

ITEM 3
ADOPT MINUTES FROM JULY 2011 MEETING

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

MINUTES

July 14, 2011

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

ROLL CALL

PRESENT: Gil Azevedo (Antioch), Jim Frazier (Oakley), Federal Glover (Contra Costa County Board of Supervisors), Ben Johnson (Pittsburg), Bruce Ohlson (Pittsburg), Kevin Romick* (Oakley), Robert Taylor (Brentwood), Joe Weber (Brentwood), and Chair Brian Kalinowski (Antioch)

ABSENT: Carmen Gaddis (Alternate, Contra Costa County Board of Supervisors), and Duane Steele (Contra Costa County Planning Commission)

* Arrived after Roll Call

STAFF: John Cunningham, TRANSPLAN Staff

PUBLIC COMMENT

There were no comments from the public.

CONSENT ITEMS

On motion by Jim Frazier, seconded by Ben Johnson, TRANSPLAN Committee members unanimously adopted the Consent Calendar, as follows:

3. Adopted Minutes from June 9, 2011 TRANSPLAN meeting.
4. Accepted Correspondence.
5. Accepted News Articles.
6. Accepted Environmental Register.
7. Accepted Status Report on Major Projects.

ADOPT RESOLUTION 2011-1 RECOGNIZING ALVIN LIM AS THE 2011 CONTRA COSTA COUNTY BICYCLE COMMUTER OF THE YEAR

Chair Kalinowski read the resolution recognizing Alvin Lim as the 2011 Contra Costa County Bicycle Commuter of the Year.

The resolution honored Mr. Lim for his inspiration to East County residents bicycling from Brentwood to Bay Point in all weather, highlighting the needs for bicycle infrastructure, and demonstrating that bicycles are a viable form of transportation.

Bob Taylor presented the resolution to Mr. Lim and reported that the City of Brentwood had also honored him for his achievements.

Kevin Romick arrived at 6:32 P.M.

Albert Lim thanked the TRANSPLAN Committee for the recognition and explained that it took him 70 minutes or so to travel from Bay Point where he worked to Brentwood where he lived, primarily using trails because it was safer. He commented that one of the most dangerous areas of the trip was getting through the SR4 Bypass at Lone Tree Way since there were no bike lanes in that area. He urged the development of the Mokelumne Trail Overcrossing to allow bike access to the Streets of Brentwood and other shopping centers on the other side of the Bypass.

UPDATE ON STATE ROUTE 4 CONSTRUCTION

Susan Miller, Director of Projects for the Contra Costa Transportation Authority (CCTA), provided a PowerPoint presentation to bring the TRANSPLAN Committee up-to-date on the status of State Route 4 construction. She advised that the Loveridge Project had commenced over a year ago and was scheduled for completion in September 2013, on schedule and on target. She highlighted the construction activities occurring for the project and provided photos of that work in progress.

When asked by Ben Johnson, Ms. Miller explained that as part of the freeway widening work in the area of North Park Plaza in Pittsburg the project would be required to return the shopping center parking lot back to a permanent condition. She explained that there would be some closure of North Park Plaza at Loveridge Road for about six months since the grade would have to be raised. There would be two temporary access points into the shopping center during the six-month closure to raise the grade of the intersection to do the bridge work.

Ben Johnson noted that traffic had become more congested in that area.

Ms. Miller highlighted the upcoming construction activities, presented the timeline and status, and offered photographs of some of the work in progress for Segment 1: Somersville Road; Segment 2: Contra Loma Boulevard Interchange/G Street Overcrossing; Segment 3A: Lone Tree Way/A Street Interchange; and Segment 3B: Hillcrest Avenue Interchange.

When asked by Federal Glover, Ms. Miller described the Los Medanos Pipe Facility which had been included in the project in cooperation and on behalf of the Delta Diablo Sanitation District. She also described the work associated with the eBART project that would be coordinated with BART.

Ms. Miller reported that she had made a presentation to the Antioch Unified School District (AUSD) on April 13 and would start an outreach campaign in the fall, creating a lay person's information sheet for outreach to the schools and parents.

Gil Azevedo requested that the presentation be placed on the CCTA's website; <http://widensr4.org>.

Chair Kalinowski referred to a house on the onramp from Lone Tree Way to eastbound Highway 4 and asked if that house would be removed, reported by Ms. Miller that the house was a fairly new home that would be moved.

In response to Joe Weber with respect to the historic flooding at the Loveridge Road Bridge, Ms. Miller stated that there would still be a dip to get under the bridge although with the new pump station and improvements to the creek as well as improvements conducted by the City of Pittsburg, the situation was much improved.

Mr. Weber noted the extended involvement of the TRANSPLAN Committee on the project over many years and stated it would be important to memorialize the work that had been done.

Ben Johnson expressed his appreciation for the aggressive approach and preliminary work for future projects that would benefit East County communities.

Chair Kalinowski added that the structure was finally catching up to future growth.

When asked by Jim Frazier as to any work being conducted by BART with respect to the eBART project, Ms. Miller stated that work was being done. She offered to get a status report from BART and provide that information to the TRANSPLAN Committee.

RECOMMEND TO THE CONTRA COSTA TRANSPORTATION AUTHORITY THAT A FORMAL POLICY REGARDING THE FUNDING OF 511 CONTRA COSTA BE ADOPTED

Mr. Cunningham referred to the request from 511 Contra Costa asking all Regional Transportation Planning Committees (RTPCs) to recommend that the CCTA memorialize the funding sources listed in the 511 Contra Costa staff report and the agenda, to be dedicated to 511 Contra Costa activities. He reported that the TRANSPLAN Technical Advisory Committee (TAC) had referred the request and supported the request. He stated that 511 Contra Costa was looking for predictability and confidence in its funding stream.

On motion by Bob Taylor, seconded by Federal Glover, TRANSPLAN Committee members unanimously adopted a formal policy to dedicate Measure J Commute Alternative funds, Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air 40% funds, and MTC [Metropolitan Transportation Commission] Congestion Mitigation Air Quality Employer Outreach funds to the subregional 511 Contra Costa Programs.

RECEIVE REPORT ON SAFE ROUTES TO SCHOOL FUNDING PROJECTS/ PROGRAMS FOR THE TRANSPLAN SUB-REGION

Mr. Cunningham referred to the \$726,000 in Safe Routes to School funding, to dedicate capital funds to the City of Brentwood for three projects; a traffic signal on American Avenue at Heritage High School, replacement of 66 existing solar powered in-pavement crosswalk lights, and a sidewalk gap closure project adjacent to Marsh Creek Elementary School. He reported that while the traffic signal project estimated at \$50,000 and the gap closure project of \$300,000 had been deemed to be eligible for the funds, the solar powered crosswalk lights estimated at \$85,000 were not eligible. As such, \$376,000 would be left to 511 Contra Costa.

Mr. Cunningham acknowledged the difficulties with respect to the funding process and suggested that the next process would be smoother.

Jim Frazier offered his thanks to CCTA and TRANSPLAN staff for helping the local jurisdiction achieve the goal of providing safe routes to school.

RECEIVE REPORT ON STATUS OF REGIONAL FEE PROGRAM REQUIREMENTS/ CITY OF PITTSBURG AND TAKE ACTION AS APPROPRIATE

Mr. Cunningham advised that the item related to the status of the City of Pittsburg's Regional Fee Program requirements was a placeholder and there was no report at this time.

RECEIVE UPDATE: STATE ROUTE 4 INTEGRATED CORRIDOR ANALYSIS

Mr. Cunningham stated that the State Route 4 Integrated Corridor Analysis update was also a placeholder. No new information was currently available.

ADJOURNMENT

Chair Kalinowski adjourned the TRANSPLAN Committee meeting at 7:11P.M., to August 11, 2011 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Anita L. Tucci-Smith
Minutes Clerk

Meeting Handouts:

- PowerPoint Presentation of the Highway 4 Widening Project, SR4 Loveridge to 160 Projects, dated July 14, 2011

ITEM 4

ACCEPT CORRESPONDENCE

TRANSPAC Transportation Partnership and Cooperation

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

August 2, 2011

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

Dear Mr. Iwasaki:

At its meeting on July 14, 2011, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Concurred on the submission of the following project applications to CCTA in response to the STIP Call for Projects: Contra Costa Boulevard Corridor Enhancement Project, Phase 3; Kirker Pass Road Northbound Truck Climbing Lane; Walnut Creek BART TOD Intermodal; I-680 Southbound HOV Gap Closure; and I-680/SR4 Phase 3 Interim Improvements.
2. Discussed the proposed Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) Bylaws and developed comments which were transmitted under separate cover. It was suggested that meetings and other information about CBPAC activities be posted online; that the number of County Representatives be reduced to two; that a representative each from transit and from 511 Contra Costa be added; and that the Chair be non-Authority staff.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter *cp*
TRANSPAC Manager

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Amy Worth, Chair, SWAT
Brian Kalinowski, Chair, TRANSPLAN
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, Peter Engel, Brad Beck, CCTA
Christina Atienza, WCCTAC
Roy Swearington, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill

WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

July 27, 2011

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 July 22 meeting took the following actions that may be of interest to the Authority:

San Pablo

- 1) Received a presentation from Honorable Amy Worth and Ross Chittenden on MTC's application to the California Transportation Commission to implement the backbone of a Regional Express Lane Network including I-80; considered CCTA staff's preliminary recommendation to provide conditional support of the application; and took a "Do Not Support" position due to insufficient emphases on: transit, use of revenues for operations, and local control of revenues, and lack of a business plan that actually demonstrates net revenues within a short enough time period to allow meaningful consideration of the proposal. (A separate letter to CCTA detailing the Board's concerns will be forthcoming.)
- 2) Conducted a public hearing to consider initiating an amendment to the Measure J Expenditure Plan provisions involving west County additional funding for bus and paratransit services, and approved the initiation of such amendment.
- 3) Approved provision to CCTA of a letter of support for all west County applications for the 2012 cycle of the State Transportation Improvement Program.
- 4) Approved a policy to tie the Measure J Student Bus Pass Program subsidy amount to the cost of AC Transit's monthly youth pass.
- 5) Approved comments on CCTA's draft bylaws for the Countywide Bicycle and Pedestrian Advisory Committee.

Contra Costa
County

AC Transit

BART

Sincerely,



Christina M. Atienza
Executive Director

WestCAT

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

TRANSPAC Transportation Partnership and Cooperation

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

August 8, 2011

Mr. Randell H. Iwasaki
Executive Director
2999 Oak Road, Suite 100
Contra Costa Transportation Authority
Walnut Creek, CA 94596

Re: Comments on the Proposed Countywide Bicycle and Pedestrian Advisory Committee
(CBPAC) Bylaws

Dear Mr. Iwasaki:

TRANSPAC reviewed the proposed Countywide Bicycle Pedestrian Advisory Committee (CBPAC) bylaws at its July meeting and offers the comments listed below.

TRANSPAC is in favor of formalizing the committee to follow the Brown Act standards. Regardless of how the Brown Act ultimately may apply to this committee, meetings should be open to the public, with meeting agendas posted in advance online as well as minutes and other information should be available to the public online. A process to sign up online for meeting notifications would be useful.

TRANSPAC supports a requirement that a citizen be appointed from each RTPC and that the citizen should either reside or work in Contra Costa, with a preference for residing in Contra Costa. The County should have two staff representatives. A staff representative from transit is suggested, as is a staff person from 511 Contra Costa due to its involvement with the planning and implementation of bicycle and pedestrian programs. TRANSPAC also suggests that the CBPAC chair rotate annually and be a CBPAC member from one of the RTPCs or the County.

In terms of the number of representatives to be appointed from each RTPC, clarification is needed in order to determine whether the intention is to have one staff person and one alternate or if the intention is to have two members from each RTPC made up of one staff person and one citizen who resides within the RTPC's jurisdictions. An alternate is also appropriate in this scenario. TRANSPAC currently has one jurisdiction staff member and one citizen on the CBPAC.

Sincerely,



William Shinn
TRANSPAC Chair

DEPARTMENT OF INFORMATION
AND TECHNOLOGY

2011 AUG 11 PM 12:47

CONTRA COSTA

Letter to Randell H. Iwasaki, CCTA

August 8, 2011

Page 2

cc: TRANSPAC Representatives
TRANSPAC TAC and staff
Amy Worth, SWAT Chair
Brian Kalinowski, TRANSPLAN Chair
Martin Engelmann, Brad Beck, CCTA
Christina Atienza, WCCTAC
Roy Swearington, WCCTAC Chair
John Cunningham, TRANSPLAN
Andy Dillard, SWAT
June Catalano, City of Pleasant Hill

CBPAC letter revised 8 1 11 (2)



SWAT

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July 25, 2011

Ross A. Chittenden
Deputy Executive Director, Projects
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Initial Comments on the Proposed Bay Area Express Lane Network

Dear Mr. Chittenden:

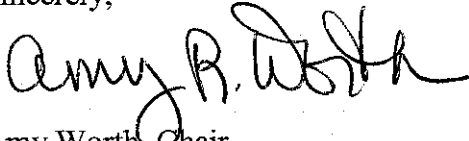
At their June 6, 2011 meeting, the Southwest Area Transportation Committee (SWAT) discussed at length the proposed Bay Area Express Lane "Backbone" Network as is currently being developed by the Metropolitan Transportation Commission (MTC) and California Department of Transportation (Caltrans), and as it relates to the SWAT sub region. SWAT understands that MTC and Caltrans are seeking initial support from the Contra Costa Transportation Authority ("Authority") for the development of such a network. Based upon the presentation and information provided at the June 6th meeting, SWAT is forwarding the following comments and concerns for the Authority's consideration:

- Several questions and inquiries were raised in regards to the operating technologies of High Occupancy Toll (HOT) lanes;
- Inquiries were raised in regards to the effect of Express Lanes on transit operations and service;
- It was presented that express lanes have been identified as a "proven tool for managing traffic". Committee members had questions as to how this has been measured, or quantified through studies, in arriving at this conclusion;
- Concerns whether there is sufficient excess capacity to "sell" and sustain proposed HOT lanes, as proposed, throughout the region;
- Concerns regarding the business model upon which the system is proposed to be built upon. With an estimated 50% administrative overhead, it would appear to be an inefficient and unjust method of taxation;
- It was stated that the business model only works with an increase in the required vehicle occupancy for carpoolers, and as such there were concerns with how this would impact the utilization of HOV lanes, and whether HOT lanes would achieve the intended goal of higher vehicular occupancy or alternative transportation modes;
- There were general concerns regarding operating costs and the sustainability of Express Lanes;
- Concerns that funds required to install HOT lanes may shift funds away from projects that could be used to complete high-priority HOV gap closures, and which have been identified in congestion mitigation strategies such as the State Route 24 Corridor System Management Plan/Freeway Performance Initiative Study;

- Concerns were raised regarding defined ingress/egress points of HOT lanes, and it was stressed that a continuous access network should be considered rather than defined ingress/egress points of access;
- SWAT would strongly advocate for the construction and completion of all identified HOV gap closures before supporting the construction of HOT lanes.

Thank you for your consideration and opportunity to comment on this matter. If you should have any questions or comments, please contact Andy Dillard, SWAT Administrator, at (925) 314-3384, or adillard@danville.ca.gov

Sincerely,



Amy Worth, Chair
Southwest Area Transportation Committee
Contra Costa County, CA

Cc: Randell H. Iwasaki, CCTA Executive Director
SWAT; SWAT TAC; Christina Atienza, WCCTAC; Barbara Neustadter,
TRANSPAC; John Cunningham, TRANSPLAN; Danice Rosenbohm, CCTA



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July 25, 2011

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

RE: SWAT Comments

Dear Mr. Iwasaki:

At their meeting of July 11, 2011, the Southwest Area Transportation Committee (SWAT) discussed the proposed Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) draft By-Laws. As such, SWAT would like to respectfully submit the following comments:

- Concurred that the CBPAC structure should remain at 13 members, and further, expressed concerns that the addition of staff members in expanding the Committee would dilute citizen representation;
- Under Section 3.2 of the draft By-Laws, consider revising the language to more accurately reflect the intent that Committee members are appointed to serve in the best interests of the region.

Thank you for your consideration and opportunity to comment on this matter. If you should have any questions or comments, please contact Andy Dillard, SWAT Administrator at (925) 314-3384, oradillard@danville.ca.gov

Sincerely,

A handwritten signature in black ink that reads "Amy R. Worth". The signature is fluid and cursive, with the first name being the most prominent.

Amy Worth, Chair
Southwest Area Transportation Committee
Contra Costa County, CA

Cc: Randell H. Iwasaki, CCTA Executive Director
SWAT and SWAT TAC; Christina Atienza, WCCTAC; Barbara Neustadter,
TRANSPAC; John Cunningham, TRANSPLAN; Brad Beck, CCTA; Diane Bodon,
CCTA



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July 25, 2011

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

RE: Recommendations of Support for the SWAT Sub Region's Candidate Project Applications for the 2012 State Transportation Improvement Program (STIP)

Dear Mr. Iwasaki:

At their meeting of July 11, 2011, the Southwest Area Transportation Committee (SWAT) unanimously approved recommendations of support for four candidate projects within the SWAT subregion for purposes of the 2012 State Transportation Improvement Program (STIP) application submittal process. The four candidate projects consist of the following:

- **Project:** I-680 Auxiliary Lanes, Segment 2
Sponsor: Town of Danville/CCTA
Request: \$9 million
Purpose: Improve overall freeway performance and enhance commuter safety to relieving congestion due to merging and weaving. This project will close the gap in auxiliary lanes on I-680 and deliver full congestion relief of a larger, partially completed project (Segments 1 and 3 have been completed).

- **Project:** I-680/Norris Canyon Bus/Carpool On and Off Ramps
Sponsor: City of San Ramon/CCTA
Request: \$7 million
Purpose: Improve express bus operations on I-680 corridor and inter-modal connectivity within the San Ramon area. Will provide direct access to HOVs and Transit vehicles to the Bishop Ranch Business Park, San Ramon Transit Center and planned City Center.

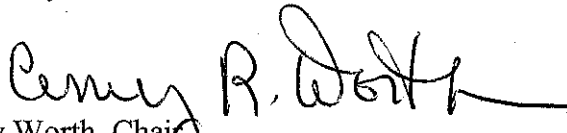
- **Project:** Pleasant Hill Road/ Olympic Boulevard Roundabout
Sponsor: City of Lafayette
Request: \$1 million
Purpose: Project consists of the reconstruction and reconfiguration of the intersection to accommodate a roundabout to improve traffic operations and to enhance traffic, pedestrian, and bicycle safety. It will include new landscaping, street lighting, high-visibility pedestrian crosswalks, and signing and striping.

- **Project:** Camino Tassajara Safety Improvements - Windemere Parkway to Alameda County Line
Sponsor: Contra Costa County

Request: \$7 million
Purpose: Improve safety for motorists and bicyclists, improve sight distance; provide recovery areas and additional paved width for dedicated path of travel for bicyclists and motorists, and will bring the roadway up to current County standards, and will provide the necessary capacity to maintain an acceptable level of service along this road segment in the future.

Thank you for considering these important transportation projects within the SWAT sub region. If you should have any questions or comments, please contact Andy Dillard, SWAT Administrator, at (925) 314-3384, oradillard@danville.ca.gov

Sincerely,



Amy Worth, Chair
Southwest Area Transportation Committee
Contra Costa County, CA

Cc: SWAT; SWAT TAC; WCCTAC, Christina Atienza; TRANSPAC, Barbara Neustadter; TRANSPLAN, John Cunningham; Ross Chittenden, CCTA; Hisham Noeimi, CCTA; Danice Rosenbohm, CCTA



COMMISSIONERS

David Durant,
Chair

Don Tatzin,
Vice Chair

Janet Abelson

Genoveva Calloway

Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper


Robert Taylor

Randell H. Iwasaki,
Executive Director

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

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: July 21, 2011

Re: Items approved by the Authority on July 20, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its July 20, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval of FY 2011-12 Measure J Allocation for the Central County Safe Transportation for Children Program (Sub-Regional Program 21a).** The Measure J Expenditure Plan established the Central County Safe Transportation for Children Program (Program 21a) at 0.5% of sales tax revenues. As a sub-regional program, the funds are programmed by TRANSPAC. At its April 21, 2011 meeting, TRANSPAC took action on programming a portion of available funds to Central County 511 Contra Costa program for the provision of various programs and projects that will improve children's safety in getting to and from school. *The Authority approved Resolution 11-27-G, the allocation of Central County Safe Transportation for Children Program funds for FY 2011-12.*
- 2. Approval of FY 2011-12 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a).** The Measure J Expenditure Plan established the Central County Additional Bus Service Enhancements Program (Program 19a) at 1.2% of sales tax revenues. As a sub-regional program, the funds are programmed by TRANSPAC after consultation with County Connection. At its May 12, 2011 meeting, TRANSPAC took action on programming the funds to County Connection for the continued support of routes #16 and #316. *The Authority approved Resolution 11-28-G, the allocation of Central County Additional Bus Service Enhancement Program funds for FY 2011-12.*

- 3. Approval of FY 2011-12 Measure J Commute Alternatives Program Allocation (Program 17).** Previous Authority policy has been to augment Transportation Fund for Clean Air (TFCA) funds with transportation sales tax funds through the Commute Alternatives program to the four RTPCs, to cover costs associated with the implementation of the countywide transportation demand management (TDM) program that are not eligible for TFCA funds. It is anticipated that this practice will continue as part of Measure J through the Measure J Commute Alternatives program (Program 17). *The Authority approved Resolution 11-15-G, the allocation of Measure J Commute Alternative Program (Program 17) funds for FY 2011-12, and authorized the Executive Director to execute cooperative agreements with the City of San Ramon, the City of Pleasant Hill, and WCCTAC for the Measure J funding approved under Resolution 11-15-G and previously approved Resolution 11-08-G for the FY 2011-12 TFCA program.*
- 4. Adoption of Proposed Guidelines for the Measure J CC-TLC and PBTF Programs.** Staff has prepared proposed guidelines for the Measure J Transportation for Livable Communities (CC-TLC) and Pedestrian, Bicycle and Trail Facilities (PBTF) Programs. The proposed guidelines were revised to respond to comments that were received from the RTPCs and the TCC on the draft guidelines that the Authority released in March of 2011. *The Authority approved the proposed CC-TLC and PBTF Program Guidelines.*
- 5. Release of Draft 2011 Congestion Management Program (CMP) Update.** As the Congestion Management Agency (CMA) for Contra Costa, the Authority must prepare a Congestion Management Program (CMP) and update it every other year. Under MTC's proposed schedule, a CMP must be submitted to the Regional Agency by October 14, 2011. The 2011 CMP Update will focus on the seven-year Capital Improvement Program (CIP) and consistency of the Authority's updated travel demand forecasting model with MTC's model, while making technical updates to various chapters and appendices in order to reflect the current status of related activities. *The Authority authorized release of the Draft 2011 CMP to the RTPCs, local jurisdictions, agencies, and interested members of the public. The Draft CMP was distributed under separate cover and is available for download from www.ccta.net.*
- 6. SB 375/SCS Implementation Update.** *MTC released five proposed Alternative Sustainable Community Strategy Scenarios, and a proposed framework for OneBayArea Grant – Cycle 2 STP/CMAQ Funding. More information is available at www.OneBayArea.org/ Grant Proposal.*



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July 19, 2011

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

RE: SWAT Meeting Summary Report for July 2011

Dear Mr. Iwasaki:

At the **July 11, 2011** Southwest Area Transportation Committee (SWAT) meeting, the following issues were discussed that may be of interest to the Authority:

Status Update on I-680 HOV Gap Closure Project: Received a presentation from Susan Miller, CCTA; Kim Franchi, Parsons; and Ivy Morrison, Circlepoint on the planning and environmental phases of the project.

Consider Recommendations of Support for 2012 State Transportation Improvement Program (STIP) Project Applications for Capital Improvement Projects within the SWAT Sub Region: The Committee unanimously approved recommendations of support for the following four projects within the SWAT sub region for purposes of the 2012 STIP application submittal requirements:

- I-680 Auxiliary Lanes, Segment 2 (Danville/CCTA)
- I-680/Norris Canyon Bus/Carpool On-Off Ramps (San Ramon/CCTA)
- Camino Tassajara Road Widening (Contra Costa County)
- Pleasant Hill Road/ Olympic Boulevard Intersection Roundabout (Lafayette)

Review and Comment on Proposed By-Laws for the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC): The Committee discussed the draft CBPAC By-Laws, and will forward comments to the Authority under separate letter.

Review and Approve 511 Contra Costa FY 11/12 SWAT TDM Budget: The Committee unanimously approved the FY 11/12 SWAT TDM Budget.

The next SWAT meeting is scheduled for Monday, September 12, 2011 at the Orinda City Offices, Sarge Littehal Room, 22 Orinda Way, Orinda. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Dillard". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Andy Dillard

Town of Danville

SWAT Administrative Staff

Cc: SWAT; SWAT TAC; John Cunningham, TRANSPLAN; Christina Atienza, WCCTAC; Barbara Neustadter, TRANSPAC; Connie Peterson, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Brad Beck, CCTA; Hisham Noeimi, CCTA

ITEM 5

ACCEPT RECENT NEWS ARTICLES

Brentwood interchange next in line for upgrade on Highway 4 bypass

By Paul Burgarino
Contra Costa Times

Posted: 08/02/2011 02:08:01 PM PDT

Updated: 08/02/2011 05:48:19 PM PDT

With funding secured for a pair of key projects on the Highway 4 bypass, local transportation officials are looking down the road.

After projects to build an interchange at Sand Creek Road and connector ramps between the bypass and Highway 160 are completed, they want to change the intersection of the bypass and Balfour Road from a four-way stop to a freeway exit with onramps and offramps in both directions.

The project, expected to cost \$80 million, also would widen the bypass from two lanes to four from Sand Creek Road to just past Balfour.

The cost estimate includes relocating water and petroleum pipelines.

"We definitely want to keep moving on the Highway 4 bypass. That has always been our goal," said Dale Dennis, program manager for the Highway 4 Bypass Authority.

No money has been budgeted for the project, but officials hope to fund design plans for the interchange over the next few months.

The state's transportation commission last month awarded \$25 million to fund an interchange at the bypass and Sand Creek, leaving it \$8 million short of starting construction. Officials expect to close that funding gap through future savings from project bids from the Highway 4 widening through Antioch.

"We're still anxiously awaiting what will happen with the bids so we can complete Sand Creek," Brentwood Mayor Bob Taylor said.

Any additional savings from those bids could go toward Balfour, said Randy Iwasaki,

executive director of the Contra Costa Transportation Authority.

Once the Sand Creek ramps are in place, much of the traffic congestion that now slows bypass drivers is expected to disappear, but some will be pushed to Balfour.

"Balfour is kind of the last piece of the puzzle," said Oakley Mayor Jim Frazier, a member of the bypass authority board. "It's paramount for us to start looking at that now."

Before construction can begin, two large utilities must be relocated.

Caltrans told the Contra Costa Transportation Authority last week that a Kinder Morgan petroleum pumping station near the intersection must be moved 400 feet west, Dennis said.

Additionally, a 90-inch pipeline that takes water from Los Vaqueros Reservoir to the Contra Costa Canal and crosses Balfour Road must be relocated.

As part of a 1995 agreement, the Contra Costa Water District will pay to move the pipeline if the project is ready for construction before 2015. If not, the cost, estimated at \$16 million, is included in the project's price tag.

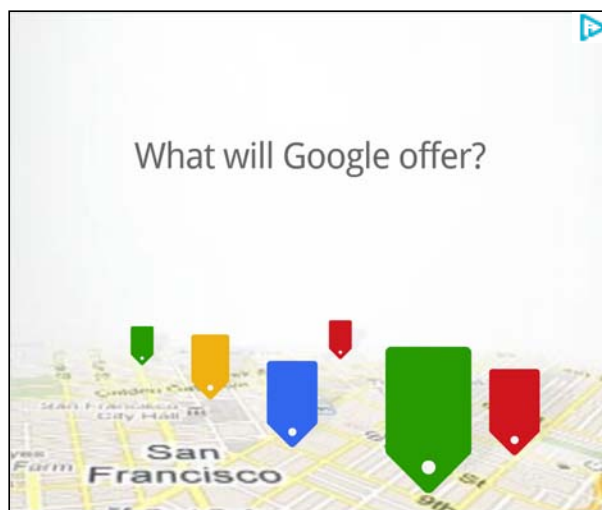
Finishing the design plans will help with the coordination of utilities and securing state and



federal funds, Dennis said.

"The sooner the design is in place, the better," he said.

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



Bridge tolls to fund overpass from Antioch Bridge to Highway 4 bypass

By Paul Burgarino
Contra Costa Times

Posted: 07/08/2011 03:32:53 PM PDT

Updated: 07/09/2011 06:27:24 AM PDT

ANTIOCH -- A long-awaited freeway connector ramp giving drivers a direct route between the Highway 4 bypass and the Antioch Bridge could soon become a reality.

Money left over from a seismic retrofit of the bridge will go toward building the overpass, which would connect the bypass to Highway 160, said Randy Iwasaki, executive director of the Contra Costa Transportation Authority. Bridge tolls paid for the retrofit, he said.

The nearly \$50 million overpass, on the Oakley-Antioch border, would take about three years to complete, agency officials said. Last week, the Bay Area Toll Authority budgeted \$7 million to study and design the overpass.

The Metropolitan Transportation Commission, which oversees Bay Area transit issues, will consider final approval of the expenditure later this month.

Since the Highway 4 bypass opened in 2008, drivers headed north toward Sacramento County have had to cut through Oakley side streets or drive two miles west to the Hillcrest Avenue exit, leave the freeway and enter in the other direction to cross the bridge.

Oakley Mayor Jim Frazier, a Contra Costa transportation authority board member, said large freight trucks are wearing down city side streets.

"Hopefully, they stay driving along the overpass instead of meandering through the city," he said.

Transportation officials said the plan was to build the bypass first and add the overpass when funding

became available. Developer fees used

for the bypass, however, dwindled over the past three years because of the housing market collapse, which forced local officials to seek other funding sources.

County transportation officials lobbied their regional counterparts for the project.

The key was showing how a connector ramp would improve the traffic flow between the bypass and the Antioch Bridge, county transportation officials said. Frazier said he also stressed to officials East Contra Costa's need for the hundreds of jobs the project -- along with several others on the Highway 4 corridor -- will provide.

"It's exciting they heard our concerns. This can really serve as a boom for the area for the next five years," Frazier said.

An environmental study has already been approved. Union Pacific, whose railroad tracks run underneath the proposed overpass, however, must give permission before the project can proceed.

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



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ITEM 6

ACCEPT MAJOR PROJECTS STATUS REPORT

ITEM 7
SUPPORT CCTA COMMENT LETTER TO MTC REGARDING THE
ONEBAYAREA GRANT PROGRAM

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: August 30, 2011

SUBJECT: DRAFT Comment Letter re: OneBayArea Grant Program from the Contra Costa Transportation Authority to the Metropolitan Transportation Commission

Background

The Metropolitan Transportation Commission (MTC) has released a proposal for allocating Cycle 2 federal funds called the OneBayArea Grant. Contra Costa Transportation Authority (CCTA) staff has prepared a draft comment letter (attached) outlining issues with the proposal and some recommended changes. The Planning Committee and full CCTA Board will review the letter at their September meetings.

Discussion

CCTA staff has requested Regional Transportation Planning Committee review and comment.

The TRANSPLAN Technical Advisory Committee (TAC), at their August 16th meeting, discussed the draft letter and recommended that TRANSPLAN **support** the letter.

Recommendations

Support the CCTA comment letter to MTC regarding the OneBayArea grant program.

c: TRANSPLAN TAC



COMMISSIONERS

September 21, 2011

David Durant, Chair

Don Tatzin,
Vice Chair

Janet Abelson

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Jim Frazier

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Karen Stepper

Robert Taylor

Randell H. Iwasaki,
Executive Director

Mr. Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: *Comments on July 8, 2011 Draft Proposal for OneBayArea Grant Program*

Dear Mr. Kimsey:

Thank you for the opportunity to comment on the proposed OneBayArea grant program for Cycle 2 STP and CMAQ funds. The Authority finds several aspects of the proposed approach to be quite positive, especially the flexibility allowed by eliminating program categories. This level of flexibility could allow each CMA to tailor how it allocates the available funds to the needs within county, thus making the program more truly a block grant.

Some parts of the proposal, however, raise significant concerns about the approach's feasibility and impact. The following comments are made in the hope that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) can refine the approach that better reflects the varying contexts of the different parts of the Bay Area and their roles in meeting local and regional goals.

In Cycle 1, counties allocated Congestion Management Agency (CMA) Block Grant funds through three programs — Transportation for Livable Communities (TLC), the Regional Bicycle Program (RBP), and Local Streets and Roads Shortfall (LSRS) — as well as through a fourth program, the Safe Routes to School (SR2S) component of the Climate Initiatives program. The Cycle 2 proposal would take funds from those four programs plus the Transit-Oriented Development (TOD) fund and a share of regional planning funds and put them into a single grant to each county. The only eligibility requirements would be those of the two federal funding sources, STP and CMAQ.

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ISSUES

The proposed OneBayArea grant raises three concerns about both the proposal's feasibility and effectiveness.

Requires that 70 Percent of Funding to be Used in Priority Development Areas

Of the three issues, the most problematic is the requirement that “at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas).”

1. **Transportation needs not limited to Priority Development Areas (PDAs):** Improvements needed in the region, even those whose need is generated by the development of PDAs, wouldn't necessarily be needed within the PDAs themselves.
2. **Not all transportation improvements that support Sustainable Communities Strategy (SCS) goals would occur in PDAs:** Cities and counties have designated PDAs where they expect intensified, transit-supportive development to occur. And that development is expected to help meet goals for reducing greenhouse gas — though it hasn't been demonstrated that it would. But transportation improvements that would help meet those goals (and support PDAs) wouldn't necessarily be needed within the PDAs themselves. For example, while it wouldn't occur within the Walnut Creek BART PDA, a bicycle and pedestrian connection between the BART station and the Iron Horse Trail would clearly encourage the use of the trail and non-motorized modes of travel to access the station. In addition, an area can serve as a PDA without being designated one. For example, Concord has put significant effort into making its downtown more of a mixed-use, higher-density place that builds on the transit access the BART line provides.
3. **Uses a regional average to allocate county shares:** The 70 percent figure is a *regional* average and may not reflect where growth occurs within each county.
4. **Not linked to need:** Encouraging the development of designated PDAs is not the only concern of a regional transportation plan. The Bay Area, for example, has a long-standing policy of “fix it first”. Maintaining our existing investments in the transportation network consistent with that policy has no necessary link to the development of PDAs. A jurisdiction's maintenance needs may occur anywhere within their boundaries,
5. **Some counties would have a hard time using the funds:** A county like San Francisco, where 80 percent of the city is in a PDA or Growth Opportunity Area (GOA), will not find it difficult to allocate their share of the funds. A county like Napa, however, with less than two percent of its urban area in a PDA — and that in one jurisdiction and along a State highway — will be hard pressed to spend its share in ways that make sense, either for Napa County

or for the region. In Contra Costa, only eight percent of the urban area is designated a PDA or GOA. That figure is even lower — less than five percent — if the Concord Naval Weapons Station, which won't begin being developed until long after the Cycle 2 funding decisions are made.

6. **Maintenance isn't needed only in PDAs:** *Existing* maintenance needs on local streets are not necessarily tied to the location of PDAs.
7. **Most schools that could benefit from SR2S programs are not in PDAs:** Except in counties that haven't designated a significant portion of their urban area as a PDA, most schools in most counties are not located within a PDA. This could limit county efforts to use these funds to encourage walking or bicycling to school.

Requires Agencies Adopt “Supportive Transportation and Land-Use Policies”

The OneBayArea grant proposal recommends four “performance and accountability requirements”. While we heartily support the performance and accountability, we are not sure what these particular requirements have to do with either. For example, although policies on parking pricing and availability and trip reduction ordinances may be good things, they do not necessarily correspond to a project sponsor's performance and accountability or the impact of the particular project. The fourth requirement — having both a “bicycle/pedestrian plan and complete streets policy in general plans” — has the closest relationship to performance and accountability, at least where bicycle and pedestrian travel is an issue.

The fourth requirement highlights another issue with these requirements. Many potential local sponsors could not meet these requirements currently and meeting them would require both time and considerable expense. The creation of a Community Risk Reduction Plan (a part of the BAAQMD's CEQA Guidelines, not “per” CEQA as the proposal notes) can be expensive, with its benefits unclear. Amending local general plans to incorporate complete streets policies “pursuant to Complete Streets Act of 2008” aren't necessary until a jurisdiction makes “any substantive revision of the circulation element”. To comply with this requirement, jurisdictions may have to spend considerable time and effort just to get a grant through the proposed program. And, if they didn't have a bicycle/pedestrian plan, the expense could be doubled.

Finally, what about other agencies that are eligible for the funds? How would those agencies comply with requirements that are not within their power to meet?

es HCD-Approved Housing Element Consistent with New Regional Housing Need Allocation (RHNA) Numbers

MTC and ABAG staff propose that jurisdictions have “a HCD-approved housing element consistent with RHNA/SB375 law” to be eligible for Cycle 2 funds. We have three concerns with this proposal. First, it is not clear what is required. The proposal says that jurisdictions can meet the requirement either by “adoption of a housing element that meets the current RHNA before the new RHNA is adopted” or by “adoption of a housing element that meets the new RHNA after its approval.” Then the proposal says that jurisdictions have 18 months — that is, until September 2014 — after the adoption of the SCS to meet the new RHNA. It’s not clear whether this applies to both those housing elements that meet the current RHNA and those that must meet the new RHNA.

Second, and more important, the proposal requires HCD approval. Such approval, we have found, can be problematic. The Measure C Growth Management Program (GMP) originally required HCD approval of local housing elements. Because it found this requirement to be unworkable, the Authority changed the GMP to only require local adoption of an element consistent with State law. A jurisdiction does not need HCD approval to comply with either the current or new RHNA.

Finally, local jurisdictions cannot be expected to update their Housing Elements *and* get HCD approval before the CMAs make their allocation decisions. It is also not reasonable to rescind the allocation of these funds if a jurisdiction is not able to get HCD approval *after* the funding decision is made.

MORE DETAILED CONCERNS

Proposed Grant Doesn’t Reflect Prior CMA Commitments

The Authority, following MTC direction established in Cycle 1 and trying to limit the number of projects in each cycle, committed about \$9 million in Cycle 2 funds to Local Streets and Roads Shortfall projects. The OneBayArea grant should allow CMAs to fulfill those commitments. Certainly, the need for maintaining our *existing* transportation system has not gone away and, given the financial situation of local governments, has multiplied.

rogram Leverage Outside Funds Work?

The proposed grant says that “additional opportunities could be sought” — that is, outside funds — to augment the STP and CMAQ funds. The proposal uses the \$6 million in TFCA funds that the air district has offered as an example and says that TFCA eligibility considerations will guide the use of these funds. But how would that guidance affect how CMAs allocate funding? Would the TFCA funds be added to each CMAs allocation of funds?

RECOMMENDATIONS

1. The OneBayArea grant should respect provide commitments made based on the overall framework and policy direction for the second three years (Cycle 2) that MTC originally adopted.
2. The grant should not require that 70 percent of the funds be spent in PDAs. The 70 percent figure is a regional one and doesn't necessarily apply in each county. More important, PDAs are *development* areas and transportation needs, whether for maintenance or supporting travel choices that support AB 32 goals, are not necessarily higher in those areas.
3. As an alternative, the grant might require that location in a PDA be given extra weight in selecting projects for funding.
4. Do not require local adoption of the “supportive transportation and land use policies” listed. They are not good indications either of the sponsor's ability to implement the project or program or of the usefulness of the project in achieving the goals of the RTP and AB 32. Parking policies, adoption of a bicycle, pedestrian or combined pedestrian and bicycle plan, and adoption of complete streets policies could, however, be considered in
5. Clarify how the program would practically incorporate outside funds.

CS

*Mr. Doug Kimsey
Metropolitan Transportation Commission
September 21, 2011
Page 6*

thank you 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,

[David Durant]
[Chair]



TO: Local Streets and Roads Working Group/
Programming and Delivery Working Group

DATE: July 14, 2011

FR: Ann Flemer, Deputy Executive Director, Policy, MTC

RE: OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Attached for your review and comment is a proposal to establish the OneBayArea Grant program approved for release to the public by the MTC Planning Committee and ABAG Administrative Committee at their joint meeting on July 8, 2011.

Preliminary Timeline and Next Steps

Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown below.

July – Sept. 2011	<ul style="list-style-type: none"> ▪ The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay Area Grant proposal for public review ▪ <i>ABAG releases preliminary draft concepts for RHNA methodology</i> ▪ Working Group Discussions of Cycle 2/OneBay Area Grant approach
Fall 2011	<ul style="list-style-type: none"> ▪ Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach ▪ <i>ABAG releases draft RHNA methodology</i>
December 2011	<ul style="list-style-type: none"> ▪ <i>Adoption of Cycle 2 approach based on draft RHNA methodology</i> ▪ <i>MTC/ABAG releases draft Preferred SCS</i> ▪ Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	<ul style="list-style-type: none"> ▪ <i>MTC/ABAG approves draft preferred SCS</i>
March 2012	<ul style="list-style-type: none"> ▪ Commission adoption of Cycle 2/OneBay Area Grant with Final RHNA
April 2012 – Feb. 2013	<ul style="list-style-type: none"> ▪ CMA Project Selection Process
April 2013	<ul style="list-style-type: none"> ▪ Final SCS adopted

If you have questions about the proposal please contact Alix Bockelman (510-817-5850) or Craig Goldblatt (510-817-5837) of MTC staff.

OneBayArea Grant Program

(Draft July 8, 2011)

Federal Transportation Funding and Program Policies (Attachment A)

Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

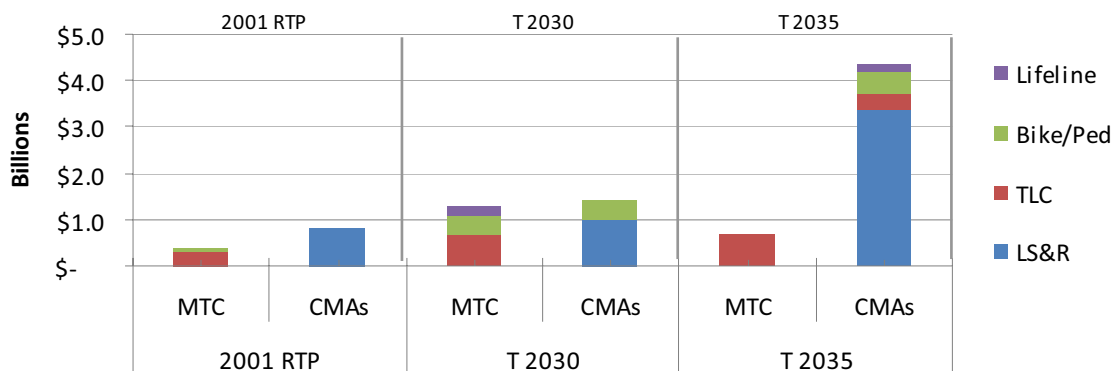
Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.

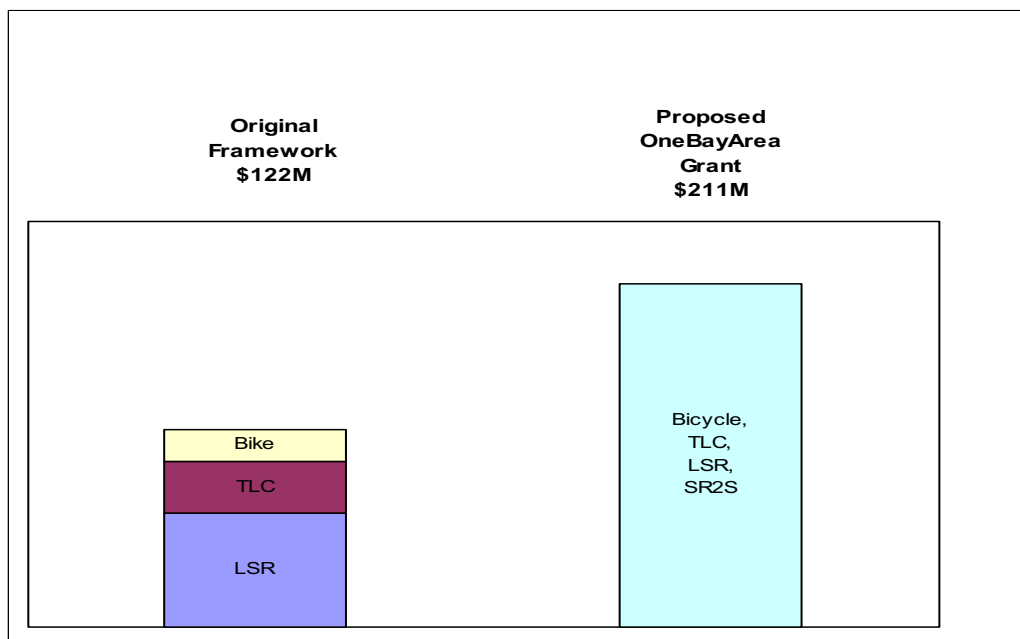
Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments



For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

- **Shift more Funding to Locally Managed OneBayArea Grant Program:** Dedicate \$211 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in 22% going to County Congestion Management Agency (CMA) programs down from 30% in Cycle 1
- **Add Flexibility by Eliminating Program Categories:** The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



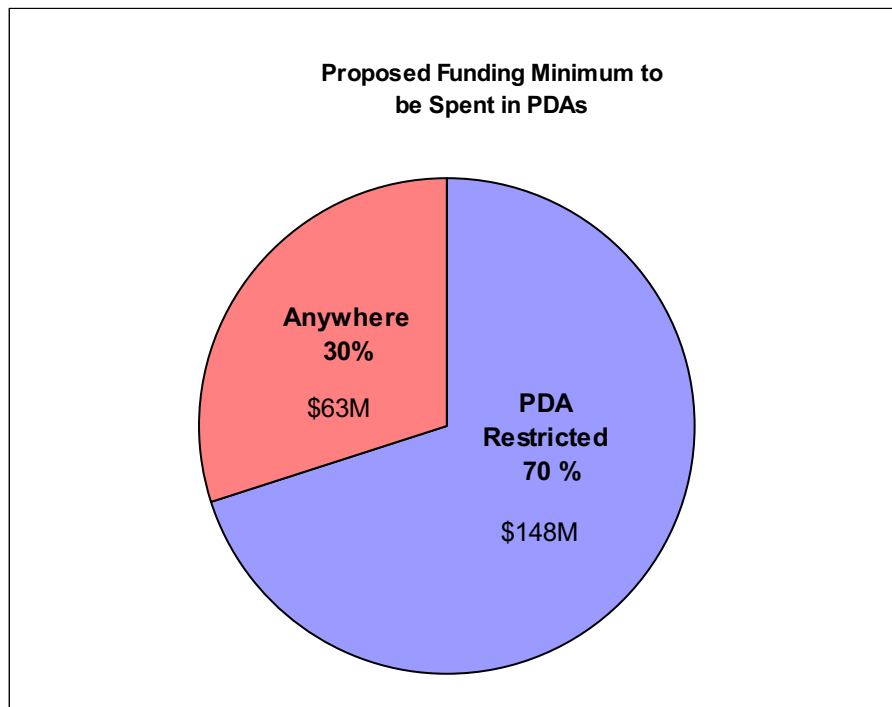
- **Leverage Outside Funds to Grow Program and Meet More Objectives:** Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- **Continue Key Regional Programs:** The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- **Establish a Priority Conservation Area Planning Program:** This new \$2 million program element will provide financial incentives for counties with populations under 500,000 for

preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

1. Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.
2. Priority Development Area (PDA) Minimum: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Counties, at their discretion, can elect to use up to 5% of the PDA restricted funds for the development of priority conservation area (PCA) plans. Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

1. Supportive Local Transportation and Land-Use Policies: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008

2. Approved Housing Element: Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any

jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

1. Federal Authorization Uncertainty: We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
2. Revenue Estimates: Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Attachments

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal July 8, 2011

(amounts in millions \$)

Funding Available: Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M	Existing Framework				Cycle 2 One Bay Area		Cycle 2 Total
	Cycle 1		Cycle 2 Status Quo		MTC	One Bay Area Grant*	
	MTC	CMA Block Grant	MTC	CMA Grant			
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	12	40
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15	85	102
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	5		
10 Priority Conservation Area Planning Pilot							
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	343	211	554
	70%	30%	78%	22%	62%	38%	

Grant Totals:	Cycle 1 Block Grant		Cycle 2 Status Quo		Cycle 2 One Bay Area	
		142	30%	122	22%	211

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* Air District funding of \$6 million adds capacity to support OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGO in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

**Attachment B
PROPOSAL**

**OneBayArea Grant Distribution Formula
Cycle 2 (FYs 2013, 2014, 2015)**

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$42.4	\$25.4
Contra Costa	\$31.5	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$24.6	\$11.8
San Mateo	\$17.2	\$11.1
Santa Clara	\$55.3	\$28.1
Solano	\$13.8	\$9.0
Sonoma	\$15.8	\$12.3
Bay Area Total	\$211.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.1	-
Contra Costa	\$14.9	-
Marin	\$1.4	-
Napa	\$1.3	-
San Francisco	\$12.8	-
San Mateo	\$6.1	-
Santa Clara	\$27.2	-
Solano	\$4.8	-
Sonoma	\$3.5	-
Bay Area Total	\$88.9	-

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	67%	-
Contra Costa	89%	-
Marin	27%	-
Napa	43%	-
San Francisco	109%	-
San Mateo	55%	-
Santa Clara	97%	-
Solano	53%	-
Sonoma	29%	-
Bay Area Total	73%	-

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\Block Grant\Distribution Options.xls\Distrib Overview

Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

Attachment A-2: Regional Programs

Regional Planning to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

Regional Operations: This program includes Clipper, 511, Incident Management and a scaled-back Pavement Technical Assistance Program (PTAP).

Freeway Performance Initiative This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

Priority Conservation Area Planning: Staff is recommending a new pilot for the development of priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

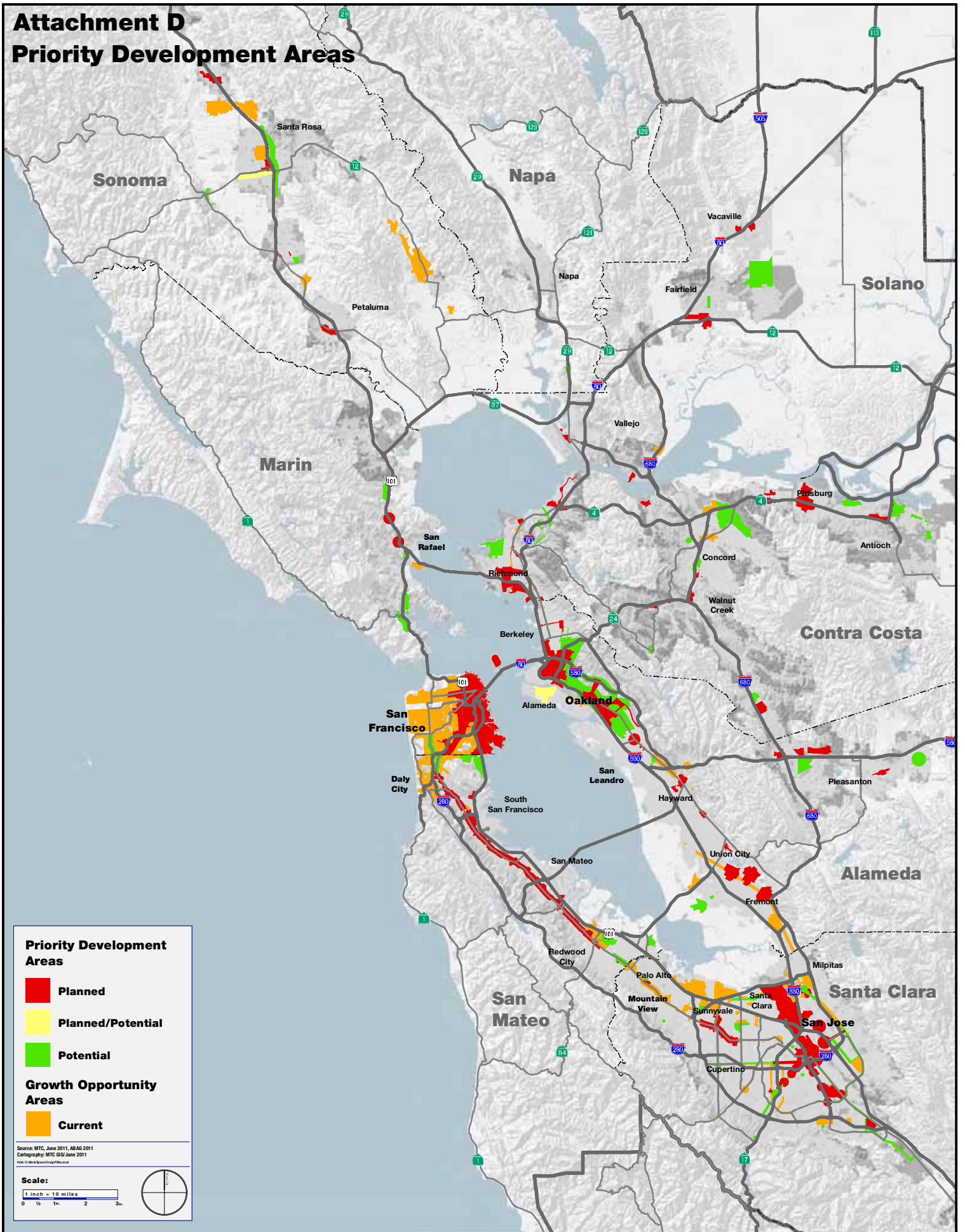
Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented Development (TOD) Housing Fund: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

Climate Initiatives: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

Transit Capital Rehabilitation: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

MTC Resolution 3814 Transit Payback Commitment: Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-of-way settlement to partially address a commitment originally envisioned to be met with state spillover funds.

Attachment D Priority Development Areas



Priority Development Areas

- Planned**
- Planned/Potential**
- Potential**

Growth Opportunity Areas

- Current**

Source: MTC, June 2011, ABAG 2011
Cartography: MTC GIS/June 2011
File: C:\MTC\GIS\Map\Growth\Priority.mxd

Scale:
1 inch = 10 miles
0 1/4 1/2 1 2 3 miles



Attachment D: Priority Development Areas

Alameda County

Jursidiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
<i>Northern Waterfront</i>	<i>Growth Opportunity Area</i>
Albany	
<i>San Pablo Avenue & Solano Avenue</i>	<i>Growth Opportunity Area</i>
Berkeley	
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
<i>Ardenwood Business Park</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard & Warm Springs Boulevard Corridor</i>	<i>Growth Opportunity Area</i>
<i>Fremont Boulevard Decoto Road Crossing</i>	<i>Growth Opportunity Area</i>
<i>South Fremont/Warm Springs</i>	<i>Growth Opportunity Area</i>
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
<i>Carlos Bee Quarry</i>	<i>Growth Opportunity Area</i>
<i>Mission Corridor</i>	<i>Growth Opportunity Area</i>
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town Mixed Use Area	Potential
<i>Cedar Boulevard Transit</i>	<i>Growth Opportunity Area</i>
<i>Civic Center Re-Use Transit</i>	<i>Growth Opportunity Area</i>

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned

Pleasanton

Hacienda	Potential
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San Leandro

Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned

Union City

Intermodal Station District	Planned
<i>Mission Boulevard</i>	<i>Growth Opportunity Area</i>
<i>Old Alvarado</i>	<i>Growth Opportunity Area</i>

Alameda County Unincorporated

<i>Castro Valley BART</i>	<i>Growth Opportunity Area</i>
<i>East 14th Street and Mission Boulevard Mixed Use Corridor</i>	<i>Growth Opportunity Area</i>

Contra Costa County

Jurisdiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
<i>Downtown BART Station Planning</i>	<i>Growth Opportunity Area</i>
<i>North Concord BART Adjacent</i>	<i>Growth Opportunity Area</i>
<i>West Downtown Planning Area</i>	<i>Growth Opportunity Area</i>
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
<i>23rd Street</i>	<i>Growth Opportunity Area</i>
<i>San Pablo Avenue Corridor</i>	<i>Growth Opportunity Area</i>
San Ramon	
City Center	Planned
North Camino Ramon	Potential

Walnut Creek

Walnut Creek: West Downtown

Planned

Contra Costa County Unincorporated

Contra Costa Centre

Planned

Downtown El Sobrante

Potential

North Richmond

Potential

Pittsburg/Bay Point BART Station

Planned

West Contra Costa Transportation Advisory Committee: San Pablo Avenue
Corridor

Planned/Potential

Marin County

Jursidiction or Area Name	PDA Status
San Rafael	
Civic Center/North Rafael Town Center	Planned
Downtown	Planned
Marin County Unincorporated	
Urbanized 101 Corridor	Potential
San Quentin	Growth Opportunity Area

Napa County

Jursidiction or Area Name	PDA Status
American Canyon	
Highway 29 Corridor	Potential

San Francisco County

Jursidiction or Area Name	PDA Status
San Francisco	
19th Avenue	Potential
Balboa Park	Planned
Bayview/Hunters Point Shipyard/Candlestick Point	Planned
Downtown-Van Ness-Geary	Planned
Eastern Neighborhoods	Planned
Market & Octavia	Planned
Mission Bay	Planned
Mission-San Jose Corridor	Planned
Port of San Francisco	Planned
San Francisco/San Mateo Bi-County Area (with City of Brisbane)	Planned
Transbay Terminal	Planned
Treasure Island	Planned
Citywide	Growth Opportunity Area

San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
Citywide	
East Palo Alto	
Ravenswood	Potential
Woodland/Willow Neighborhood	
Menlo Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
Broadway	Growth Opportunity Area
Middlefield	Growth Opportunity Area
Mixed Use Waterfront	Growth Opportunity Area
Veterans Corridor	Growth Opportunity Area
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
Lindenville Transit Neighborhood	Growth Opportunity Area
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jursidiction or Area Name	PDA Status
Cambell	
Central Redevelopment Area	Planned
<i>Winchester Boulevard Master Plan</i>	<i>Growth Opportunity Area</i>
Gilroy	
Downtown	Planned
Los Altos	
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
Milpitas	
Transit Area	Planned
<i>Hammond Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCandless Transit Neighborhood</i>	<i>Growth Opportunity Area</i>
<i>McCarthy Ranch Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Midtown Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Serra Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Tasman Employment Center</i>	<i>Growth Opportunity Area</i>
<i>Town Center Mixed-Use Corridor</i>	<i>Growth Opportunity Area</i>
<i>Yosemite Employment Center</i>	<i>Growth Opportunity Area</i>
Morgan Hill	
Morgan Hill: Downtown	Planned
Mountain View	
Whisman Station	Potential
<i>Downtown</i>	<i>Growth Opportunity Area</i>
<i>East Whisman</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Moffett Field/NASA Ames</i>	<i>Growth Opportunity Area</i>
<i>North Bayshore</i>	<i>Growth Opportunity Area</i>
<i>San Antonio Center</i>	<i>Growth Opportunity Area</i>
Palo Alto	
Palo Alto: California Avenue	Planned
<i>Palo Alto: El Camino Real Corridor</i>	<i>Growth Opportunity Area</i>
<i>Palo Alto: University Avenue/Downtown</i>	<i>Growth Opportunity Area</i>
San Jose	
Berryessa Station	Planned
Communications Hill	Planned
Cottle Transit Village	Planned
Downtown "Frame"	Planned
East Santa Clara/Alum Rock Corridor	Planned
Greater Downtown	Planned
North San Jose	Planned
West San Carlos and Southwest Expressway Corridors	Planned
<i>Bascom TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Bascom Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Blossom Hill/Snell Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Camden Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Capitol Corridor Urban Villages</i>	<i>Growth Opportunity Area</i>

<i>Capitol/Tully/King Urban Villages</i>	<i>Growth Opportunity Area</i>
<i>Oakridge/Almaden Plaza Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Saratoga TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Stevens Creek TOD Corridor</i>	<i>Growth Opportunity Area</i>
<i>Westgate/El Paseo Urban Village</i>	<i>Growth Opportunity Area</i>
<i>Winchester Boulevard TOD Corridor</i>	<i>Growth Opportunity Area</i>

Santa Clara

<i>Central Expressway Focus Area</i>	<i>Growth Opportunity Area</i>
<i>El Camino Real Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Great America Parkway Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Lawrence Station Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Santa Clara Station Focus Area</i>	<i>Growth Opportunity Area</i>
<i>Tasman East Focus Area</i>	<i>Growth Opportunity Area</i>

Sunnyvale

<i>Downtown & Caltrain Station</i>	Planned
<i>El Camino Real Corridor</i>	Planned
<i>Lawrence Station Transit Village</i>	Potential
<i>East Sunnyvale ITR</i>	<i>Growth Opportunity Area</i>
<i>Moffett Park</i>	<i>Growth Opportunity Area</i>
<i>Peery Park</i>	<i>Growth Opportunity Area</i>
<i>Reamwood Light Rail Station</i>	<i>Growth Opportunity Area</i>
<i>Tasman Station ITR</i>	<i>Growth Opportunity Area</i>

VTA Cores, Corridors, and Station Areas (estimate)	Potential
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Solano County

Jurisdiction or Area Name	PDA Status
Benicia	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
Dixon	
Fairfield	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
Rio Vista	
Suisun City	
Downtown & Waterfront	Planned
Vacaville	
Allison Area	Planned
Downtown	Planned
Vallejo	
Waterfront & Downtown	Planned
Solano County Unincorporated	

Sonoma County

Jursidiction or Area Name	PDA Status
<i>Cloverdale</i>	
Downtown/SMART Transit Area	Planned
<i>Cotati</i>	
Downtown and Cotati Depot	Planned
<i>Healdsburg</i>	
<i>Petaluma</i>	
Central, Turning Basin/Lower Reach	Planned
<i>Rohnert Park</i>	
Sonoma Mountain Village	Potential
<i>Santa Rosa</i>	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
<i>North Santa Rosa Station</i>	<i>Growth Opportunity Area</i>
<i>Sebastopol</i>	
Nexus Area	Potential
<i>Sonoma</i>	
<i>Windsor</i>	
Redevelopment Area	Planned
<i>Sonoma County Unincorporated</i>	
<i>8th Street East Industrial Area</i>	<i>Growth Opportunity Area</i>
<i>Airport/Larkfield Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>Penngrove Urban Service Area</i>	<i>Growth Opportunity Area</i>
<i>The Springs</i>	<i>Growth Opportunity Area</i>

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\Block Grant\[Distribution Options.xls]Distrib Overview
 Provided by ABAG 6/6/2011

ITEM 8

**RECEIVE PRE-PROJECT BRIEFING ON STATE ROUTE
239/BRENTWOOD-TRACY EXPRESSWAY PLANNING PROJECT AND
PROVIDE COMMENT/DIRECTION TO STAFF AS APPROPRIATE:**

ITEM 9
RECEIVE REPORT ON SAN JOAQUIN RAIL CORRIDOR
ENVIRONMENTAL IMPACT STUDY AND PROVIDE
COMMENT/DIRECTION TO STAFF AS APPROPRIATE



 Amtrak California™

The San Joaquin Corridor Environmental Impact Study

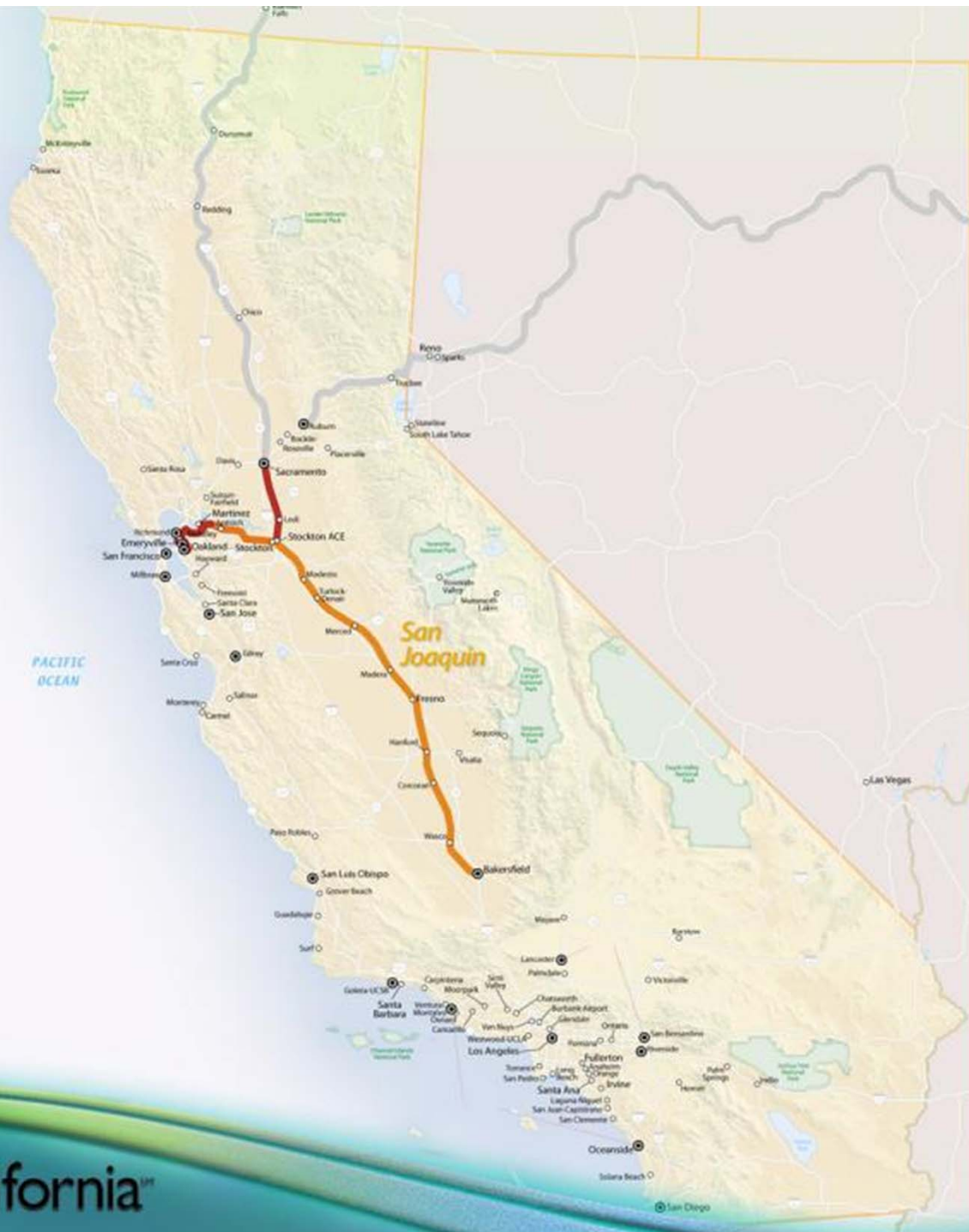
by Caltrans Division of Rail

Prepared by Tom Dodson & Associates and
J.L. Patterson & Associates, Inc.



San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- **What does the future hold for the San Joaquin Valley Rail Corridor (Corridor) Intercity Passenger Rail Operations**
- **San Joaquin Corridor Strategic Plan**
- **Environmental documentation to examine the next 25 years of Corridor Amtrak passenger rail operation scenarios**



San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- Define such scenarios at sufficient level of detail to compile a CEQA/NEPA Program EIR/EIS
- Program Objective: Identify a range of and select a preferred alternative operating scenario for implementation over the 25-year (2011 – 2035) planning period

San Joaquin Valley Corridor Future Amtrak Intercity Passenger Rail Operations

- Use a Program EIR/EIS as the basis for CEQA/NEPA compliance and to lay the foundation to acquire state and federal funding for future “shovel ready” rail infrastructure improvement projects.

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Anticipated Process**
 - Define alternatives in sufficient detail to permit environmental evaluation
 - Conduct scoping process with all stakeholders and interested public
 - Make presentations to community elected officials and planning
 - Professionals and interested community organizations

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- Assemble input from outreach/scoping process, select final alternatives; prepare the EIR/EIS
- Distribute EIR/EIS for public review and comment
- Collect comments on the EIR/EIS from stakeholders and public
- Finalize the EIR/EIS for certification/approval
- Use documentation to support acquisition of funding for preferred alternative corridor infrastructure improvements

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Summary**
 - **Current number of passenger trains operating on the San Joaquin Corridor is 12 trains per day**
 - **In 2035 a total of 22 operating trains are proposed to operate along the San Joaquin Corridor**
 - **Speed of trains is proposed to be raised from the current 79 mph to 90 mph**

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- **Proposed infrastructure enhancement required to support 2035 operations forecast**
 - **188.5 miles of double track from Bakersfield to Port Chicago and supporting systems (signals)**
 - **22.11 miles of additional track (double and triple track) from Port Chicago to Oakland**
 - **Between 35.2 and 40.6 miles of double track from Stockton to Sacramento (depends on alignment selected)**
 - **New rolling stock – replacement equipment and equipment for new trains**

San Joaquin Valley Rail Corridor Future Amtrak Intercity Passenger Rail Operations

- New track alignment in Sacramento – Connect to existing station
- Sacramento Amtrak Maintenance Facility
- New Stockton station or remodeled existing station
- Merced layover facility
- Fresno layover facility