334 | 114,883 | |
| 3. Focused Growth | 88,549 | 29,744 | 118,293 | |
| 4. Core Concentration-Constrained | 88,549 | 27,795 | 116,344 | |
| 5. Outward Growth | 88,549 | 29,651 | 118,200 | |

*2010 Base Normalized to 2010 Census

Table 2. West County Job Forecasts

| JOBS | | | | |
|-----------------------------------|--------|------------------|------------|--|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total | |
| 0. Current Regional Plans* | 62,590 | 36,092 | 98,682 | |
| 3. Focused Growth | 62,590 | 18,775 | 81,365 | |
| 4. Core Concentration-Constrained | 62,590 | 18,087 | 80,677 | |
| 5. Outward Growth | 62,590 | 18,914 | 81,504 | |

*2010 Base Normalized to Alternative Scenarios

Table 3. Central County Household Forecasts (includes Lamorinda)

| HOUSEHOLDS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 146,020 | 35,764 | 181,784 |
| 3. Focused Growth | 146,020 | 39,185 | 185,205 |
| 4. Core Concentration-Constrained | 146,020 | 32,920 | 178,940 |
| 5. Outward Growth | 146,020 | 49,392 | 195,412 |

*2010 Base Normalized to 2010 Census

Table 4. Central County Job Forecasts (includes Lamorinda)

| JOBS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 176,455 | 56,873 | 233,328 |
| 3. Focused Growth | 176,455 | 53,769 | 230,224 |
| 4. Core Concentration-Constrained | 176,455 | 48,122 | 224,577 |
| 5. Outward Growth | 176,455 | 65,632 | 242,087 |

*2010 Base Normalized to Alternative Scenarios

Table 5. East County Household Forecasts

| HOUSEHOLDS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 102,962 | 36,286 | 139,248 |
| 3. Focused Growth | 102,962 | 33,175 | 136,137 |
| 4. Core Concentration-Constrained | 102,962 | 30,390 | 133,352 |
| 5. Outward Growth | 102,962 | 47,355 | 150,317 |

*2010 Base Normalized to 2010 Census

Table 6. East County Job Forecasts

| JOBS | | | |
|-----------------------------------|--------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 55,943 | 41,880 | 97,823 |
| 3. Focused Growth | 55,943 | 17,100 | 73,043 |
| 4. Core Concentration-Constrained | 55,943 | 15,565 | 71,508 |
| 5. Outward Growth | 55,943 | 21,757 | 77,700 |

*2010 Base Normalized to Alternative Scenarios

Table 7. TriValley - Contra Costa Household Forecasts

| HOUSEHOLDS | | | |
|-----------------------------------|--------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 37,833 | 8,632 | 46,465 |
| 3. Focused Growth | 37,833 | 9,071 | 46,904 |
| 4. Core Concentration-Constrained | 37,833 | 5,780 | 43,613 |
| 5. Outward Growth | 37,833 | 10,155 | 47,988 |

*2010 Base Normalized to 2010 Census

Table 8. TriValley - Contra Costa Job Forecasts

| JOBS | | | |
|-----------------------------------|--------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 57,882 | 14,819 | 72,701 |
| 3. Focused Growth | 57,882 | 16,344 | 74,226 |
| 4. Core Concentration-Constrained | 57,882 | 14,666 | 72,548 |
| 5. Outward Growth | 57,882 | 20,001 | 77,883 |

*2010 Base Normalized to Alternative Scenarios

Table 9. TriValley - Alameda Household Forecasts

| HOUSEHOLDS | | | |
|-----------------------------------|--------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 71,031 | 41,359 | 112,390 |
| 3. Focused Growth | 71,031 | 34,060 | 105,091 |
| 4. Core Concentration-Constrained | 71,031 | 28,744 | 99,775 |
| 5. Outward Growth | 71,031 | 39,594 | 110,625 |

*2010 Base Normalized to 2010 Census

Table 10. TriValley - Alameda Job Forecasts

| JOBS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 119,678 | 59,742 | 179,420 |
| 3. Focused Growth | 119,678 | 37,941 | 157,619 |
| 4. Core Concentration-Constrained | 119,678 | 33,781 | 153,459 |
| 5. Outward Growth | 119,678 | 52,336 | 172,014 |

*2010 Base Normalized to Alternative Scenarios

Table 11. TriValley - Total (CCC & AC) Household Forecasts

| HOUSEHOLDS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 108,864 | 49,991 | 158,855 |
| 3. Focused Growth | 108,864 | 43,131 | 151,995 |
| 4. Core Concentration-Constrained | 108,864 | 34,524 | 143,388 |
| 5. Outward Growth | 108,864 | 49,749 | 158,613 |

*2010 Base Normalized to 2010 Census

Table 12. TriValley - Total (CCC & AC) Job Forecasts

| JOBS | | | |
|-----------------------------------|---------|---------------------|------------|
| Scenario | 2010 | Growth 2010-2040 | 2040 Total |
| 0. Current Regional Plans* | 177,560 | 74,561 | 252,121 |
| 3. Focused Growth | 177,560 | 54,285 | 231,845 |
| 4. Core Concentration-Constrained | 177,560 | 48,447 | 226,007 |
| 5. Outward Growth | 177,560 | 72,337 | 249,897 |

*2010 Base Normalized to Alternative Scenarios

Comments Received from Local Jurisdictions on the
SCS Alternative Scenarios

| From | Date of Comment | Via | Signed by | Notes |
|---------------------------|-----------------|--------|--|--|
| City of Antioch | 1/26/2012 | Letter | Tina Wehrmeister, Community Development Director | |
| City of Brentwood | Pending | - | - | City Council to review scenarios 2/14/12 - feedback to follow (per Debbie Hill) |
| City of Clayton | | | | |
| City of Concord | Pending | - | - | City Council to review scenarios 3/6/12 - feedback to follow (per Carol Johnson) |
| Town of Danville | 2/14/2012 | Letter | Candace J. Kay Andersen, Mayor | |
| City of El Cerrito | | | | |
| City of Hercules | | | | |
| City of Lafayette | 1/31/2012 | Letter | Carol Federighi, Mayor | |
| City of Martinez | | | | Informal comments transmitted to ABAG via email |
| Town of Moraga | | | | |
| City of Oakley | 1/31/2012 | Letter | Bryan Montgomery, City Manager | |
| City of Orinda | 2/7/2012 | Letter | Steve Glazer, Mayor | |
| City of Pinole | 1/18/2012 | Letter | Peter Murray, Mayor | |
| City of Pittsburg | | | | |
| City of Pleasant Hill (1) | 12/20/2011 | Letter | Greg Fuz, City Planner | 2 letters submitted |
| City of Pleasant Hill (2) | 1/30/2012 | Letter | June Catalano, City Manager | 2 letters submitted |
| City of Richmond | | | | |
| City of San Pablo | 1/24/2012 | Letter | Cecilia Valdez, Mayor | |
| City of San Ramon | | | | |
| City of Walnut Creek | | | | Comments transmitted via ABAG survey |
| Contra Costa County | | | | |

ITEM 5

ENVIRONMENTAL REGISTER

| TRANSPLAN COMMITTEE REGISTER OF RELEVANT ENVIRONMENTAL NOTICES AND DOCUMENTS RECEIVED: February 1, 2012 to February 29, 2012 | | | | | | |
|---|--|-------------------------|--|---|-------------------------|---|
| LEAD AGENCY | GEOGRAPHIC LOCATION (City, Region, etc.) | NOTICE /DOCUMENT | PROJECT NAME | DESCRIPTION | COMMENT DEADLINE | RESPONSE REQUIRED |
| City of Pittsburg | Pittsburg | Revised NOP | James Donlon Boulevard Extension Project | The project proposes the construction of a 1.71 mile extension of James Donlon Boulevard from the western edge of the approved Sky Ranch II Subdivision to Kirker Pass Road | March 12, 2012 | Staff is examining the need to comment. |

ITEM 6

ACCEPT 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: March 2012

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

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road

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. It is estimated that the project construction will be completed in late 2013 *or early 2012*, but the completion date depends on weather and the contractor's approved working schedule.

The construction staging and duration is significantly affected by environmental permit restrictions associated with existing creeks and waterways within the project limits.

Current construction activities include *new drainage and electrical facilities, the retaining wall adjacent to North Park Boulevard, saw-cutting and sealing of joints on the new concrete pavement along eastbound SR4 between Old Kirker Creek and Century Boulevard, and work on the new southbound Loveridge Road Bridge over SR 4. The stems and soffit of the new southbound Loveridge Road Bridge are finished and installation of reinforcing steel for the new bridge deck is in progress. The new*

southbound Loveridge Road Bridge is anticipated to be completed at the end of March. At that time, all Loveridge Road traffic will be temporarily switched onto the new bridge so demolition of the existing bridges over SR 4 can take place as well as construction of the new northbound Loveridge Road Bridge. While the new northbound Loveridge Road Bridge is being constructed, temporary access for the North Park Plaza shopping center will be via a temporary access point at California Avenue behind the shopping center.

Westbound SR4 traffic from the eastern end of the project limit to just east of Loveridge Road has been switched to the newly constructed outside concrete pavement lanes and over the newly constructed westbound bridge over Century Boulevard. Eastbound SR4 traffic in this same vicinity is expected to be switched to the newly constructed outside concrete pavement lanes and over the newly constructed eastbound bridge over Century Boulevard at the end of March. The switch of both eastbound and westbound traffic to the new outside lanes in this vicinity will allow for the demolition of existing bridges and construction of the freeway median and eBART bridges over Century Boulevard.

The project construction is approximately 43% 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 – Construction Phase; Segments 3A and 3B – Right-of-Way Acquisition, Utility Relocation & Final Design Phase.

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: The Somersville Road Interchange project was awarded on December 23, 2010 to R & L Brosamer, Inc. for the bid price of \$35,727,083.49 (25% below Engineer's Estimate). The total project allotment is \$39,641,000.00.

Contract approval was received on January 19, 2011. Contract time started on March 16, 2011. The anticipated completion date is August, 2013 with no plant establishment period.

During the month of February, construction work continued along both the north and south sides of the freeway on retaining walls that have the Delta Region Native Landscape Architectural Treatment, and on the new soundwalls. Also, along both the north and south sides of the freeway, construction work has continued with mainline pavement widening as well as completion and opening of the new off-ramps and on-ramps in both directions. Drainage systems and electrical work was ongoing.

Temporary paving and other stage construction work was completed in order to move westbound traffic over for construction of the new SR4 mainline bridge in that direction. This traffic switch occurred in late February.

Segment 1 construction is approximately 42% complete.

Segment 2: The Contra Loma Interchange/G Street project was awarded on October 11, 2011 to CC Myers, Inc. for the bid price of \$42,380,000 (16% below the Engineer's Estimate). The total project allotment is \$48,718,000. Construction is targeted to begin in early 2012 and be completed by spring 2015, weather permitting. Caltrans recently approved a contractor request for a two-month winter suspension of work with the freeway construction activities anticipated to begin in early March. A groundbreaking ceremony is anticipated to be held on March 9th.

Segment 3A: The project was ready to List (RTL) on January 23, 2012. The CTC allocated State Proposition 1B Bond funds in January 2012. The advertisement date for construction bids is February 27, 2012 with bid opening targeted for April 17, 2012. Construction is anticipated to start this summer.

Segment 3B: This segment, Hillcrest Interchange area, was delayed due to coordination issues related to the future eBART station and geometric approval by Caltrans of the proposed Hillcrest Interchange. A combined 95% roadway and structures package was submitted to Caltrans on November 29, 2011 and is currently under review. The Ready-To-List (RTL) date for this segment is targeted for June 2012. The Authority will advertise, award and administer the construction contract for this segment. Currently, it is anticipated that Segment 3B will be constructed using 100% local funds.

Issues/Areas of Concern: Caltrans and the Segment 1 contractor (R&L Brosamer, Inc.) are currently engaged in some discussions about potential claims by the contractor. Caltrans provided a written response to a letter submitted by the contractor and Caltrans acknowledged that some portions of the issues raised by the contractor may have some merit, albeit with very minor impacts and costs to the project. All other issues have no merit according to Caltrans' position and opinion. The contractor recently submitted ten related Notices of Potential Claims (NOPCs) to formally protect their claim noticing rights on issues raised by the contractor. The contractor has not submitted any documents which substantiates their claims.

D. SR4 Bypass: SR4/SR160 Connector Ramps

Project Fund Source: Bridge Toll Funds

Lead Agency: State Route 4 Bypass Authority/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: Mark Thomas and Company is responding to Caltrans comments to finalize the Project Report. Project design has begun by Rajappan and Meyer Consulting Engineers with Caltrans oversight. Design is scheduled to be completed in May 2013.

The Authority has finalized a MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority, and a MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

Issues/Areas of Concern: The proposed geometrics of the ramp to northbound SR160 may need to be modified with associated additional costs to accommodate eBART in the median of SR4.

E. 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: State Route 4 Bypass Authority/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: Final design is complete for the combined project and the project is scheduled for advertising in February 2012. The project successfully obtained \$25 million from CMIA reprogramming amendment savings. The CTC took action in December to move an additional \$8 million in savings from the SR4 Widening Project, Segment 2, to this project. Authority staff obtained necessary MOUs with the SR4 Bypass Authority, TRANSPLAN and ECCRFA to transfer Lead Agency status for construction to the Authority and cover potential financial risk.

Issues/Areas of Concern: West Coast Home Builders is working with Authority to add additional out-of-scope work to the construction contract through an addendum. The project was advertised on February 6, 2012.

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. First Construction Package: Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is underway.

Project Status: Work has started on the transfer platform in the median. About 95% of the construction of the barrier rails is complete. Work continues on the foundation for the train control building and work on the access tunnel is complete.

Coordination is ongoing between BART and CCTA consultants working on the design of the SR4 Widening Project focusing at this point on the Hillcrest segment (3B). A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

Issues/Areas of Concern: Availability of fund sources, including Prop 1B transit funding continues to be a concern. Possible delays in revenue service date could occur if funding of SR4 Widening construction is delayed due to funding issues.

STATE ROUTE 4 BYPASS PROJECT

SR4 Bypass Widening (Laurel Road to Sand Creek Road) - Right of Way Acquisition

Right of way acquisition is complete and some utility relocation work has been completed. A vault, manhole and air valve associated with the EBMUD aqueduct have been relocated. The EBMUD aqueduct encasement work is underway and expected to be completed by mid November 2011.

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

Staff Contact: John Cunningham, (925) 335-1243, john.cunningham@dcd.cccounty.us or
Martin Engelmann, (925) 256-4729, mre@ccta.net

February 12 Update

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 have been transferred from Contra Costa County to the Contra Costa Transportation Authority.

eBART Next Segment Study

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

No update this month.

The Next Segment study will be completed Fall 2012.

ITEM 7
RESPOND TO REQUEST FOR SUPPORT FROM CONTRA COSTA
COUNTY STAFF FOR THEIR CALTRANS COMMUNITY BASED
TRANSPORTATION PLANNING GRANT

**Contra Costa County Department of Conservation and Development:
Community-Based Transportation Planning Grant (Caltrans) Proposal:
*Willow Pass Road Transportation Enhancement and Streetscape Plan***

The Willow Pass Road Transportation Enhancement and Streetscape Plan (Plan) will primarily improve the bicycle and pedestrian environment along Willow Pass Road. The Plan will provide recommendations and concepts that fulfill the community's desire for Willow Pass Road to be a safer bicycle, pedestrian, and transit oriented and visually aesthetic corridor. The study section of Willow Pass Road starts at the intersection of Port Chicago Highway (just north of State Route 4), and extends east to the Pittsburg city limit in Bay Point.

Willow Pass Road served as State Route 4 prior to the construction of the freeway in the 1960's. Since the construction of State Route 4, Willow Pass Road now functions as Bay Point's Main Street. However, the existing configuration and urban design do not serve this role well. The Plan will provide preliminary design to include infrastructure for pedestrian, bicycle, and transit while still meeting the needs of the auto traffic traveling through the corridor.

In 2002, the County Board of Supervisors adopted the Pittsburg/Bay Point BART Station Area Specific Plan establishing policies and standards to achieve the goal of creating a land use pattern that recognizes the attractiveness of public transit utilization, the success of business in the area and the creation of a rich and fulfilling living environment for existing and future residents. A portion of Willow Pass Road is within the Specific Plan Area. The proposed project is identified as an implementation measure of the Specific Plan.

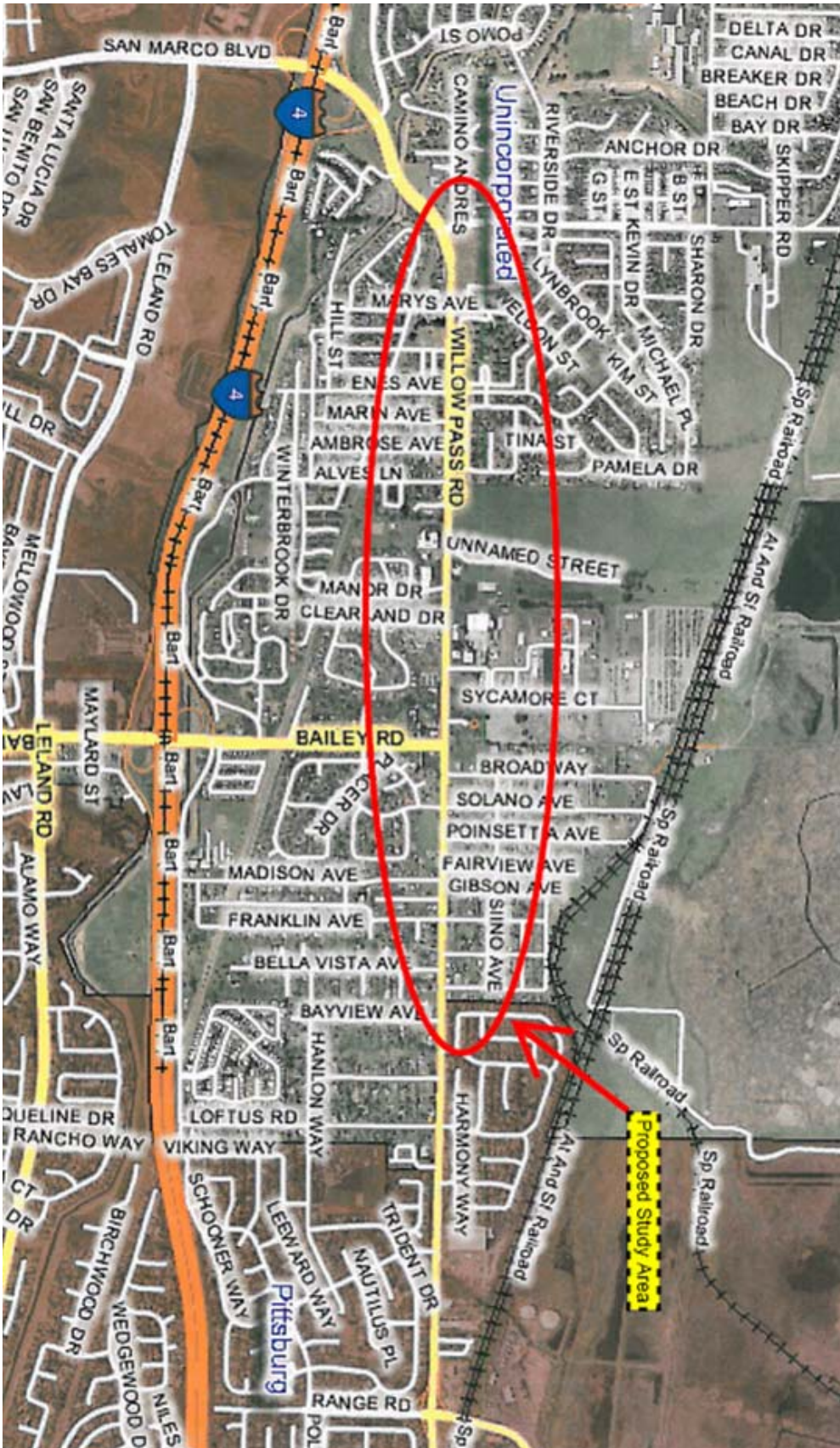
The section of Willow Pass Road between Port Chicago Highway and Manor Drive has been widened to a 100 foot right-of-way which allows four lanes plus a left-turn lane, parking on the south side, bike lanes and ten foot wide sidewalks. The section of Willow Pass Road between Manor Drive and Bailey Road is currently 76 feet wide in an 84 foot right-of-way. The remaining section of Willow Pass Road in the study area, between Bailey Road and the Pittsburg city limits, consists of two lanes (one in each direction), plus a left-turn lane and bike lanes.

The County will be submitting an application for planning funds through the Caltrans Community-Based Transportation Planning grant program. The "call for projects" is anticipated to occur in early 2012. Applications are typically due by the end of March.



Contact:

Jamar I. Stamps, Planner
Department of Conservation & Development
925-335-1220
jamar.stamps@dcd.cccounty.us



Willow Pass Road Study Area

ITEM 8
RECEIVE PRESENTATION FROM THE WATER EMERGENCY
TRANSPORTATION AUTHORITY

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
651 Pine Street -- North Wing 4TH Floor, Martinez, CA 94553-0095

TO: TRANSPLAN Committee

FROM: TRANSPLAN TAC by
John Cunningham, TRANSPLAN Staff 

DATE: February 28, 2012

SUBJECT: Water Emergency Transportation Authority (WETA) Presentation: Current and Future Activities

Background

During a discussion at your January 2012 meeting regarding Sustainable Communities, some questions arose regarding the status of water ferry service and the activities of the Water Emergency Transportation Authority (WETA). I followed up with WETA staff and extended an invitation to make a presentation at the March TRANSPLAN meeting.

Nina Rannells, WETA Executive Director, accepted the invitation and indicated that the Manager of Planning and Development, John Sindzinski, would attend the March meeting.

The presentation will address the work WETA has completed to date, and what their upcoming efforts/projects will be.

Discussion

In order for this presentation to be as meaningful as possible, staff thought it would be beneficial to provide some background on WETA. The following summary is largely taken from the WETA web site with the assistance of Technical Advisory Committee staff.

WETA History:

- In 1999 the State Legislature created the San Francisco Bay Water Transit Authority (WTA). The primary focus of this new agency was to help to relieve Bay Area traffic congestion by creating a plan to coordinate and expand ferry service. This plan, which was prepared four years later, showed seven potential new ferry routes, one of which was a ferry route from San Francisco to Antioch, with a stop in Martinez.
- In response in large part to Hurricane Katrina, the State Senate in 2007 brought forward SB 976 and then in 2008 SB 1093, which replaced the Water Transit Authority (WTA) with the Water Emergency Transportation Authority (WETA). This resulted in a transformation of WTA from what was essentially a transportation planning agency with no real authority or ability to build facilities or operate services, to WETA which is an agency with the authority and responsibility to expand the ferry system, and to operate/manage ferry services. This implementing legislation also established a clear "mission" for WETA, which focuses on providing vital transportation services to the Bay Area in the case of a catastrophic emergency, such as a major earthquake. More details on WETA's purpose and mission can be seen on the WETA web site.
- The passage of SB 976 in 2007 and SB 1093 gave WETA the ability to utilize a portion of the very large State bond program approved by California voters in 2006. This bond funding is to be used for maintaining and expanding the ferry system, including building new terminals and

purchasing new vessels. The WETA website mentions the possibility of adding as many as thirty one (31) new passenger ferries over the next 10 years. The WETA web site does not provide information on the financial resources available to WETA for funding the expansion program.

- A total of seven (7) new ferry routes are being considered by WETA based on their approved plan. These routes include the following:
 - South San Francisco to Oakland
 - Berkeley to San Francisco
 - Treasure Island to San Francisco
 - Redwood City to San Francisco
 - Hercules to San Francisco
 - Richmond to San Francisco
 - Antioch/Martinez to San Francisco.

Proposed Antioch Ferry Terminal

The proposed terminal within TRANSPLAN's geographic scope is the Antioch Terminal, which would be part of a route that would include Martinez. The following is background information on the status of the Antioch Ferry Terminal, based on information provided by Antioch staff:

- In February 2007 WETA prepared a feasibility study for an Antioch Terminal that evaluated three possible ferry terminal sites, including 1) at the existing Marina, 2) in the downtown at the foot of "G" Street, and 3) in the Rodgers Point area east of downtown. The "G" Street downtown site was deemed to be the preferable location based on the analysis.
- In 2008 the City prepared a parking study to evaluate the amount of parking available in the City's downtown area that could be utilized by ferry passengers. This study determined that while sufficient total parking was available, the distribution of the parking was scattered. The study recommended the construction of additional parking facilities, and recommended a number of possible sites.
- In the summer of 2009 WETA initiated the environmental analysis and the design work for the Antioch Terminal, and in September 2009 WETA staff made a presentation to the Antioch City Council on this effort.
- WETA, in roughly this same time frame, initiated an update to the ridership projections for the proposed ferry system. Preliminary analysis showed that the projected ridership was significantly lower than previously estimated. In response to this, WETA, working with the City of Antioch, adjusted the scope of the analysis of the Antioch terminal to postpone the more detailed environmental work until the implications of the lower ridership number are better understood.
- Based on this revised schedule, a preliminary design of the Antioch Terminal and a site feasibility analysis are expected to be complete by WETA by May 2012.

Additional information about WETA and their mission can be found on the WETA web site:

www.watertransit.org

Recommendations

Staff recommends that TRANSPLAN 1) receive the presentation from WETA staff, 2) provide responses or and comments as appropriate and 3) provide direction to staff on any necessary follow up.

c: TRANSPLAN TAC