

8. TRANSPAC CCTA Representative Reports: Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA Meetings (Members Pierce and Durant)

Attachments:

- Items approved by the Authority on February 15, 2012, for circulation to the Regional Transportation Planning Committees and Items of Interest; February 15, 2012 CCTA Executive Director's Report; January 18, 2012 CCTA meeting minutes

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MEMORANDUM

To: Barbara Neustadter, TRANSPAC
 Andy Dillard, SWAT, TVTC
 John Cunningham, TRANSPLAN
 Christina Atienza, WCGTAC
 Richard Yee, LPMC
 From: *Randell H. Iwasaki*
 Randell H. Iwasaki, Executive Director

Date: February 16, 2012

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

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

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

The attached staff report provides an overview of each bill. Further details will be available in March.

2. **Comments on Metropolitan Transportation Commission's (MTC) Proposed OneBayArea Grant.** MTC has prepared a proposed approach for allocating expected federal funds from the Surface Transportation (STP) and Congestion

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

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



Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: February 2, 2012

Subject	Legislation.
Summary of Issues	<p>Staff provided information to the APC concerning:</p> <ol style="list-style-type: none"> (1) Release of draft HR-7, the House of Representatives Transportation and Infrastructure Committee's surface transportation reauthorization bill; (2) AB 1532 California's 'cap and trade' program; (3) AB 741 (Monning) -- addition of health issues and health equity component to RTPs; (4) SB 95 -- continuous transfers of transportation funds to HUTA in delayed budget years; (5) AB 57 (Beall) -- potential amendments to MTC regional governance bill.
Recommendations	<p>APC took no action on these items at its February 2 meeting. Staff will provide further detail to the committee in March and recommend committee action at that time.</p>
Financial Implications	<p>Potential implications indicated below.</p>
Attachments	<p>None.</p>
Changes from Committee	<p>None.</p>

Background

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

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

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

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

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

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

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



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February 15, 2012

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
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Subject: Comments on the Proposed OneBayArea Grant Program

Dear Mr. Heminger:

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

On the positive side, the proposal would:

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

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

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

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

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

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

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

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

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

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

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

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Does Not Exempt Local Roadway Maintenance Funds and Earlier Authority Commitments

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

Does Not Loosen Limitations on Where Bicycle Improvements Can be Funded

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

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

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

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

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

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Proposal Would Require CMAs to Develop a "PDA growth strategy"

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

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

Could Overburden BPACs

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

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

Sincerely,



Randell H. Iwasaki
Executive Director

cc: CMA Chairs and Directors
Ezra Rapport, ABAG

File: 20.21.06



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February 15, 2012

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

Dear Ms. Tisser and Mr. Luce:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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attached letters received from our jurisdictions.

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

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

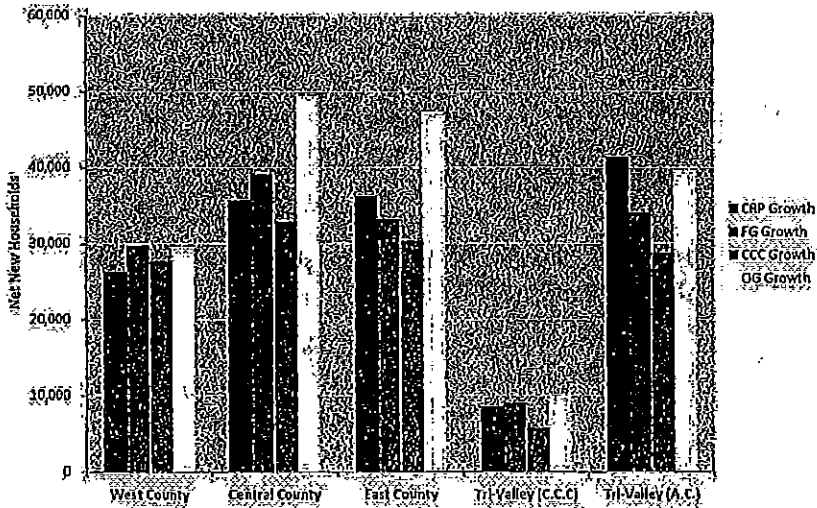
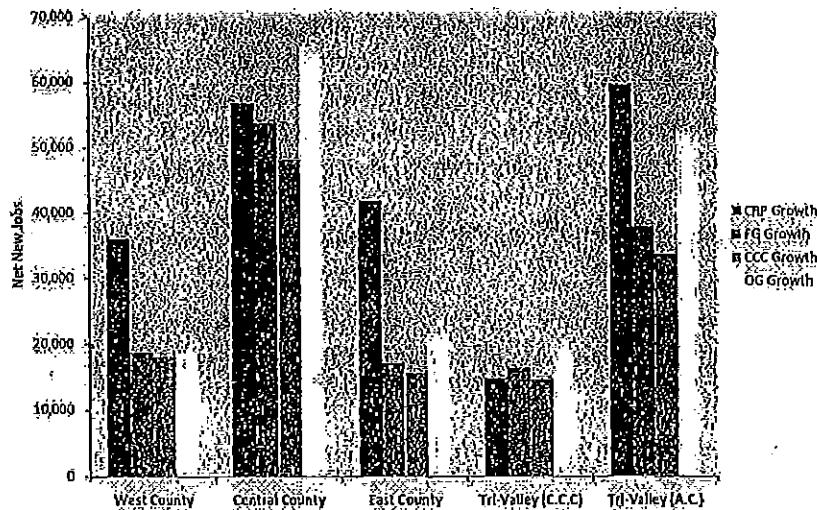


Figure 2. Subregional Job Growth 2010-2040 by SCS Scenario



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

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

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

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

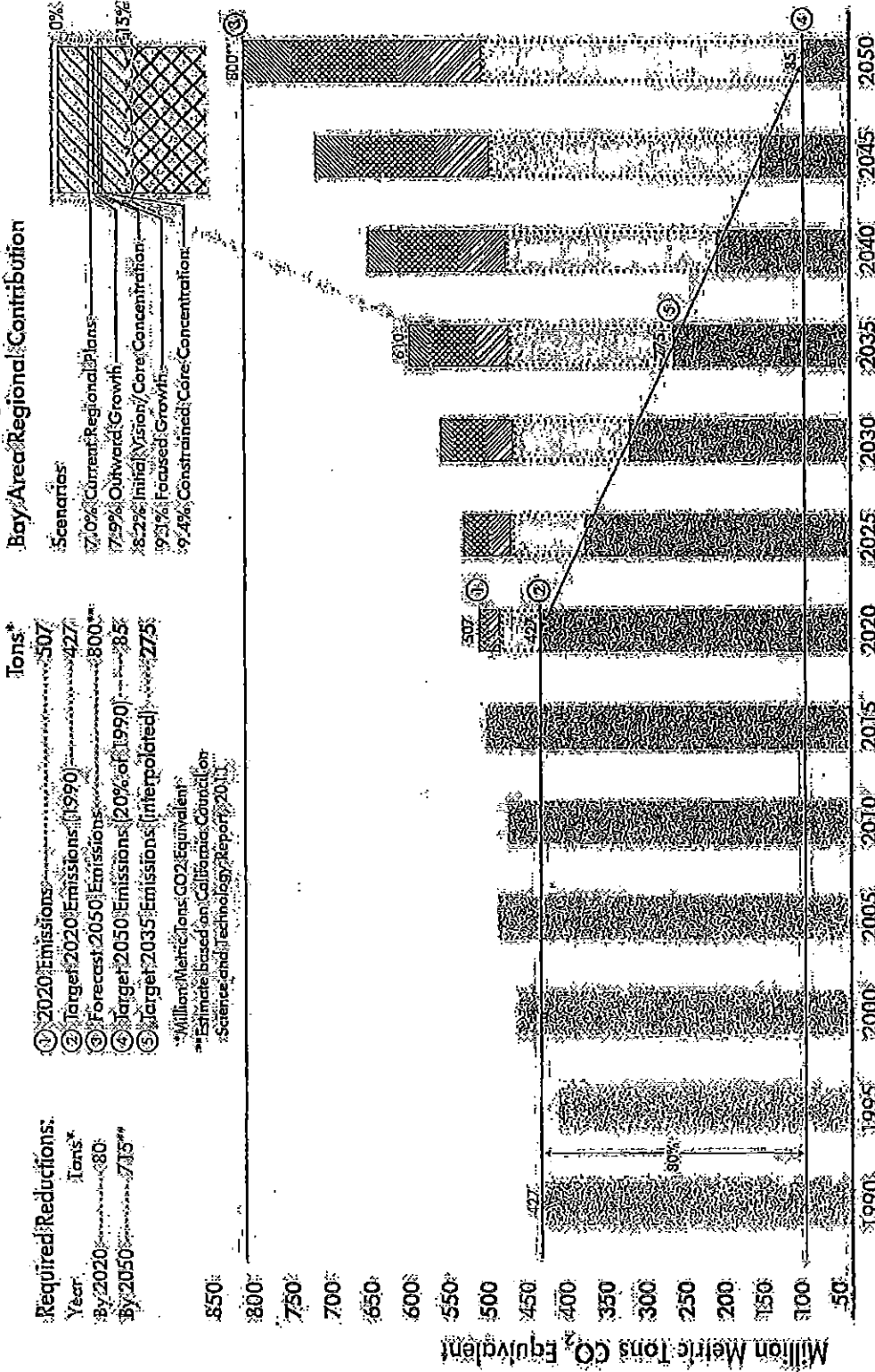
During this time, the SB 375 target is to reduce carbon dioxide emissions to 85 million equivalent metric tons per year (tons) by the year 2050, a more than 80 percent reduction. By the year 2020, to return emissions to the 1990 level of 427 tons, forecast emissions of 507 tons have to be reduced by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

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

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

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



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

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

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

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

Restore Jobs to the East and West Subareas

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

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

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

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

Match Central County Housing Growth with Available Capacity

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

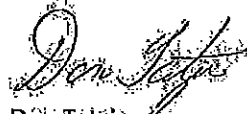
Include a More Realistic Jobs, Population, and Housing Forecast

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

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

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

Sincerely,



Don Tatzin
Chair

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

File: 13.03.08.06
Attachments

Table 1. West County Household Forecasts

HOUSEHOLDS				
Scenario	2010	Growth 2010-2040	2040 Total	
0. Current Regional Plans	88,549	29,744	118,293	
1. Focused Growth	88,549	27,753	116,302	
2. Core Concentration Constrained	88,549	29,651	118,200	
3. Outward Growth	88,549	29,651	118,200	

*2010 Base Normalized to 2010 Census

Table 2. West County Job Forecasts

JOBS				
Scenario	2010	Growth 2010-2040	2040 Total	
0. Current Regional Plans	62,590	18,775	81,365	
1. Focused Growth	62,590	18,087	80,677	
2. Core Concentration Constrained	62,590	18,914	81,504	
3. Outward Growth	62,590	18,914	81,504	

*2010 Base Normalized to Alternative Scenarios

Table 3: Central County Household Forecasts (includes Lamorinda)

Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans	146,020	85,764	181,777
3. Focused Growth	146,020	39,185	185,205
4. Core Concentration Constrained	146,020	32,220	178,979
5. Outward Growth	146,020	49,392	195,412

*2010 Base Normalized to 2010 Census

Table 4: Central County Job Forecasts (includes Lamorinda)

Scenario	2010	Growth 2010-2040	2040 Total
0. Current Regional Plans	176,455	56,275	230,808
3. Focused Growth	176,455	45,376	230,224
4. Core Concentration Constrained	176,455	46,122	224,577
5. Outward Growth	176,455	65,632	242,087

*2010 Base Normalized to Alternative Scenarios

Table 5. East County Household Forecasts

HOUSEHOLDS				
Scenario	2010	Growth 2010-2040	2040 Total	
0. Current Regional Plans	102,962	33,286	136,248	
3. Focused Growth	102,962	33,175	136,137	
4. Core Concentration Constrained	102,962	30,900	133,862	
5. Outward Growth	102,962	47,355	150,317	

*2010 Base Normalized to 2010 Census

Table 6. East County Jobs Forecasts

JOBS				
Scenario	2010	Growth 2010-2040	2040 Total	
0. Current Regional Plans	55,943	21,700	77,643	
3. Focused Growth	55,943	17,100	73,043	
4. Core Concentration Constrained	55,943	15,560	71,503	
5. Outward Growth	55,943	21,757	77,700	

*2010 Base Normalized to Alternative Scenarios

Table 7. In Valley - Contra Costa Household Forecasts

Scenario	2010	Growth 2010-2040	2040 Total
0% Outward Regional Plans	37,833	9,071	46,904
3% Focused Growth	37,833	9,071	46,904
4% Core Concentration Constrained	37,833	10,155	47,988
5% Outward Growth	37,833	10,155	47,988

*2010 Base Normalized to 2010 Census

Table 8. In Valley - Contra Costa Job Forecasts

Scenario	2010	Growth 2010-2040	2040 Total
0% Outward Regional Plans	57,882	16,344	74,226
3% Focused Growth	57,882	16,344	74,226
4% Core Concentration Constrained	57,882	20,001	77,883
5% Outward Growth	57,882	20,001	77,883

*2010 Base Normalized to Alternative Scenarios

Table 9: TriValley - Alameda Household Forecasts

HOUSEHOLDS				
Scenario	2010	Growth 2010-2040	2040 Total	
0 Current Regional Plans	74,031	34,060	108,091	
3 Focused Growth	74,031	34,060	108,091	
4 Core Concentration Constrained	74,031	39,594	113,625	
5 Outward Growth	74,031	39,594	113,625	

*2010 Base Normalized to 2010 Census

Table 10: TriValley - Alameda Job Forecasts

JOBS				
Scenario	2010	Growth 2010-2040	2040 Total	
0 Current Regional Plans	119,678	59,727	179,405	
3 Focused Growth	119,678	37,941	157,619	
4 Core Concentration Constrained	119,678	55,811	175,489	
5 Outward Growth	119,678	52,336	172,014	

*2010 Base Normalized to Alternative Scenarios

Table 11: In Valley - Total (CCC & AC) Household Forecasts

HOUSEHOLDS			
Scenario	2010	Growth 2010-2040	2040 Total
0. General Regional Plans	108,864	43,991	152,855
3. Focused Growth	108,864	43,131	151,995
4. Core Concentration/Constrained	108,864	44,244	153,108
5. Outward Growth	108,864	49,749	158,613

*2010 Base Normalized to 2010 Census

Table 12: In Valley - Total (CCC & AC) Job Forecasts

JOBS			
Scenario	2010	Growth 2010-2040	2040 Total
0. General Regional Plans	177,560	74,561	252,121
3. Focused Growth	177,560	54,285	231,845
4. Core Concentration/Constrained	177,560	69,244	246,804
5. Outward Growth	177,560	72,937	250,497

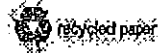
*2010 Base Normalized to Alternative Scenario

Comments Received from Local Jurisdictions on the
SCS Alternative Scenarios

County	Date of Comment	City/Town	Method	Comments
City of Antioch	1/26/2012	Jina Wehrmeister, Community Development Director	Letter	City Council to review scenarios 2/14/12, feedback to follow (per Debbie Hill)
City of Brentwood	Pending			
City of Clayton	Pending			
City of Concord	Pending			
Town of Danville	2/14/2012	Caridace J. Kay Andersen, Mayor	Letter	City Council to review scenarios 3/6/12, feedback to follow (per Carol Johnson)
City of El Cerrito				
City of Hercules				
City of Lafayette				
City of Martinez	11/5/2012	Carol Federnighi, Mayor	Letter	Informal comments transmitted to ABAG via email
Town of Moraga				
City of Oakley	12/31/2012	Bryan Montgomery, City Manager	Letter	
City of Orinda	2/7/2012	Steve Glazer, Mayor	Letter	
City of Pinole	1/18/2012	Peter Murray, Mayor	Letter	
City of Pittsburg				
City of Pleasant Hill (1)	12/20/2011	Greg Fox, City Planner	Letter	2 letters submitted
City of Pleasant Hill (2)	11/30/2012	Juni Catalano, City Manager	Letter	2 letters submitted
City of Richmond				
City of San Pablo	1/24/2012	Cecilia Valdez, Mayor	Letter	
City of San Ramon				
City of Walnut Creek				
Contra Costa County				Comments transmitted via ABAG's survey

12/16/2012

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City of Pleasant Hill

December 20, 2011

Kenneth Kirkey, Planning Director
 Association of Bay Area Governments
 Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94604

SUBJECT: Priority Development Area Modification - Diablo Valley College Bus Transit Center and Buskirk Avenue Corridor, Pleasant Hill, CA

Dear Mr. Kirkey:

The City has recently concluded a review of the boundaries of its two existing Priority Development Areas (PDA's) located at the Diablo Valley College Bus Transit Center and within the Buskirk Avenue Corridor. The purpose of conducting this review was to ensure that the PDA boundaries more accurately reflect, and take into consideration, existing adopted City land use and planning maps and documents, including, but not limited to the General Plan Land Use Map, Zoning Map, applicable specific plan boundaries, redevelopment project area boundaries, Housing Opportunity sites, as well as, right-of-way and parcel boundaries. The revised boundaries also exclude existing single family residential neighborhoods that are not contemplated to transition to other uses during the planning period. The PDA boundaries originally established in 2007 were conceptual in nature and, as a result, should not be relied on for SCS scenario planning and/or related employment and household growth projections. Please provide the attached revised PDA boundary maps to the appropriate staff in your organization so that they can be referenced as the SCS process goes forward. Please also note that the City continues to be concerned that the projections for household and employment growth being made by the SCS team substantially exceed the amount of growth the City anticipates will occur as envisioned in our General Plan and based on constraints noted in our May 17, 2011 correspondence (attached) commenting on the Initial Vision Scenario.

Further information regarding the PDA boundary revisions is included in the attached applications which we are providing to you in the event that they are needed for your records. Also please note that the overall vision and place type for both PDA areas are unchanged from when both were first designated as PDA's.

The revised PDA boundaries have been reviewed and approved by both our Planning Commission and our City Council (see attached resolutions and exhibits).

December 20, 2011

Page 2

If you have any questions please contact me at (925) 671-5218 or through email at gfuz@ci.pleasant-hill.ca.us.

Sincerely,

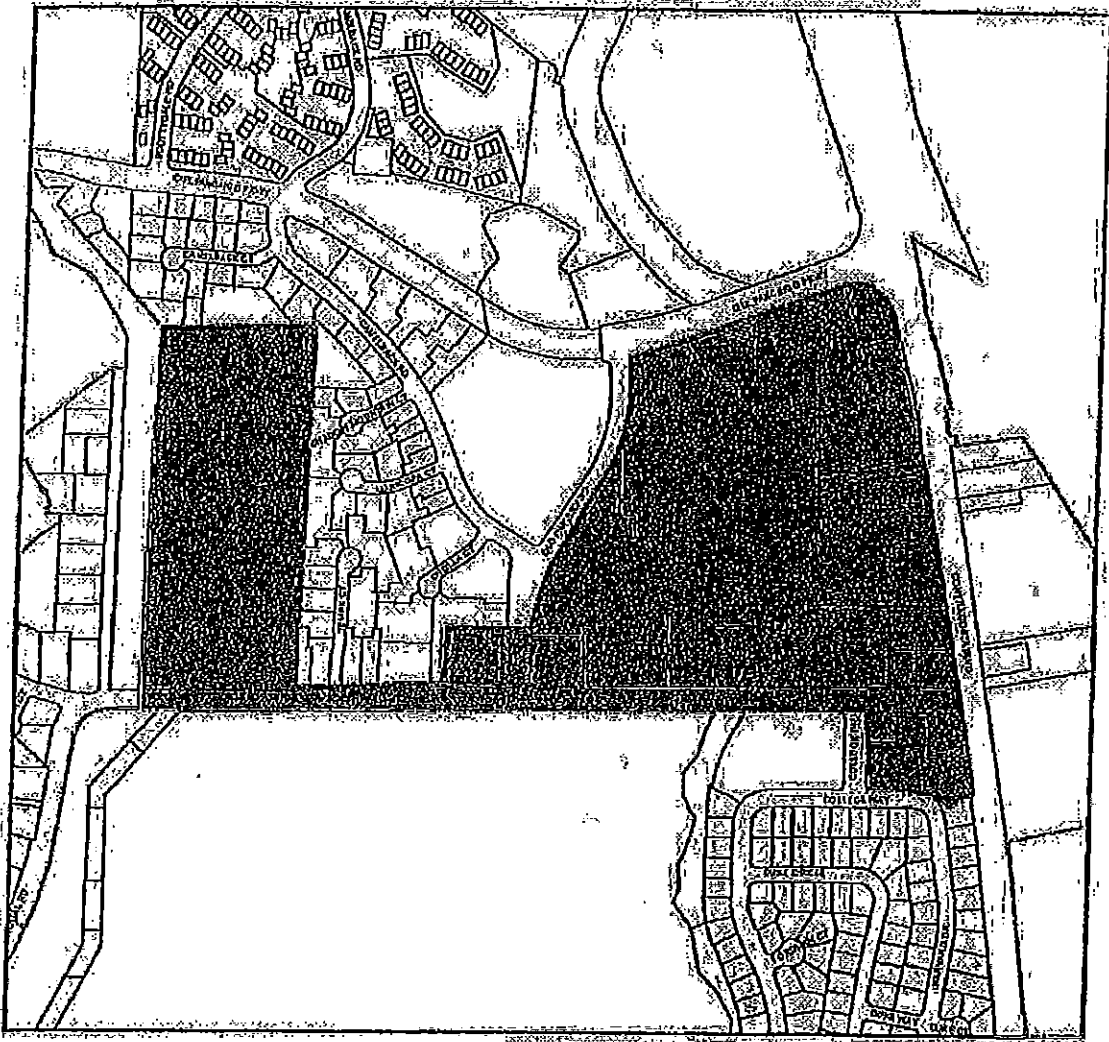


Greg Fuz
City Planner

Attachments:

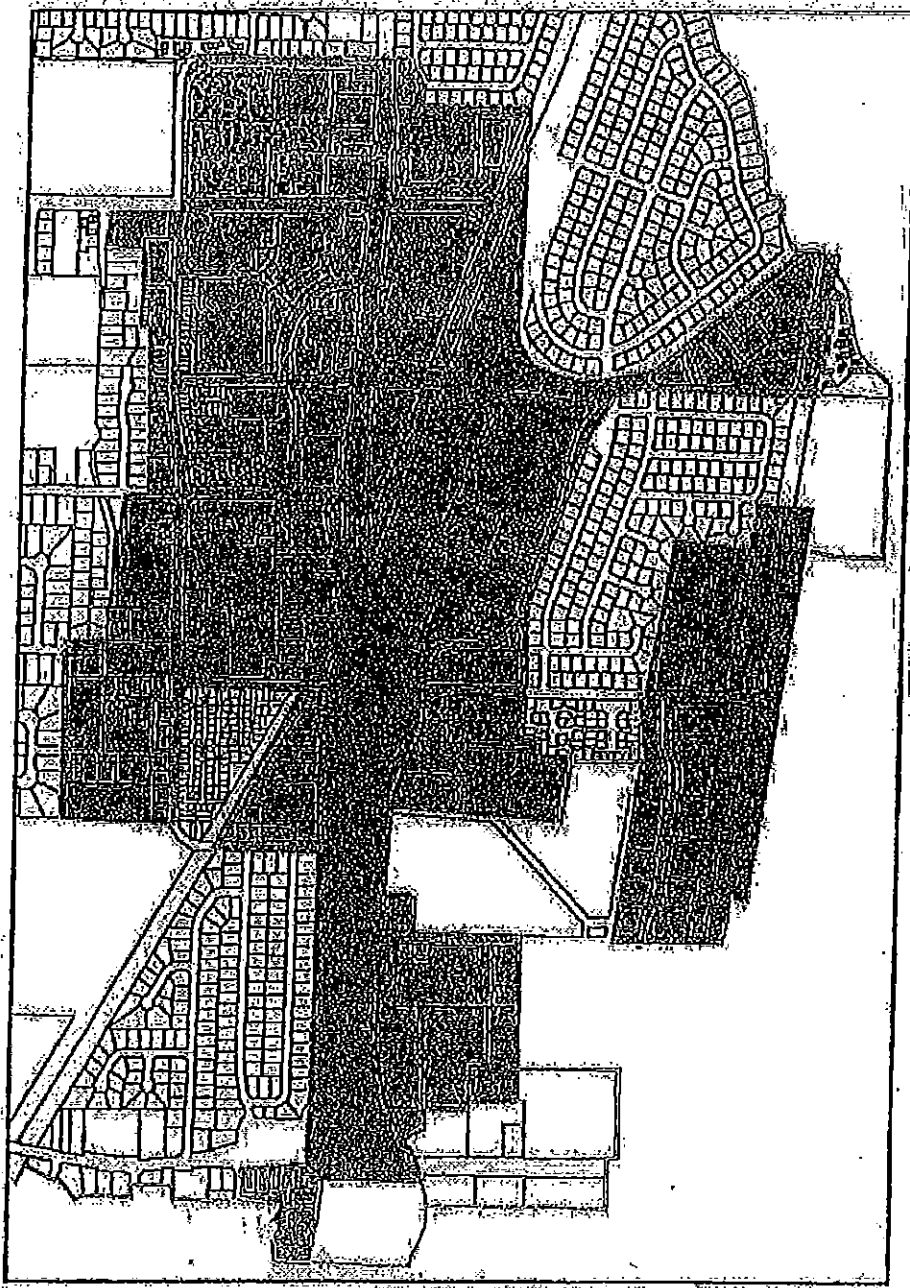
- A. Letter from the City of Pleasant Hill Mayor to the ABAG, MTC and BAAQMD, dated May 17, 2011
- B. City Council Resolutions of Support for PDA Modifications, including Proposed Modified Priority Development Area boundaries (both PDA's)
- C. Planning Commission Resolutions of Support for PDA Modifications (both PDA's)
- D. Amended FOCUS Priority Development Area Applications (both PDA's)

CC: City Council
Planning Commission
City Manager
City Attorney
City Engineer
File

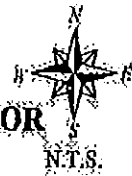


**PRIORITY DEVELOPMENT AREA
PROPOSED MODIFICATION
DIABLO VALLEY COLLEGE BUS TRANSIT CENTER**





**PRIORITY DEVELOPMENT AREA
PROPOSED MODIFICATION
BUSKIRK AVENUE-MONUMENT BOULEVARD CORRIDOR**





CITY OF PINOLE

2181 Pear Street
Pinole, CA 94664

Tel: (510) 724-8912
Fax: (510) 724-4921

January 18, 2012

Mr. Mark Green, Chair
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607-4766
Via Email: markg@unioncity.org

Ms. Adrienne J. Tessler, Chair
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street Oakland, CA 94607-4770
Via Email: atessler@co.sanmateo.ca.us

RE: Sustainable Communities Strategy - Alternative Land Use Scenarios

Dear Mr. Green and Ms. Tessler,

Thank you for providing the Sustainable Communities Strategy land use alternative scenario information for our consideration and input. The City has reviewed the alternative scenarios and underlying assumptions and compared the 30-year forecasts to our recently updated General Plan and Three Corridors Specific Plan.

Our specific plan applies to portions of the City (San Pablo Avenue, Pinole Valley Road, and Appian Way) that the City has prioritized for development. The City was mindful of SB375 requirements when establishing the policy direction and development standards to support sustainability and GHG reduction over time within our land use planning documents. We utilized property owner input and parcel specific analysis to determine dwelling unit potential and assess market demand for job-generating land uses. We allowed for greater development intensification and adopted a variety of mixed use designations to provide flexibility to respond to changing market conditions. We also included extensive policy support for encouraging the evolution of a multi-modal transportation system including greater transit ridership. This policy direction depends on future regional funding to support more efficient transit service within Pinole including the extension of new passenger service travel modes to northwest Contra Costa County to relieve Interstate 80 congestion over time.

This letter follows prior City staff feedback to ABAG staff over the past two years including comments on the Initial Vision Scenario last May. We are pleased that ABAG and MTC have prepared alternatives to the Initial Vision Scenario to provide a more realistic distribution of housing units based on proximity to existing transit. We believe the Core Concentration scenario which more closely links housing growth to frequent transit service is a more realistic approach than was used in the Initial Vision scenario. We also support allocating at least 70 percent of planned housing production within PDAs that are closest to major downtowns and along key transit corridors where viable alternatives to auto use now exist.

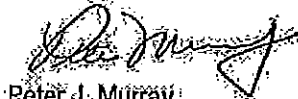
Due to our financial capacity and current transit service levels, we believe enhanced transit investment within Pinole is needed to support the transit-oriented higher densities of over 30 dwelling units per acre planned within portions of Pinole. This may not be feasible within the preferred SCS alternative. Additionally, the land assembly challenges associated with small properties under separate ownership and local socio-economic conditions, including school quality, hinder likely housing growth within Pinole. Consequently, we believe a maximum of 17% household growth or approximately 1,100 housing units should be utilized for Pinole in the preferred SCS alternative.

Through the City's recent planning effort, the City increased its employment development potential by intensifying allowable non-residential development along the Specific Plan Corridors in Pinole. As part of the review of the SCS job growth alternative assumptions, the City evaluated existing employment densities and the economic forecasts utilized to prepare the Specific Plan. Based on this information, the City anticipates job growth of approximately 16% or 1,000 jobs during the SCS planning period. The City also supports the employment growth assumption that at least 50 percent of job growth should be expected to occur in the region's 10 largest cities and the remaining 50 percent should be planned primarily for PDAs closest to key transit corridors.

We appreciate this opportunity to provide initial feedback on the detailed SCS alternatives. During the coming weeks, City staff will provide further information.

We look forward to working with you during the SCS and RTP preparation process.

Sincerely,



Peter J. Murray
Mayor

cc: Ken Kirkey, ABAG Planning Director
Sailaja Kurella, Regional Planner
Martin Engelman, CCTA
Christina Attenza, WCCTAG
Project File

ADMINISTRATION

City Council

January 24, 2012



Ms. Sallaja Kurella, Regional Planner
 Association of Bay Area Governments
 101 Eighth Street
 Oakland, CA 94607-4756

Subject: Comments on the "Alternative Scenarios"

Dear Ms. Kurella,

This letter is in response to the recent release of the Technical Analysis on the five proposed Alternative Scenarios by MTC/ABAG to develop a Sustainable Communities Strategy (SCS). As an unconstrained scenario, the City of San Pablo recognizes that many of the assumptions in the first scenario, the Initial Vision Scenario (IVS), would have to change in order for the SCS to be an effective and realistic tool toward meeting the greenhouse gas reduction goals established by AB 32 and SB375.

We preface our comments by acknowledging that the purpose of the IVS was to initiate a discussion about a consensus-oriented regional approach to steering long-term sustainable growth and to thereby explore a potential regional sustainable growth scenario where development of two of the most vital ingredients to a sustainable Bay Area — housing production and transit service — was unconstrained.

The report released in December of 2011 defines and analyzes the five Alternative Scenarios (one of which is the Initial Vision Scenario itself); and offers four additional Alternatives to meet the goals of the SCS. The City of San Pablo has formed a City Council Ad-Hoc Subcommittee that has been selected to review and provide feedback on the development of the SCS. Below are our comments on each of the proposed scenarios:

Ms. Sallaja Kurella
 Association of Bay Area Governments
 January 24, 2012
 Page 2

Scenario 1 (The Initial Vision Scenario) and Scenario 2 (Core Concentration Scenario):

Based on the Technical Analysis released in December, both of these scenarios are based on unconstrained growth; assume very strong employment growth, and unprecedented funding to support housing affordability. Scenario 1, the Initial Vision Scenario which was released in March 2011, was discussed at our City Council in May of 2011. At that time it was concluded that this unconstrained scenario would be unattainable given the lack of resources and economic support. Scenario 2, Core Concentration, which is also an unconstrained scenario, faces the same challenges as Scenario 1 as far as the need for unprecedented funding. The difference between the two being that Scenario 2 would be developed to provide a more concentrated development pattern along transit corridors. These two scenarios continue to be unattainable and inconsistent with local planning efforts as far as the number of Households that would be allocated to San Pablo.

Scenario 3 (The focused Growth Scenario) and Scenario 4 (Constrained Core Concentration):

Both of these scenarios concentrate housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network and job centers: San Francisco, Oakland, San Jose. These two scenarios assume the same total number of Households for San Pablo of 11,108. In the past year, the City of San Pablo has conducted extensive public outreach in efforts to inform a New General Plan for the City and a new Specific Plan for San Pablo Avenue that focuses on Transit Oriented Development and developing a complete community. Local efforts have resulted in the creation of new General Plan designations and densities. To this effect the maximum build out for San Pablo is to accommodate a total of 10,620 households and both Scenario's 3 and 4 would undermine this local planning effort.

Scenario 5 (Outer Bay Area Growth Scenario):

This scenario addresses higher levels of growth in the Outer Bay Area and is closer to previous development and the local planning efforts of jurisdictions in the past years, but with lower rates of job dispersal. Regional Centers and large City Centers grow but slower than other Place Types, while Suburban Centers and office parks outside of PDAs continue to grow at higher rates than the regional average. This scenario also assumes more growth of households in what is considered the Outer Bay Area, while allowing for greater growth along PDA's. For San Pablo this is the alternative that makes the most sense. This scenario assumes the number of households would be at 10,620, in line with our recently adopted General Plan, and it also increases the number of jobs in our

Ms. Sallara Kurella
Association of Bay Area Governments
January 24, 2012
Page 3

City to 10,618 - practically a 1:1 ratio between households and jobs. The jobs would be strategically centered along the PDA's in San Pablo (San Pablo Avenue; and 23rd Street). This option is consistent with our local planning efforts and encourages a healthy balance of households to jobs that would be of great benefit to our community and will result in a reduction in Vehicle Miles Traveled by our residents to jobs outside of our City, and hence a reduction in greenhouse gases, as required by SB375 and AB32.

We look forward to continuing to work with you through this very important planning process. We are also very interested in learning how the recent State Supreme Court ruling on Assembly Bill x1 26 and Assembly Bill x1 27 will affect the development of the SCS and future funding for PDA's.

We would also like to assert that the City of San Pablo is committed to participating in the SCS process and we would be more than willing to discuss any practical and achievable local land use planning efforts that meet the needs and maintain the character of our City and work to address the goals of AB32 and SB375. We realize that no one scenario is going to fit perfectly the needs of every jurisdiction. Please feel free to contact Tina Gallegos, City Planner if you have any additional questions or would like to schedule a follow up meeting. We look forward to continuing to work with you through this very important planning process.

Sincerely,


Cecilia Valdez
Mayor of the City of San Pablo

cc: San Pablo City Council
City Manager



January 26, 2012

Ms. Adrienne J. Tisser, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Mr. Mark Luce, President
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607

Re: **Comments on the Sustainable Communities Strategy
Alternative Land Use Scenarios**

Dear Ms. Tisser and Mr. Green:

Thank you for the opportunity to comment on the Sustainable Communities Strategy - Alternative Land Use Scenarios. The Alternative Land Use Scenarios, along with comments received, will be used to develop the preferred scenario and the Sustainable Communities Strategy (SCS) required by SB 375. The overarching goal of SB 375 and the SCS is to reduce greenhouse gas emissions by integrating transportation and land use planning.

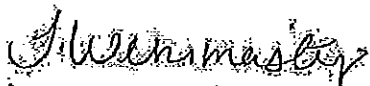
As an additional means of reducing greenhouse gas emissions, the City has previously stated that it would support a SCS that shows future job growth in areas that are already "housing rich" which will reduce commute times. It is therefore disappointing to see that all scenarios do not project the amount of jobs that Antioch is hoping to attract in the future. In particular, I would like to call your attention to the Hillcrest e-BART Station PDA. The City has prepared a specific plan for this area which calls for transit oriented development that will be a job center as well as contain high density residential development. The specific plan projects 5,600 jobs in this PDA alone while the SCS Alternative Land Use Scenarios project 321 jobs at best and 155 jobs at worst. This discrepancy skews the job projections for the entirety of the City.

The City recognizes that focusing future housing density near transit hubs is an important way to reduce greenhouse gas emissions as the region grows. Therefore, Antioch would support the Focused Growth Scenario which emphasizes housing along major transit corridors with the caveat that all scenarios are flawed in projecting future jobs as discussed above.

Comments on the Sustainable Communities Strategy --
Alternative Land Use Scenarios
January 26, 2012
Page 2

Again, thank you for the opportunity to comment on the Alternative Land Use Scenarios. I am available to discuss the City's position with ABAG and MTC staff and can be reached at 925.779.7038 or twehrmeister@clantioch.ca.us.

Sincerely,



Tina Wehrmeister,
Community Development Director

cc: City Council
Planning Commission
Jim Jakel, City Manager
Mindy Gentry, Senior Planner
Ezra Rapport, ABAG
Ken Kirkey, ABAG
Steve Heminger, MTC
Doug Kimsey, MTC



City Council

Carol Federicht, Mayor
 Mike Anderson, Vice Mayor
 Brandt Anderson, Council Member
 Carl Andari, Council Member
 Don Jahn, Council Member

January 31, 2012

Ms. Adrienne J. Tisser, Chair
 Metropolitan Transportation Commission
 Joseph P. Bort Metrocenter
 101 Eighth Street
 Oakland, CA 94607-4770

Mr. Mark Luce, President
 Association of Bay Area Governments
 P.O. Box 2050
 Oakland, CA 94607-4756

Subject: Response to the Alternative Scenarios for the Sustainable Communities Strategy.

Dear Chair Tisser and President Luce:

Thank you for the opportunity to submit the City of Lafayette's comments on the Alternative Scenarios for the Sustainable Communities Strategy (SCS). We appreciate ABAG's and MTC's continued efforts to develop the process and products to comply with SB 575. Developing the SCS for the Bay Area, with its economic, social, and environmental diversity, is a significant challenge for all of us. Therefore, we want to first thank ABAG and MTC staff for addressing some of the City's concerns with the Initial Vision Scenario.

The City's comments on the Alternative Scenarios are in two parts – general and comments specific to Lafayette.

General Comments

- The presentation of the Scenarios continues to be overly complicated and academic. There is too much emphasis on methodology and data-crunching rather than summarizing the presentation into a simple statement describing a practical plan. This plan should be based on historic trends in regional and local growth and established local land use policies, which should drive more reasonable expectations about future growth.
- The Scenarios remain unrealistic from a common sense perspective. While it is possible projected growth could be accommodated physically, it is highly unlikely Bay Area growth will attain the levels projected considering the historic trends, shrinking availability of funding, and environmental constraints. We agree with the findings of Palo Alto's Councilmember Greg Schmid. As an economist, he surveyed a variety of growth projections made before 2005, including ones from UC Berkeley, UCLA, and the California Department of Finance, to be far too optimistic about growth rates. Councilmember Schmid cited a report from the Public Policy Institute of California that

City of Lafayette
 Response to the Alternative Scenarios for the Sustainable Communities Strategy
 January 31, 2012
 Page 2 of 4

included population projects of all key demographic forecasters. The consensus forecast from this group was 40 percent higher than the actual outcome.

- * The Scenarios are based on the anticipation of an improving economy and assume an overly optimistic rate of job growth inconsistent with historical experience of job growth even during periods of economic growth. Job growth in the Bay Area at times has been lower than the national rate. Studies show that parts of the Bay Area, such as Silicon Valley, will probably recover sooner. However, other areas, such as those with depressed housing markets, will not recover as quickly. The annual forecast of new jobs might occur during portions of the forecast period, but it is highly unlikely to occur throughout the period. This is important since the jobs forecast influences both population and household growth and the need for new housing. The forecast also affects the production of the greenhouse gases (GHG).
- * The increased emphasis on jobs in the Alternative Scenarios over the Initial Vision raises the question of what happens if a city or county cannot provide sufficient development to accommodate both projected jobs and housing.
- * Redevelopment has been the major tool in producing affordable housing and public infrastructure improvements and in promoting economic development. This tool is no longer available, making the Scenarios even more unrealistic. The scope of the Preferred Scenario must respond to the loss of this funding.
- * While GHG reduction targets can be met in the short-term, they cannot be met in the long-term using any of the Alternative Scenarios. The Scenarios do little better than the Current Regional Plan (CRP) and all rely on additional policy initiatives to meet performance targets. This suggests that the CRP should be established as the baseline Scenario, updated to the 2010 Census, and extended to 2040 so that it is comparable to the other Scenarios. As these other policy initiatives appear to be capable of meeting the GHG targets, the focus should be on making only minor adjustments to the CRP.
- * Identified transportation funding for needed infrastructure to support any of the Alternative Scenarios is - and will continue to be - woefully inadequate.

Comments Specific to Lafayette

- * The growth projected for the downtown in our General Plan and the current version of the draft Downtown Specific Plan (DSP) is consistent with the characteristics and development guidelines for a Transit Town Center. For this reason, any additional development projected for Lafayette's PDA beyond what is projected in our plans is unnecessary.
- * The number of households in the *Focused Growth Scenario* for the city as a whole is consistent with our General Plan projections. For the downtown / PDA, the *Focused Growth* and *Constrained Core*

Concentration Scenarios are the most consistent with the General Plan and DSP. While the City prefers its own General Plan and DSP as incorporated into the CRP, the City supports the *Focused Growth Scenario* for Lafayette's household growth citywide and in the PDA.

- Except for the *Core Concentration Scenario*, the jobs projections are unreasonable. While it is likely there will be increased telecommuting throughout the city in the future, almost all new jobs that are not home-based will occur in the downtown. The downtown cannot accommodate the amount of job growth projected by the other three Alternative Scenarios and meet the housing requirements. Therefore, the City can only support the *Core Concentration Scenario* for job growth; the other scenarios are unrealistic and unacceptable.
- However, as demonstrated through the DSP process, additional growth in Lafayette's downtown, even under the General Plan, will result in substantial traffic impacts. These impacts are even more significant because of projected growth in Moraga. This is growth that is beyond our control, and yet it significantly affects the quality of life in Lafayette every day. There will be other environmental issues as well. It is the goal of both the General Plan and DSP to maintain our downtown character and preservation of our hillsides and existing neighborhoods. Meeting this goal constrains future development. Even achieving the projections in the General Plan ultimately may not be feasible. As listed in our letter commenting on the Initial Vision Scenario last year, these constraints include:
 - Because of our topography and the soil conditions of our hillsides, more intense levels of development are limited to the downtown.
 - The downtown is limited by a lack of parcels available or suitable for redevelopment. The DSP EIR estimated that at most 30 percent of the downtown would redevelop by 2030.
 - Existing traffic Levels of Service in the downtown are already at LOS D at some intersections with two major intersections at LOS F. The DSP EIR shows that under the General Plan buildout scenario more intersections could reach LOS D, E, and F by 2030 and mitigation may not be feasible.
 - A network of creek corridors with significant riparian habitat crisscrosses the downtown.
 - There is a lack of parks in the downtown – only 0.7 acres. This does not come close in meeting our General Plan's standard of 5 acres / 1,000 residents. The DSP proposes three additional parks in the downtown to meet this shortfall, and these park sites would not be available for additional development.
- The Preferred Scenario should not only recognize Lafayette's constraints, but the constraints that exist in every community.

City of Lafayette
Response to the Alternative Scenarios for the Sustainable Communities Strategy
January 31, 2012
Page 4 of 4

As a concluding comment, Lafayette is not alone in having serious concerns about the highly speculative and ultimately unrealistic direction that the SCS appears to be taking and in questioning the possible excessive reliance of SB375 on land development patterns different from existing general plans. It may be time to begin the discussion on how to realistically address climate change in California without burdening already impacted cities and counties.

Thank you again for the opportunity to comment on the Alternative Scenarios. We will continue to be an active participant in the SCS process, and look forward to reviewing the Preferred Scenario with our comments incorporated and the EIR. In the meantime, if you have any questions for the City, please contact Ann Merideth, Special Projects Manager at amerideth@cl.lafayette.ca.us or 925.284.1968.

Sincerely,



Carol Federighi
Mayor

Cc: Sallaja Kurella, ADAG



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Oakley, CA 94561
925 625 7000 (e)
925 625 9859 (ax)
www.ci.oakley.ca.us

January 31, 2012

MAYOR
Kevin Romick

VICE MAYOR
Carol Riós

COUNCIL MEMBERS
Pat Anderson
Randy Pope
Jim Frazier

Steve Heminger, Executive Director
MTC

Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4770

Ezra Rapport, Executive Director
ABAG

Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4770

SUBJECT: Oakley City Council Comments on Sustainable Communities Strategy (SCS) Alternative Scenarios

Dear Mr. Heminger and Mr. Rapport:

On January 24, 2012, the Oakley City Council received a presentation on the Sustainable Communities Strategy (SCS) Alternative Scenarios. The City Council understands the challenges in achieving the benchmarked reduction in greenhouse gas emissions, and the Council appreciates the opportunity to review and comment on the alternatives. The City Council also supports the goals of providing housing and jobs to the Bay Area while reducing greenhouse gas emissions. Since the beginning of the SCS process, back to Projections 2009, Oakley has been providing comments related to inconsistencies with the adopted Oakley General Plan. Although adjustments were made to provide growth projections more closely resembling Oakley's General Plan, none of the alternative scenarios were able to reach those marks.

In regards to the SCS Alternative Scenarios, the Oakley City Council would like to offer the following comments:

- The five alternative scenarios, and especially the three "reasonable planning" alternative scenarios, do not seem realistic in that they fail to recognize some local agencies' planned growth and adopted General Plans.
- None of the alternative scenarios fulfill the Oakley General Plan when it comes to residential build out. The City Council believes housing

January 31, 2012
Comments on SCS Alternative Scenarios
Page 2 of 3

leads to jobs, and east County needs jobs. Also, east County provides housing options that may not be available in denser, urbanized areas. Also, many east County residents are those that prefer single family housing as a lifestyle choice over higher density attached or multi-family housing.

- A risk to undermining the Oakley General Plan residential projections is the potential for Oakley to be unable to compete for funding in transportation and land use, and thereby lose some ability to competitively build a community that will provide housing and jobs to east County residents.
- The recent elimination of Redevelopment Agencies further financially burdens local agencies. An alternative scenario that focuses growth and incentives in areas that do not include Oakley further puts Oakley behind when attempting to redevelop the City and attract jobs.
- While focusing incentives and growth in already developed areas of the Bay Area may achieve some goals of the alternative scenarios, it does not solve one main problem of east Contra Costa County, which is the long and tenuous commutes of many residents to the job centers in central and west County, as well as job hubs in Oakland, San Francisco, and San Jose. By providing funding and new and redevelopment to east County, it will become more attractive to job providers, result in more jobs, and eventually lead to less vehicle miles traveled per capita (a goal of GHG reduction).
- The overall feeling of the Oakley City Council is that the SCS alternative scenarios do not have Oakley's best interests in mind. These alternatives to a regional approach fail to fully consider local agencies' planning processes and long term land use plans, and while it has been stated that the SCS alternatives will not result in a loss of local land use control, it is understood that funding may be more favorably provided to those agencies fulfilling the goals of the adopted SCS. If those goals do not match the goals of a local agency, that agency may not be able to compete for funding, which could be considered a loss of local land use control.

January 31, 2012
Comments on SCS Alternative Scenarios
Page 3 of 3

The City of Oakley City Council hopes these comments will be considered when developing an alternative scenario that looks to achieve the goals of the SCS. Oakley City Council recommends that alternative incentivizes Oakley and east County to continue to develop in a responsible manner so as to reduce vehicle miles traveled per capita and continue to increase the quality of life for its residents.

Sincerely,



Bryan Montgomery
City Manager

cc: Oakley City Council



City of Pleasant Hill

January 30, 2012

Ms. Adrienne J. Tissier, Chair
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

Mr. Mark Green, Chair
Association of Bay Area Governments
PO Box 2050
Oakland, CA 94607

SUBJECT: City of Pleasant Hill Comment Letter - Sustainable Communities Strategies (SCS)
Alternate Scenarios

Dear Ms. Tissier and Mr. Green:

Please consider the following comments regarding the latest Alternative Scenario projections released by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). As previously stated in our May 17, 2011 correspondence (attached), and more recently in correspondence dated December 20, 2011 (attached), the City is concerned that projections for household and employment growth in Pleasant Hill being made in the Sustainable Communities Strategies (SCS) planning process substantially exceed the amount of growth the City anticipates will occur as envisioned in our General Plan and based on various other City physical constraints.


While the Core Concentration Scenario projects a reduction in overall employment growth during the planning period to 266 (from an increase of more than 5,000 in the Initial Vision scenario), overall household growth is projected to increase by more than 700 over the Initial Vision scenario's projections resulting in a projected increase of 3,362 households by 2040. The other three Alternative Scenarios all include significantly higher growth projections for both households and employment when compared to the projections contained in the Initial Vision scenario. Consequently, the City remains very concerned that the growth projections being generated by the SCS planning process remain unrealistic and inconsistent with our General Plan.

The City remains supportive of the goals of the SCS process provided that our concerns over growth projections for households and employment are adequately addressed.

January 30, 2012
Page 2

If you have any questions please contact me at (925) 671-5204 or through email at jcatalano@ci.pleasant-hill.ca.us.

Sincerely,



June Catalano
City Manager

Attachments - Letter from the City of Pleasant Hill Mayor to ABAG and MTC, dated May 17, 2011 and Letter from the City of Pleasant Hill to ABAG for Priority Development Area Modifications, dated December 20, 2011.

CC: City Council
Planning Commission
City Manager
City Attorney
City Engineer
File



22 orinda way • orinda • california • 94563

Orinda Planning Department

February 7, 2012

FEB 07 2012

Ms. Adrienne J. Tisser, Chair
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4770

Mr. Mark Green, Chair
Association of Bay Area
Governments
P.O. Box 2050
Oakland, CA 94607-4756

RECEIVED

Subject: Comments on Alternative Scenarios for the Sustainable Communities Strategy

Dear Ms. Tisser and Mr. Green,

Thank you for the opportunity to review and comment on the alternative scenarios for the Sustainable Communities Strategy. We appreciate the challenge ABAG and MTC face in preparing a Sustainable Communities Strategy that meets the greenhouse gas reduction targets of SB 375 while respecting each community's own unique path into the future. We respectfully submit our comments and request that the preferred scenario selected reflects our input.

We have three general comments and suggestions about the alternative scenarios:

1. Without adequate funding, it is not possible for local agencies to properly study and plan for future development. State and regional agency pressure to alter historic local land use patterns heightens the importance of careful and deliberate analysis through an open and responsive public process. Orinda's recent requests for technical planning assistance through the FOCUS program were denied making it extremely challenging for Orinda to update our General Plan and meet the mandates of state law.

We suggest that, rather than establishing a system which withholds funds from cities that do not meet plans developed by the state or regional agencies without meaningful local input, incentives should be provided to assist local agencies with land use planning efforts that align with state and regional goals while taking local issues and desires into account.

2. We appreciated the opportunity to have a dialogue with ABAG and MTC staff at a meeting in the Lamorinda area when the Initial Vision Scenario was presented. Unfortunately, while ABAG and MTC held a public meeting in each Bay area county, meetings were not held locally to

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(925) 253-7719 (fax)

Parks & Recreation
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(925) 253-7716 (fax)

Police
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Public Works
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(925) 253-7699 (fax)

Attachment Item 3-37

present the alternative scenarios to the public, space at the meetings was limited and members of the public with concerns about the scenarios were denied the opportunity to be heard. We believe it would be very beneficial for the public, if ABAG and MTC held a local meeting in the Lamorinda area prior to selecting a preferred scenario.

3. As structured, the process puts the "cart before the horse" in that local agencies are being requested to speculate on how their General Plans may be amended to accommodate projected growth over the next 30 years before any local planning effort with meaningful public input and analysis is conducted, in conflict with the requirements of state law (Gov't Code 65351).

With regard to the alternative scenarios as they pertain to the City of Orinda, we offer the following comments.

1. The scenarios are based on an erroneous calculation of the number of existing households in downtown Orinda. Currently, there are 227 units in our PDA (approximately 221 households), not 326 households as assumed in the alternative scenarios. The existing households are: 150 units in Orinda Senior Village at 20 Irwin Way, 52 units at 73 Brookwood Road, 22 units at 67 Brookwood Road and 3 units at 11 Moraga Way.
2. Our General Plan envisions a potential for 7,563 housing units at build-out (7,351 households assuming the average 2.8% vacancy rate during the last three decennial censuses). All three alternative scenarios are inconsistent with the Orinda General Plan in that they have allocations ranging from a total of 7,490 to 7,563 households by 2040. We request the preferred scenario selected allocate no more than a total of 7,351 households to Orinda which represents growth of 798 households over the 2010 census.
3. All three alternative scenarios allocate households to Orinda's PDA substantially in excess of that envisioned in the Orinda General Plan and above what can realistically be expected given physical constraints, historical growth trends, property ownership, and political realities. The unrealistic numbers in the alternative scenarios in part may stem from the error in the 2010 base number for existing households in the PDA. Assuming build-out at the maximum density allowed under existing land use policies, approximately 580 housing units could be accommodated in downtown Orinda. However, given the constraints noted below, we can realistically expect development of a total of approximately 375 dwelling units, or 148 more than currently exist.

The amount of land area suitable for development in downtown is constrained by the narrow and long valley location of downtown with a

limited number of access points and thereby restricted circulation in and out of downtown, the presence of San Pablo Creek which feeds into EBMUD's San Pablo Reservoir, and steep topography in portions of the PDA and in many areas within 1/2 mile of the Orinda BART station. Some of these constraints to development are also assets to the community and to the region for which the City has stewardship responsibility.

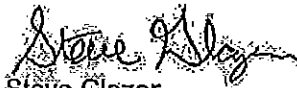
Development of the PDA is further restricted by constraints imposed by PG&E transmission lines that traverse a major portion of areas of downtown that would otherwise be suitable for development, constraints imposed by the flood zone in portions of downtown, and unstable soils prone to landslides.

Other factors that the City of Orinda must take into account when considering amendments to our General Plan include the following:

- Infrastructure limitations on growth as a result of aging and narrow roads, storm drains, and water supply pipes;
- Impacts on the quality of the local schools and the ability for the schools to accommodate additional students;
- Impacts on regional open space and watershed lands; and
- Orinda's unique community character.

Thank you again for the opportunity to provide our input on the alternative scenarios and we look forward to reviewing the Preferred Scenario *before* it is adopted. If you have any questions about our comments, please feel free to contact Director of Planning, Emmanuel Ursu at (925) 253-4240 or via email at eursu@cityoforinda.org.

Sincerely,



Steve Glazer
Mayor



Small Town Atmosphere
Outstanding Quality of Life

February 14, 2012

Ms. Adrienne J. Tissier, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4770

Mr. Mark Luce, President
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94607-4756

SUBJECT: Response to the Sustainable Communities Strategy - Alternative Scenarios

Dear Chair Tissier and President Luce:

Thank you for the opportunity to submit the Town of Danville's comments on the Alternative Scenarios for the Sustainable Communities Strategy (SCS). We appreciate MTC and ABAG's continued efforts to develop a feasible and financially realistic SCS for the Bay Area that complies with the spirit and intent of AB 32 and SB 375.

Consistent with the overarching nature of the comments provided by the Contra Costa Transportation Authority (CCTA), the Town's comments continue to focus on whether the SCS alternatives are feasible and financially realistic, as summarized below:

1. The regional growth forecast, particularly in projected jobs growth, continues to be unrealistic in light of the prolonged economic downturn. The jobs growth projection is a critical underlying assumption, as it drives the need for the projected high housing growth. The Town continues to respectfully request a reasonable jobs growth rate assumption as the basis for developing a feasible SCS alternative.
2. The SCS alternatives do not include a base case "no build" scenario that resemble the Current Regional Plans (CRPs) with appropriate reductions in the overall jobs forecast to reflect the lingering effects of the recession. The "no build" scenario alternative would be necessary to meet the requirement of the California Environmental Quality Act (CEQA) and also to conduct a fair

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February 14, 2012

Page 2

assessment of the merits of each SCS scenario. Further, it would be appropriate to determine whether the "no build" alternative, with the proposed policy initiatives, would achieve the GHG emissions reduction goals for 2020 and 2035 without the dramatic land use changes proposed in the current scenarios.

3. The SCS alternatives do not address the diversity of Contra Costa's urban and suburban landscape. The Town respectfully requests the analysis of a hybrid scenario that seeks to distribute future jobs and housing growth in a manner that reflects the diversity of development patterns within Contra Costa, and acknowledge that the placement of jobs in areas with ample existing housing supply - such as east Contra Costa - would also achieve the jobs and housing balance necessary for GHG reduction.

The Town of Danville, along with many Contra Costa cities, is committed to working collaboratively to develop a realistic SCS that achieves the GHG emissions reduction goals for 2020 and 2035. We thank you again for the opportunity to comment on the Alternative Scenarios and are looking forward to reviewing a Preferred Scenario that incorporates changes the comments summarized above.

Sincerely,



Candace J. Kay Andersen, Mayor
Town of Danville

C: Danville Town Council
Danville Planning Commission
Joe Calabrigo, Town Manager
Steve Henninger, MTC
Ezra Rapport, ABAG



EXECUTIVE DIRECTOR'S REPORT
February 15, 2012

Scofield Avenue and Western Drive Bridge Deck Replacement Project: January 9, 2012

Ross Chittenden, Jack Hall, and I met with Richmond City Council Member Tom Butt and Eric Zell to review the issues associated with the deck replacement project on I-580. The issues were discussed and a path forward was developed.

CALCOG Call-In: MAP-21: Issues, Impacts, Next Steps: January 10, 2012

Arielle Bourgart participated in a CALCOG conference call to discuss issues, impacts and the next steps for the US Senate Environment and Public Works Committee's version of the next surface transportation bill – Moving Ahead for Progress in the 21st Century (MAP 21).

SR 4 Bypass Presentation, Discovery Bay Sons in Retirement: January 10, 2012

At the request of Brentwood Mayor Robert Taylor, Jack Hall participated in a presentation on the impact of Measure J in East County. The focus of the discussion was on the SR 4 Bypass project and pending transfer into the State Highway System. Jack's discussion also included SR 5 – East and eBART, Vasco Road and the SR 239 study.

Express Lanes Network Next Steps with MTC Commissioners: January 11, 2012

Ross Chittenden and I attended a meeting with MTC Commissioners from Alameda, Solano and Contra Costa Counties. We were given an update with respect to the proposed delivery approach and financing strategy for the delivery of phase 1 of the Express Lane network in the three counties. The Governance issues still need work.

Hercules Rail Station Project Update: January 13, 2012

Hercules City Manager Steve Duran and his staff met with CCTA staff to provide an update on the progress on the environmental document, SHPO issue, the Measure J compliance audit, and finally a request for Measure J allocation for phase 1 of the project.

Caldecott Tunnel Tour: January 19, 2012

I met with Contra Costa Times Reporter Denis Cuff at the Tudor Saliba field office to answer any questions about the tunnel. Mr. Cuff was the first reporter in the tunnel after the breakthrough of the top heading. He wrote a very nice article about the tunnel construction progress.

Legislative Update Meeting: January 19, 2012

Arielle Bourgart, Ross Chittenden, and I met with Supervisor Karen Mitchoff, Contra Costa County Public Works Director Julie Bueren and her staff to discuss federal, state, and local issues.

CCCTA Legislative Meeting with Assembly Member Bonilla's Staff: January 20, 2012

We set up a meeting with Rick Ramacier, General Manager CCCTA and Luis Quinonez, Assembly Member Bonilla's Chief of Staff to discuss potential legislation.

91st Annual Transportation Research Board (TRB) Annual Meeting: January 21-26, 2012

Ross Chittenden and I attend the annual TRB meeting in Washington, DC. The event attracts thousands of transportation professionals each year and offers an unparalleled opportunity to share your knowledge and perspectives with others and to learn about the latest developments in transportation research, policy, and practice. I moderated a session on the results of the Strategic Highway Research Program's composite pavement project. One of the highlights of the meeting was listening to five of the past US Department of Transportation Secretaries speak about some of the most challenging issues they faced during their tenures. Earlier, we attended a session in which Congressman Bill Shuster (R-PA) and Congressman Earl Blumenauer (D-OR) engaged in a point /counterpoint discussion about the federal role in transportation. Ross and I also met with Congressman John Garamendi at his office in Washington to discuss the options related to a new surface transportation bill and upcoming events in Contra Costa. We also met with Congressman Jerry McNerney's Legislative Assistant Exodie Roe.

Antioch City Council Meeting: January 24, 2012

I received a call from the Antioch City Manager expressing his thanks for a presentation that Susan Miller gave at the Antioch City Council Meeting on January 24th. The presentation was an update on the progress of the State Route 4 Widening Project, Loveridge Road to SR 160.

California Transportation Commission (CTC) meeting: January 25, 2012

Susan Miller attended the CTC's meeting in Sacramento. The CTC allocated Proposition 1B Bond funds to the SR 4 – East, Segment 3A construction contract and the SR 4 Bypass Widening and Sand Creek Interchange construction contract. The CTC also approved the SR 4 Bypass transfer and relinquishment agreement to accept the SR 4 Bypass as the new SR 4 and relinquish the portions of the old SR 4 to the City of Oakley, City of Brentwood and Contra Costa County.

CALCOG Meeting: January 31, 2012

Arielle Bourgart and I attended the CALCOG meeting in Sacramento. The main topic of this meeting was a discussion about a position CALCOG will take on the federal reauthorization bill. The meeting was adjourned in memory of Dana Cowell. Dana worked for Caltrans for many years and most recently the San Joaquin COG.

Granite Construction: February 1, 2012

Kent Marshall from Granite Construction brought some of his staff and Kevin O'Brien from Bank of America Merrill Lynch to discuss an innovative funding strategy to expedite projects in Contra Costa.

BART Meeting: February 3, 2012

Ross Chittenden and I were asked to meet with BART Staff and a property owner to try to resolve a property purchase and access issue for a portion of a parcel needed for the new eBART maintenance facility. The property owner disputes BART's appraised amount for the property, while BART is seeking permission to enter and construct in order to advertise their next construction contract. If unresolved, the matter could affect the construction schedule for the SR 4 – East, Segment 3B construction contract.

State Route 4 Bypass Widening / Sand Creek Interchange Project: February 6, 2012

The SR 4 Bypass Widening / Sand Creek Interchange construction contract was formally advertised. Legal ads ran in the Contra Costa Times and other publications, and the NOTICE TO CONTRACTORS was posted on the Authority's website at www.ccta.net. Bid opening is scheduled for March 27, 2012.

I-80 RM2 Savings Meeting: February 7, 2012

Ross Chittenden and I met with MTC staff and Solano Transportation Authority staff to discuss how to reprogram the I-80 HOV lane RM2 savings. CCTA will receive a major portion of the savings that will allow us to move forward with the construction of phase 2 of the San Pablo Dam Road interchange improvement project.

Out of State Travel – Prior Reporting Period

On November 1, 2011, Randall Carlton, Chief Financial Officer, was appointed by the Government Finance Officers Association to their national policy committee on Treasury and Investment Management. This committee addresses educational opportunities and best practices for public officials on the topic of investing public funds. Randall attended his first policy meeting in Washington D.C. on January 9-10. Expenses for travel, lodging and meals totaled \$1,286.60.

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CONTRA COSTA
**transportation
 authority**

Authority Board Meeting **MINUTES**

MEETING DATE: January 18, 2012

MEMBERS PRESENT: Janet Abelson, Genoveva Calloway, Dave Hudson, Karen Mitchoff, Julie Pierce, Karen Stepper, Don Tatzin, Robert Taylor

STAFF PRESENT: Randell Iwasaki, Amin AbuAmara, Brad Beck, Arielle Bourgart, Randall Carlton, Ross Chittenden, Erick Cheung, Peter Engel, Martin Engelmann, Jack Hall, Matt Kelly, Susan Miller, Hisham Noeimi, Mala Subramanian (Authority Counsel), Danice Rosenbohm (Executive Secretary)

MINUTES PREPARED BY: Danice Rosenbohm

- A. **CONVENE MEETING:** *Vice Chair Tatzin* convened the meeting at 6:01 p.m.
- B. **PLEDGE OF ALLEGIANCE:**
- C. **PUBLIC COMMENT:** There were no public comments on items not on the agenda.
- D. **AWARD PRESENTATION: 2011 Great Race for Clean Air.** Contra Costa Transportation Authority participated in this competition between Bay Area employers to encourage employees to use commute alternatives to reduce greenhouses gases and smog levels in the Bay Area.

Stephanie Anderson, Executive Director for Community Focus, stated that Contra Costa Transportation Authority participated in the 2011 Great Race for Clean Air and was the recipient of an award for highest company/agency participation in Contra Costa County. Ms. Anderson presented a trophy to the Chair.

- 1.0 **APPROVAL OF MINUTES:** Authority Minutes of December 21, 2011.

ACTION: Commissioner Mitchoff moved to approve the Minutes of December 21, 2011, seconded by *Commissioner Stepper*. The motion passed unanimously, 8-0.

- 2.0 **CONSENT CALENDAR:** Consent Items recommended by the following committees:

ACTION: Commissioner Pierce moved to approve the Consent Calendar, seconded by *Commissioner Hudson*. The motion passed unanimously, 8-0.

- 2.A **Administration & Projects Committee:**

-
- 2.A.1. Monthly Project Status Report.** Staff Contact: Ross Chittenden
- 2.A.2 Monthly Accounts Payable Invoice Report for November 2011.** This report provides detail of invoices paid by vendor. Staff Contact: Randall Carlton
- 2.A.3 Monthly Cash and Investment Report for November 2011.** The Authority's Investment Policy calls for this monthly report on investment activity. Staff Contact: Randall Carlton
- 2.A.4 Proposed Actions to Various Funding Resolutions.** Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date or reflect actual construction bid amounts, or be terminated if the activity that was funded has been completed. Recommended changes are summarized. Staff Contact: Susan Miller
- 2.A.5 Listing of Construction Change Orders (CCOs) Greater than \$25k for Contracts Less than \$15M, and Greater than \$50k for Contracts Larger than \$15M.** Authority policy requires that this list be submitted to the APC for information. Staff Contact: Susan Miller
- 2.A.6 Server Replacement Project – Seventh Amendment to Agreement No. 243 for Information Technology Support Services.** The Authority's network server has reached the end of its useful life and needs to be replaced. Endsight, the Authority's technology service provider, has developed a scope of work to address the Authority's network and computing requirements. The scope includes project planning, management, hardware, software, sever installation, data migration and deployment support for an amount up to \$55,000. Staff Contact: Randy Carlton
- 2.A.7 Final 2011 Measure C Strategic Plan.** The draft 2011 *Measure J Strategic Plan* was presented at the December Authority meeting for review and comment. Staff recommends approval of the 2011 Measure C Strategic Plan. **Resolution 12-02-P:** Staff Contact: Hisham Noeimi
- 2.A.8 City of Martinez – Pacheco Transit Hub/Park & Ride Lot (Project 2210). Revision to Resolution 09-01-P.** Staff seeks authorization to amend Resolution 09-01-P to fund right-of-way activities, add the City of Martinez, remove the Central Contra Costa Transit Authority, and add an additional \$59,279 in Measure C funding. Staff recommends approval of the revision. **Resolution 09-01-P, rev.1.** Staff Contact: Jack Hall
- 2.A.9 State Route 4 Widening Project – Somersville Road to SR160 (Project 1407/3001) – Amendments to Agreements No. 276, 277, 281 and 302 with PG&E for Utility Relocation.** Staff seeks authorization for the Chair to execute Amendment No. 1 to each of the following: Agreement No. 276 in the amount of \$217,222; Agreement No.277 in the amount of \$137,821; Agreement No. 302

in the amount of \$453,600; and Amendment No. 2 to Agreement No. 281 in the amount of \$2,809, to cover actual costs for utility relocation work performed for both Segments 2 and 3A. Staff Contact: Susan Miller

- 2.A.10 State Route 4 Widening – Somersville Road to SR160 (Project 1407/3001) – Amendment No. 4 to Agreement No. 208 with Contra Costa County for Right-of-Way Acquisition Services.** Staff seeks authorization for the Chair to execute Amendment No. 4 to Agreement No. 208 in the amount of \$820,000 to provide additional acquisition services. Staff Contact: Susan Miller
- 2.A.11 State Route 4 Bypass – SR4/SR160 Connector Ramps (Project 5001) - Authorization to Execute Agreement No. 329 with Rajappan & Meyer Consulting Engineers for Plans, Specifications and Estimate (PS&E) Final Design Services.** Staff seeks authorization to enter into Agreement No. 329 with Rajappan & Meyer Consulting Engineers for Plans, Specifications and Estimate (PS&E) in an amount not to exceed \$4,457,782. Staff Contact: Ross Chittenden.
- 2.A.12 I-680 Auxiliary Lanes Project – Segment 2, Sycamore Valley to Crow Canyon Road (Project 1106S2) - Authorization to Begin Negotiations for No. 336 with S&C Engineers, Inc. for Construction Management Services.** Staff seeks authorization for the Chair to begin negotiations with Agreement No. 336 with S&C Engineers to conduct constructability and bidability project reviews. Staff Contact: Susan Miller.
- 2.A.13 Legislation.** Staff provided information to the APC concerning: (1) the recent ruling by the California Supreme Court regarding the elimination of redevelopment agencies in the State; and (2) the imminent reduction in the existing (federal) tax credit allowable to commuters who purchase transit passes through employer-sponsored trip reduction programs. The committee may act on any item(s) pertaining to the Authority's legislative program. Staff Contact: Arielle Bourgart.
- 2.A.14 Quarterly Project Funding Plans – Major State Highway Projects.** The quarterly report on the status of ongoing consultant project-related contracts as well as on key project funding issues is attached. Staff will present an update on the status of the SR4 Widening Project and eBART. Staff Contact: Susan Miller
- 2.A.15 State Route 4 Bypass - Laurel to Sand Creek Widening and Sand Creek Interchange (Project 5002/5003)**
- 2.A.15.2 Authorization to Execute Agreement No. 335 with Mark Thomas & Co., Inc. for Design Services During Construction.** Staff seeks authorization for the Chair to execute Agreement No. 335 with Mark Thomas & Co., Inc. for design services during construction in an amount not-to-exceed \$475,000 contingent on the allocation of funds

by the California Transportation Commission (CTC) at their meeting on January 25/26, 2012. Staff Contact: Ross Chittenden

2.A.15.3 Approval of the Plans, Specification, and Estimate for the Project, and Authorization for the Executive Director to Advertise for Bids. Staff seeks authority to advertise the State Route 4 Bypass, Laurel to Sand Creek Widening and Sand Creek Interchange construction contract contingent on the allocation of funds by the California Transportation Commission (CTC) at their meeting on January 25/26, 2012. **Resolution 12-01-P.** Staff Contact: Ross Chittenden

2.A.15.4 Note: The request from the City of Brentwood for additional work has been rescinded.

2.B Planning Committee:

2.B.1 Approval to Distribute the Final Measure J Calendar Year (CY) 2010 & 2011 Growth Management Program (GMP) Compliance Checklist for Allocation of Fiscal Year (FY) 2011-12 and 2012-13 Local Street Maintenance and Improvement Funds. Staff has prepared the final Measure J CY 2010 & 2011 GMP Checklist for release to local jurisdictions in January 2012. Jurisdictions will have until June 30, 2013 to submit the checklist, which covers payment of Measure J Local Street Maintenance and Improvement (LSM) Funds for FY 2011-12 after July 1, 2012, and subsequent-year payment on the anniversary of the first payment. Staff Contact: Martin Engelmann

2.B.2 Approval of Amendment No. 1 to Agreement No. 278 with Dowling Associates, Inc. to Complete the Decennial Update of the Countywide Travel Demand Model. Staff recommends that the Authority approve an amendment in the amount of \$250,000 for a total contract value of \$1,000,000. The amendment is necessary to account for additional consultant staff time and research involved with updating the model algorithms, land use data sets and network in response to SB 375. Staff Contact: Matthew Kelly

2.B.3 Release Call for Projects for the Cycle 3 Lifeline Transportation Program (LTP). The Metropolitan Transportation Commission (MTC) has released guidelines for the Cycle 3 LTP. The purpose of the LTP is to fund projects that result in improved mobility for low-income residents of Contra Costa. Authority staff has prepared a draft Call for Projects for review by the Planning Committee, and release on January 19, 2012. A total of approximately \$5.5 million is expected to be available to Contra Costa through MTC from a variety of federal and State funding sources over a three year funding cycle from FY 2010-11 through FY 2012-13. The program is proposed to be conducted in a method similar to the second cycle. Staff Contact: Peter Engel

2.B.6 *Note: The item to Approve Amendment No. 1 to Agreement No. 310 with Parisi Associates to Prepare the Safe Routes to School (SR2S) Master Plan was deferred to February, 2012.*

2.B.7 Request from Bay Area Air Quality Management District (BAAQMD) for Program Manager Transportation Fund for Clean Air (TFCA) Support of Drayage Truck Program. Authority Staff will review a request from BAAQMD staff for CMA funding support from county 40 percent TFCA funds to offset the cost of drayage truck replacement in order to bring drayage trucks into compliance with California Air Resources Board (CARB) regulations. Staff Contact: Peter Engel

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: *None*

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee:

4.1 **NEW ITEM: Request by the City of Hercules for a Time Extension to Complete a Measure J Compliance Audit** The City of Hercules (City) was selected for an audit of Local Street Maintenance and Improvement (LSM) funds for the Fiscal Year ended June 30, 2011. Policy requires that the audit be submitted to the Authority within 180 days of the fiscal year end. The City has requested an extension of 90 days to complete the audit due to limited staffing, turnover and a new auditor. Staff Contact: Randall Carlton

ACTION: Commissioner Mitchoff moved to approve the City of Hercules' request for a 90 day extension, seconded by *Commissioner Stepper*. The motion passed unanimously, 8-0.

DISCUSSION: Randell Carlton, Chief Financial Officer, stated that the City of Hercules, had submitted a request for a 90 day extension of time to submit its Measure J Compliance Audit. Mr. Carlton explained that in accordance with Resolution 08-05-A, Revision 1, the Authority had selected the City of Hercules for an audit of the use of Local Street Maintenance and Improvement ("return to source") funds for the fiscal year ended June 30, 2011. He said Authority policy required that audits be submitted within 180 days of the end of the fiscal year. He also noted that that the consequence of not extending the timeframe was that the City of Hercules would not be eligible to receive a distribution of Measure J funds until the audit was submitted and accepted.

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Commissioner Mitchoff asked if there were any negative consequences for the Authority if it did not agree to the time extension. Mr. Carlton responded that there were not.

Mr. Steven Duran, Hercules City Manager, stated that the City's auditors had completed their field work and had been strongly urged to complete all work and submit the audit.

Commissioner Hudson asked if he thought that the full 90 days would be needed for completion of the audit. Mr. Duran responded that he thought the audit would be completed within weeks, rather than months.

Commissioner Pierce said that she was uncomfortable with a 90 day extension, and would rather the Authority consider a 30 or 60 day extension. *Commissioner Pierce* added that she hoped that the City of Hercules would not make a request for funding before the audit was completed and accepted.

Commissioner Calloway commented that she was concerned about the impacts of the elimination of redevelopment agencies on the City of Hercules and its projects. Mr. Duran responded that Hercules' funding plan was in the process of being broken down into smaller, achievable steps based on available funds.

Commissioner Abelson asked for clarification of the reason for the extension request. Mr. Duran stated that although OUM, the City's auditor, was familiar with the accounting software used by the City of Hercules, it had not previously audited the City.

Vice Chair Tatzin asked Mr. Duran to discuss the timeline for a future request for funds. Mr. Duran responded that in February, the City of Hercules would be providing an update on the Hercules rail project, and would be requesting that the Authority advance funds earmarked for a TIGER 3 match which were not received, so that phase one of the project would be fully financed.

Commissioner Mitchoff noted that she would not approve additional funding until the audit was submitted and accepted.

Commissioner Taylor asked how the extension request would affect the Authority. Randy Iwasaki responded that in preparing the staff report, staff was careful not to make a recommendation. He explained that the Authority could either disapprove the request, which would prohibit the Authority from taking any financial action until the audit is received and accepted, or the Authority

could approve the 90 day extension, during which time the Authority could take a financial action, or elect not to.

Commissioner Taylor asked how a possible funding delay would affect the Hercules rail project. *Mr. Duran* responded that if the new funding plan that brings Measure J project funding into the first phase of the project was not approved, the project would be at risk of losing other funds which would result in a delay.

Commissioner Stepper commented that 90 day extensions were not unusual.

A brief discussion regarding the length of the extension ensued.

4.A.15 State Route 4 Bypass - Laurel to Sand Creek Widening and Sand Creek Interchange (Project 5002/5003)

4.A.15.1 Authorization to Execute Agreement No. 331 with Parsons Brinckerhoff, Inc. for Contract Administration and Construction Management Services and to Increase the Notice to Proceed to a Not-to-Exceed Amount of \$100,000 from \$50,000. Staff seeks authorization for the Chair to execute Agreement No. 331 with Parsons Brinckerhoff, Inc. for construction administration and construction management services in an amount not-to-exceed \$4,445,000 contingent on the allocation of funds by the California Transportation Commission (CTC) at its meeting on January 25/26, 2012. Staff also seeks authorization to increase the previously issued Notice to Proceed to a not-to-exceed amount of \$100,000. Staff Contact: Ross Chittenden

ACTION: Commissioner Taylor moved to approve Agreement No. 331 and increase in the Notice to Proceed amount, seconded by *Commissioner Pierce*. The motion passed unanimously, 8-0.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that Parsons Brinckerhoff, Inc. was the number one ranked firm resulting from the Request for Qualifications process staff completed last summer. *Mr. Chittenden* said that while the Administration and Projects Committee had recommended approval to execute Agreement No. 331, due to this winter's mild weather, biological monitoring and mitigation were needed sooner than planned. He said that staff was therefore requesting an increase in the Notice to Proceed amount, from \$50,000 to a new not-to-exceed amount of \$100,000.

4.A.16 Measure J Status Update. It is anticipated that the 86% of Measure J revenues set aside for capital projects will be encumbered under contract by FY2015, well before the expiration of Measure J in 2034. Furthermore, most of Measure J marquee projects will be completed by then. Staff will provide a status update

on the Measure J *Program of Projects* and start the discussion on potential renewal of Measure J. Staff Contact: Randell Iwasaki

ACTION: None taken -- information only.

DISCUSSION: Randy Iwasaki, Executive Director, said that staff had been asked to provide a report on Measure J projects and the drawdown of Measure J funding. He said that by the year 2015, the Authority will have spent approximately 90 percent of Measure J project funding, due to the fact that the more significant Measure J projects, including the Caldecott Tunnel and State Route 4 Widening, would be complete.

Mr. Iwasaki stated that staff recommended partnering with the private sector to begin polling to determine the level of public support for an extension of Measure J, an additional half cent sales tax, or a combination of both.

Commissioner Mitchoff said that she was concerned that with so many initiatives on the November 2012 ballot asking for money, polling at this time might not yield accurate results.

Commissioner Pierce commented that based on her experience with Measure J, to be ready for a 2014 ballot measure exploratory work needed to begin soon. She said that a well-structured poll could be effective.

Vice Chair Tatzin asked how staff arrived at the recommendation for spending \$10,000 on polling. Mr. Iwasaki explained that the staff was interested in contributing \$10,000 (currently within the Executive Director's authority) to match \$30,000 - \$40,000 to be contributed by the private sector, for the development of polling language that would assist the Authority in structuring a successful extension of the sales tax measure.

Commissioner Stepper said that the Administration and Projects Committee had recently discussed the value of ascertaining the public's perception, for reasons other than developing a ballot measure.

Commissioner Mitchoff emphasized that moving forward with a poll up to \$10,000 did not require the Authority to take action, as it is within the Executive Director's level of authorization.

Mala Subramanian, Authority Counsel, commented that the discussion should sufficiently provide the Executive Director a sense of the Authority's preference for polling.

4.A.17 Authorization to Issue Request for Qualifications (RFQ No. 12-1) for Program Management Services. Staff requests authorization to issue a RFQ to solicit statements of qualifications from firms interested in providing the Authority with Program Management and related services. The existing Program Management contract with Nolte Vertical Five expires on June 30, 2012. Staff Contact: Ross Chittenden

ACTION: *Commissioner Pierce* moved to authorize staff to issue the Program Management Services RFQ, seconded by *Commissioner Calloway*. The motion passed unanimously, 8-0.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that since the Authority's inception with the passage of Measure C, the Authority had utilized a program management consulting contract to manage its responsibilities as a sales tax authority and Congestion Management Agency. He said that although that the majority of the effort was to provide project management, construction oversight, and consulting contract management services for major projects administered by the Authority, other tasks included general administration and financial support, budget planning, strategic plan development, and program and project reporting functions.

Mr. Chittenden said that the Authority's existing contract with Nolte/Vertical 5 was due to expire on June 30th, and that staff believed that soliciting services through a well-defined and competitive Request for Qualifications (RFQ) process would provide the most flexibility and allow for suggestions and input from submitting firms.

Mr. Chittenden explained that the most recent contract with Nolte began in 2007 with a base contract for three years, followed by an optional two years extension at about the time that Measure J revenue was being realized. He said that the average annual cost over the five year period was about \$1.8 million, and that the budget for the new contract would be in the same range for the Fiscal Year 2012-13 Budget that would soon be developed.

Mr. Chittenden stated that the services provided by Nolte and its sub-consultants consistently met the needs of the Authority and contributed greatly to the successful delivery of Measure C and Measure J. He said that staff's recommendation to move forward with a RFQ was in no way a reflection upon the quality of service provided by Nolte, but in keeping with good business practices.

Mr. Chittenden explained that staff development opportunities through a redistribution of work would be incorporated into the RFQ process, and that project tracking and funding elements might also be included in the RFQ.

Mr. Chittenden said that Authority policy precluded program management consultants from competing for project development contracts awarded by the Authority to eliminate the potential for a conflict of interest. Because prospective proposers to the RFQ could have existing project development contracts with the Authority, Mr. Chittenden said that staff recommended the RFQ include provisions allowing firms with existing contracts to compete with the understanding that, if successful, they could no longer compete for future contracts. Existing project development contracts under this scenario would be managed by Authority staff.

Vice Chair Tatzin asked if staff planned to issue a Request for Proposals (RFP) after responses to the RFQ were received. Mr. Chittenden responded that staff envisioned a one-step process whereby, depending on the number of responses, staff would develop a short list, conduct interviews, and then proceed with contract negotiations with the top-ranked firm. He said that staff recommended a three year contract term with a possible two year option.

Commissioner Pierce stated that Nolte had done a spectacular job for the Authority. She also said that breaking project and program management into smaller components might provide opportunities for smaller companies.

Vice Chair Tatzin asked if an administrative proposal to offer optional project support services to jurisdictions for a fee, as suggested by the APC, would be incorporated into the Program Management Services RFQ, or if staff planned to address it separately. Mr. Chittenden responded that the process would be separate, although the skills and knowledge necessary would be available from a firm that would be selected as a result of the Program Management RFQ process.

4.B Planning Committee

- 4.B.4 Approval to Transfer the Parsons Transportation Group, Inc. Contract for SR 239 Corridor Study from Contra Costa County to CCTA.** Contra Costa County has requested that CCTA assume responsibility for overseeing consultant work on the planning phases and future activities for the development of State Route 239 in Eastern Contra Costa County. The County secured approximately \$14 million in federal funding under the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The County is using

approximately \$3.6 million of this amount for the Corridor Study. Staff recommends that the Authority execute the following three agreements to make the transfer effective as of February 1, 2012: 1) Assignment of Consultant Services Agreement and Consent, effectively transferring the Parsons Transportation consultant agreement from Contra Costa County to CCTA; 2) A Memorandum of Understanding (MOU) between Contra Costa County and CCTA for payment of local matching funds by the County; and 3) a Cooperative Funding Agreement to compensate the cities and the County for 80 percent of staff time spent working on the project. Staff Contact: Martin Engelmann

ACTION: Commissioner Mitchoff moved to approve the transfer of the SR 239 Parsons Transportation consultant services agreement from Contra Costa County to the Authority, authorize the Authority and County Counsel to incorporate any remaining non-substantive changes to the transfer agreements, and authorize the Chair and Executive Director to sign the necessary agreements to execute the transfer, seconded by Commissioner Abelson. The motion passed unanimously, 8-0.

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, stated that through the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), Contra Costa County had secured \$14 million in federal funding for the planning, design, and construction of SR 239, the 22 mile route that would connect Brentwood to Tracy. He said that the precise location of the constructed facility within the corridor was yet-to-be determined, pending the completion of a major planning study effort that was initiated by Contra Costa County in 2009.

Mr. Engelmann said that staff recommended the transfer of the SR 239 Corridor planning study from Contra Costa County to CCTA. He explained that the study consisted of a \$3.6 million consultant agreement between Parsons Transportation Group, Inc. (Parsons), and Contra Costa County, which followed an extensive RFQ, RFP, and contract negotiation process spanning 2010 and 2011. Mr. Engelmann stated that the County entered an agreement with Parsons on May 10, 2011, and that Parsons had incurred costs of about \$200,000 (to mobilize the study team and collect background data) against the \$3.6 million budget.

Mr. Engelmann said that due to staffing and resource constraints, the County wanted Authority staff to take over the role of consultant manager for the study. The County, as key stakeholder, would continue to be involved with all technical and policy aspects of the study.

Mr. Engelmann introduced Mr. Steve Morton, the Project Manager for Parsons, as well as John Cunningham, Project Manager from Contra Costa County, and Steve Kowalewski, Contra Costa County Public Works liaison.

Mr. Engelmann briefly outlined the consultant team and scope of services, and said that the schedule was expected to run approximately two years.

Vice Chair Tatzin flagged the letter from Parsons dated January 17, 2012, regarding the SR 239 Phase 1 (Planning) contract transfer, and letter from Best Best & Krieger dated January 18, 2012, regarding potential risks associated with the State Route 239 Study, which were distributed as meeting handouts.

Commissioner Hudson asked how the Authority might benefit from the transfer. Mr. Engelmann responded that the MOU between Contra Costa County and the Authority would ensure that staff time would be reimbursed, and that the Authority would bear no costs associated with the transfer.

- 4.B.5 Approval of Letter to MTC Recommending Inclusion of Projects in the 2013 RTP.** MTC recently completed an analysis of major roadway and transit projects submitted by the CMAs for inclusion in the 2013 Regional Transportation Plan. The analysis indicated that certain projects which the Authority submitted to MTC in December 2011, had a high benefit/cost ratio, and were effective in reducing Greenhouse Gas emissions. When evaluated using other evaluation targets, however, such as housing, health, and open space preservation, those projects received a low score. MTC staff has requested that the CMAs make a "compelling argument" for inclusion of the low-scoring project in the 2013 RTP. Staff Contact: Brad Beck

ACTION: *Commissioner Hudson* moved to approve the revised draft letter to MTC with the changes outlined by staff, seconded by *Commissioner Mitchoff*. The motion passed unanimously, 8-0.

DISCUSSION: Brad Beck, Senior Transportation Planner, said that as part of the development of the 2013 Regional Transportation Plan (RTP), MTC analyzed all projects submitted in response to the call for projects against eleven targets. Additionally, the larger projects were evaluated quantitatively against their benefits and costs. As a result, he said that MTC had identified a number of low-performing projects, five of which were in Contra Costa.

Mr. Beck stated that MTC was allowing the Congestion Management Agencies and project sponsors to respond to the potential elimination of low-performing projects from the financially-constrained project list. He said that staff

recommended two projects, the SR 239 project and Pacheco Boulevard widening project, be included on the financially-constrained project list.

Mr. Beck said that in January the Planning Committee discussed a draft letter to MTC's Executive Director outlining compelling arguments for keeping the SR 239 and Pacheco Boulevard widening projects in the financially-constrained project list. Mr. Beck briefly outlined further changes to the draft letter, which was distributed as a meeting handout. He said that staff also recommended the letter identify a key additional benefit of the Pacheco Boulevard project (not shown on the meeting handout) related to bicycle and pedestrian connectivity between Central County and the Benicia-Martinez Bridge.

Mr. Beck said the Planning Committee had also recommended that MTC's Executive Director and his staff be invited to tour Contra Costa projects for a better understanding of existing and future problems and demands on our transportation system. The draft letter (invitation) was also distributed as a meeting handout.

Commissioner Mitchoff stated that because the invitation was not included on the agenda, the Authority could not take action on it. Randy Iwasaki explained that the letter was no longer imperative, as it was suggested in response to a misunderstanding that had since been resolved. By consensus, it was decided that a verbal invitation by staff to MTC for a tour of Contra Costa might be beneficial at some point in the future.

4.B.8 SB375/SCS Implementation Update. Staff Contact: Martin Engelmann

ACTION: None taken – information only.

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, stated that last month, staff presented five Sustainable Communities Strategy alternatives, and that none of the options meet the 15 percent Greenhouse Gas (GHG) emissions per capita reduction target. He said that staff was looking closely at Alternatives 3, 4, and 5, which were the constrained options, and the distribution of land-use among those three alternatives.

Mr. Engelmann said that the Authority had deployed some tools, available on the Authority's website, which would allow the comparison of each of the three alternatives against a base case of current regional plans. He said that the tools had been reviewed with the Planning Directors, and that a series of presentations to the Regional Transportation Planning Committees (RTPCs) had been scheduled.

Commissioner Pierce commented that at a recent joint meeting of the MTC Planning Committee and the ABAG Admin Committee, there was extensive discussion of the One Bay Area grant program and widespread support from MTC staff for limiting the constraints and restrictions on the grant funds, which she said was encouraging.

5.0 CORRESPONDENCE AND COMMUNICATIONS:

- 5.1 Letter Dated January 4, 2012 from Contra Costa County Public Works Department Regarding One Bay Area Grant – Cycle 2 STP/CMAQ Funding.
- 5.2 Contra Costa Times Article posted January 7, 2012 by Denis Cuff: "New Merging Lanes to East I-680 Congestion in San Ramon Valley."
- 5.3 Contra Costa Times Editorial posted January 7, 2012: "One Bay Area Makes Worthwhile Effort to Cut Greenhouse Gases in Region."
- 5.4 Contra Costa Times Article posted December 31, 2011 by Tom Lochner: "Hercules to Pour More Money into Transit Center Project."
- 5.5 Contra Costa Times Article posted January 6, 2012 by Tom Lochner: "Hercules Transit Center Delays Focuses Attention on Engineering Firm."
- 5.6 Mercury News/Contra Costa Times Article posted January 8, 2012 by Denis Cuff: "Activists Sign-up in Doves for Bay Area Transit Plan Meetings."

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (TRANSPAC): Report of December 8, 2011
- 6.2 East County (TRANSPLAN): Report of January 9, 2012 (Handout if available)
- 6.3 Southwest County (SWAT): Report of January 9, 2012 (Handout if available)
- 6.4 West County (WCCTAC): (Next meeting scheduled for January 27, 2012)

7.0 COMMISSIONER AND STAFF COMMENTS:

7.1 Chair's Comments and Reports

Vice Chair Tatzin commented that he was glad there had not yet been any appointment changes to the Authority Board.

7.2 Commissioners' Comments and Reports

Commissioner Mitchoff commended staff on their excellent work.

Commissioner Hudson noted that on January 19th, CCCTA would be reaffirming its commitment to the Norris Canyon project.

7.3 Executive Staff Comments

Randy Iwasaki reviewed his Executive Director's report, also noting that BATA had released a Request for Proposals for Express Lane Network, Phase 1, PA&ED. He said that although BATA would be paying for the environmental work, there were still a number of issues that needed to be addressed.

Mr. Iwasaki introduced a brief video that was shown on the Caldecott Fourth Bore Project.

8.0 CALENDAR: February/March/April 2012

9.0 ADJOURNMENT to Wednesday, February 15, 2011, at 6:00 p.m.

The meeting was adjourned at 7:25 p.m. to Wednesday, February 15th at 6:00 p.m.