



Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

SB 375/SCS Implementation Update

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

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

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

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

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

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

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



Planning Committee **STAFF REPORT**

Meeting Date: September 5, 2012

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

**Changes from
Committee**

Background

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

OneBayArea Grant Program

Contra Costa Allocations (\$million)

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

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

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

Attachment A

Implementing the OneBayArea Grant Program

September 5, 2012

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

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

OneBayArea Grant Program

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

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

Funding Sources and Eligible Projects

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

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

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

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

Fund Sources and Program Eligibility

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

Proposed Approach to the OBAG Program

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

FUNDING FOR CMA PLANNING

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

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

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

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

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

CYCLE 1 COMMITMENTS FOR LOCAL STREET PRESERVATION

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

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

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

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

ALLOCATING THE REMAINING OBAG FUNDING

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

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

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

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

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

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

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

PREPARING THE PDA STRATEGY AND ALLOCATING OBAG AND SR2S FUNDS

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

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

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

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

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

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

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

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

PUBLIC OUTREACH

MTC Requirements

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

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

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

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

Proposed Approach to Public Outreach

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

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

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

Overall

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

General Public

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

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

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

Community-Based Organizations and Other Stakeholders

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

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

RTPCs

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

Local Agencies

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

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

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

Schedule

September 2012	Approve approach, begin survey of PDAs and project needs
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	Establish OBAG/PDA working group
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	Establish OBAG web pages
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November	Hold public workshops
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December	Authority reviews survey of PDA needs and issues
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January 2013	Prepare draft PDA and OBAG Strategy
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February	Adopt PDA and OBAG Strategy
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	Release call for projects
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April-May	Review applications received
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June	Approve programming of OBAG and SR2S funds
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Attachment B

Estimated Budget Required for New CMA Planning Responsibilities

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

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

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

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

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

ATTACHMENT C

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

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

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

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

ATTACHMENT D

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

As of 1 June 2012

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

The definitions of terms used are:

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

Attachment E

Preliminary Draft Outline

Contra Costa PDA Investment and Growth Strategy

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

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

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

4. PDA Strategy

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