

TRANSPAC
Transportation Partnership and Cooperation

Meeting Notice and Agenda

THURSDAY, NOVEMBER 14, 2013

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

CONSENT AGENDA

- 3. Approve October 10, 2013 Minutes**

ACTION: Approve minutes and/or as revised/determined

Attachment: October 10, 2013 Minutes

END CONSENT AGENDA

- 4. Martin Engelmann, CCTA Deputy Director for Planning will brief TRANSPAC on the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates. The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, staff is proposing to have the Planning Committee review a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and release it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents.**

Attachment: Planning Committee Staff Report dated October 2, 2013 regarding Discussion of Vision, Goals, and current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates, with attachments (**electronic**).

5. **Contra Costa 511 staff is seeking approval and authorization for the 2014/15 511 Contra Costa Program Workplan and Estimated Budget.** Grant funding is provided by the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA), CCTA Measure J (Commute Alternatives), and MTC CMAQ (Employer Outreach).

The estimated budget is similar to past budgets. 511 Contra Costa's mission is to assist jurisdictions in meeting SB 1339 requirements to expand electric vehicle infrastructure in Contra Costa County. There is also a greater emphasis on employer assistance to meet the goals of SB 1339 by adopting a program that would require employers with 50 or more full-time employees in the Bay Area to select one of four commuter benefit options to offer to their employees.

The TRANSPAC TAC reviewed the 2014/15 Workplan and Budget at its September 26, 2013 meeting and recommends approval to TRANSPAC.

ACTION: Accept the TAC recommendation to approve the 2014/15 511 Contra Costa Program Workplan and Budget and/or as determined

Attachment: 2014/15 TRANSPAC/TRANSPLAN TDM Workplan and Estimated Budget.

6. **Review of the City of Pleasant Hill Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive) Project Description and Budget Summary**

The TRANSPAC TAC reviewed this project at its October 24, 2013 meeting and recommends project approval and approval of the City of Pleasant Hill's request for the allocation of \$750,000 in TRANSPAC's Measure J Line 28a Subregional funds.

Eric Hu and Mario Moreno, City of Pleasant Hill staff, presented the project to the TAC which is on the Measure J Local Streets and Major Streets and Roads Project List; \$1.15 million in Measure J funds and \$1.2 million in federal funds are allocated to the project. After project design was completed, the project went to bid. The bids came in \$800,000 over the Engineer's Estimate due to an upturn in costs. City staff is seeking additional funding to readvertise the project and start construction. Value engineering on the project has been initiated to bring down the cost, although the project is still short \$750,000.

Mr. Hu and Mr. Moreno have proposed the use of \$750,000 of Measure J Line 28a funds labeled as "Subregional Transportation Needs," which is in essence a "contingency fund" for Central County. Measure J language states that "TRANSPAC is to propose programming funds for any project or program in the Expenditure Plan, and to meet other future transportation needs of Central County eligible under provisions of the Act."

Measure J assumes that \$16.2 million will be accumulated in this line item over the life of the Measure (2034). Since the initiation of Measure J approximately \$2 to \$3 million has been accumulated. Pleasant Hill staff has requested to use some of that fund to cover the shortfall.

In addition, the project is tied to two other grants, one of which will expire in December. City staff is working on accelerating the process to avoid losing \$800,000. It is expected that the \$750,000 in Line 28a funds will be enough to fully fund the project.

Since TRANSPAC’s Line 28a funds have not been used previously for any purpose, Mr. Moreno and Mr. Hu contacted most of the TRANSPAC jurisdiction staff in advance of the TAC meeting to start a conversation on the proposed use of the funds now and how these funds might be used in the future. At the TAC meeting, Mr. Kuzbari emphasized the need for a policy discussion with respect to the future use of the Line 28a funds. He did not want to hold up the process on the Pleasant Hill project and is willing to move forward to review project specific information at this time. Mr. Tucker, Mr. Lochirco, and Mr. Cunningham agreed that a protocol for sharing/using the funds would have to be established so that everyone had an opportunity to use Line 28a funds. The current request requires TRANSPAC review and action and the TAC proposes to begin a dialogue on this issue.

Project Scope: Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive) Intersection geometry modifications, traffic signal upgrades, sidewalk installation, ADA curb ramp installation, pavement rehabilitation, bike lane striping, median island modification, street light replacement, pedestrian level lighting, and landscaping modification along Contra Costa Boulevard between Chilpancingo Parkway and Viking Drive.

Project Budget:

<u>Revenue</u>		<u>Expenditure</u>	
HSIP (2 cycles) Grant	\$1,183,000	Original Construction Bid (Bid Opening August 2, 2013)	\$3,682,536
Measure J (original)	1,157,000	Value Engineering Cost Savings	(377,078)
Local Funds	876,550	Revised Construction Estimate	\$3,305,458
		Construction Contingency (10%)	330,546
		Construction Engineering (10%)	330,546
Total Revenue	\$3,216,550	Total Project Construction Cost	\$3,966,550

Funding shortfall to be covered with Measure J Line 28a funds: \$750,000

Project Schedule (Pending TRANSPAC Approval):

TRANSPAC Board Approval of Measure J Line 28a Funds:	(November 2013)
CCTA APC Review:	(December 2013)
CCTA Board Approval:	(December 2013)
Re-advertise Project Construction:	(December 2013 to January 2014)
Construction Contract Award:	(February 2014)
Begin Construction:	(March 2014)
End Construction:	(November 2014)

ACTION: The TRANSPAC TAC recommends TRANSPAC approval of the request of the City of Pleasant Hill for the allocation of \$750,000 Measure J Line 28a funds to complete the financial plan for the Contra Costa Boulevard Improvement Project (Chilpancingo Parkway to Viking Drive) and/or as determined.

In addition, the TAC will begin a discussion to develop a proposal on how current Line 28a funds may be used under Measure J and possibly new ideas to consider as part of a future Measure.

Attachment: None

- 7. TRANSPAC CCTA Representative Reports:** Reports on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

ACTION: As determined

Attachment: CCTA Executive Director's Report, October 16, 2013 from Randell H. Iwasaki regarding Authority actions/discussion items.

- 8. Items approved by the Authority on October 16, 2013 for circulation to the Regional Transportation Planning Committees (RTPCs) and related items of interest.**

Attachment: Memorandum from CCTA Executive Director dated October 17, 2013, with attached Planning Committee Staff Report dated October 2, 2013 regarding Preliminary Review of the Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.

- 9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning**

ACTION: As determined

Attachment: No report

- 10. 511 Contra Costa Report**

ACTION: As determined

Attachment: The Street Smarts II Infrastructure Program flow chart shows the two implementation processes available for the installation of school-based improvements.

- 11. TRANSPAC Report on Legal Services for JPA Formation**

- 12. TAC Oral Reports by Jurisdiction if available:** Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

- 13. Correspondence/Copies/Newsclips/Information**

Attachments: Thank you letters from Andy Cannon, Principal of Antioch Middle School dated October 2, 2013, and from Guy Swanger, Concord Chief of Police dated October 8, 2013, regarding the Street Smarts Program.

14. 2014 TRANSPAC Meeting Schedule

ACTION: For information and/or as revised/determined

Attachment: 2014 TRANSPAC meeting schedule

15. Agency and Committee reports

- TRANSPAC
- TRANSPLAN
- WCCTAC
- SWAT
- County Connection – Fixed Route and LINK reports may be downloaded at:
<http://cccta.org/public-meetings/agendas/os-october-2013>
- CCTA Project Status Report may be downloaded at:
<http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

ACTION: Accept reports and/or as determined

16. For the Good of the Order

17. Adjourn/Next Meeting. The next meeting is scheduled for December 12, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined. Michael Wright, Reuse Director, will provide an update on the Concord Naval Weapons Station project.

HAPPY THANKSGIVING TO ALL!

TRANSPAC Meeting Summary Minutes

MEETING DATE: October 10, 2013

ELECTED OFFICIALS PRESENT: Julie Pierce, Clayton, CCTA Representative (Chair Pro Tem); Karen Mitchoff, Contra Costa County; Loella Haskew, Walnut Creek; and Edi Birsan, Alternate for Ron Leone, Concord

PLANNING COMMISSIONERS PRESENT: John Mercurio, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: John Cunningham, Contra Costa County; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Lynn Overcashier, 511 Contra Costa; and Barbara Neustadter, TRANSPAC Manager

GUESTS/PRESENTERS: Deborah Dagang, CH2MHill; and Matthew Kelly, Associate Transportation Planner, CCTA

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self-Introductions

The meeting was convened at 9:00 A.M. by Chair Pro Tem Julie Pierce in the absence of the Chair and Vice Chair, the Pledge of Allegiance was observed, and self-introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approve September 12, 2013 Minutes

ACTION: Approved. Haskew/Mitchoff/Unanimous

END OF CONSENT AGENDA

4. Matt Kelly, CCTA Transportation Planner, Presentation/Review/Discussion of the Administrative Draft of the Congestion Management Program (CMP) and review of proposed Chapter 6 edits proposed by Lynn Overcashier, 511 Contra Costa to Chapter 6, the Transportation Demand Management Element of the Draft CMP

Matt Kelly, Associate Transportation Planner, CCTA, presented the 2013 update of the Congestion Management Program (CMP), a state required document which had been established in 1991, and which had been based upon the Contra Costa Transportation Authority's (CCTA's) Growth Management Plan (GMP). He explained that the CMP is updated every two years as required although most of what affected local jurisdictions was found in the GMP. The CMP served to document the activities in the County in relation to transportation and land use. He addressed each chapter and advised that Chapter 1 documented consistency with the current Regional Transportation Plan (RTP), which had been approved and adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in July 2013. The CMP would document consistency with the RTP, sharing the same financial assumptions.

Mr. Kelly identified Chapter 2 as the CMP network and standards, a subset of Routes of Regional Significance (RORS), with several routes in Central County where intersections are monitored along the CMP network to determine level of service (LOS), a standard for each intersection (usually E or F depending on location), and where intersections which fell below the standard are checked to verify conditions. Specific intersections are rechecked and if found to be LOS F, an exceedance study would be required where various factors might be able to be excluded, one of which is regional traffic. He stated the CCTA was in the process of checking exceedance standards and would publish a report showing LOS across the County, and would monitor freeways where Caltrans would be responsible for exceedance. Chapter 3 was identified as the performance element where performance standards being used throughout the County are documented, and where Multimodal Transportation Service Objectives (MTSOs) in the Action Plans are documented.

Mr. Kelly explained that Chapter 4 is the main focus of the update; the seven-year Capital Improvement Program (CIP) where MTC required that any project seeking federal, state, or local funding over the next seven years would have to be identified. He encouraged City and County staff within the next two weeks to review the project list and add new, eliminate completed, or update existing projects. He noted that the project list with over \$10 billion in projects was unconstrained so more could be added. Chapter 5 is the land use transportation evaluation program where the GMP (the connection between land use and transportation) is documented, with a GMP Compliance Checklist required to be completed every other year. Chapter 6 is the Transportation Demand Management (TDM) element. He thanked Lynn Overcashier for overhauling the chapter which had been a great help and explained he was still trying to work the comments into the document, which after a four-week extension would then be submitted to MTC.

Lynn Overcashier explained that in the last few years the number of electric vehicle infrastructure and charge stations had been increased, which was a huge element, especially when jurisdictions had to document how they were complying, and had foraged in more depth with the school-based programs and other infrastructure type programs, which she had expanded upon and overhauled in her recommendations for Chapter 6.

Mr. Kelly explained that Chapter 7 is travel demand modeling which had been updated last year and which would incorporate the Plan Bay Area, about to be released. Chapter 8 documented the deficiency planning, where a deficiency plan had to be prepared if traffic could not be excluded through the exceedance study.

Mr. Kelly added that there was a lot to the CMP which documented the activities of CCTA and what the jurisdictions and the transit agencies were doing to reduce congestion. He asked for comments, noted that most comments to date had been in the form of an updated Chapter 6 and the project lists from local staff, stated that the CMP would then go to MTC for its comments, return to the CCTA which would incorporate the comments, and then be adopted by the CCTA in December 2013.

In response to questions, Mr. Kelly explained the comments received to date were just those to make sure that Contra Costa County had touched all the bases; if there were locations in common there would be an attempt to collect the information for the CMP and the GMP at the same time; and the Actions Plans could address local traffic with more jurisdictional cooperation where different types of standards could be set and where jurisdictions could be more creative as to how to control impacts on local roads.

Jeremy Lochirco stated that cities like Walnut Creek had established MTSOs along Ygnacio Valley Road and Treat Boulevard. He asked if the intersection was reflecting an LOS F how it would be out of compliance with what had been established for the corridor.

In response, Mr. Kelly noted that the standards were different; it was a state legislated program with little control and once the standards had been established it was difficult to change. In 1991, it had been set as low as possible, although things had changed since then. He suggested that could be addressed better in the Action Plans, although it was an issue because the exceedance studies had to be addressed along potentially with deficiency plans.

Mr. Lochirco noted that looking at the MTSOs established in the Action Plan, he did not understand the disconnect although he knew that the state had a different threshold than the region, and while Mr. Kelly suggested an evaluation to see if the standards could be adjusted, Mr. Lochirco explained that Walnut Creek was impacted now and expressed concern spending money to come up with the exceedance studies only to find no impact which would waste a fair amount of resources.

In response to John Cunningham's comment that over time the focus of congestion based planning had diminished and as such had questioned the longevity of the CMP requirement at this point, Mr. Kelly advised that he had heard no talk of eliminating the requirement, suggested it would remain and perhaps change over time, and the CCTA saw it more as an exercise where most of the work was done in the GMP, avoiding the spending of unnecessary consultant dollars.

Chair Pro Tem Pierce commented that the CMP had been imposed on other agencies that didn't and still don't have a GMP. While duplicative in Contra Costa County, in some counties it was the only requirement they had. She added that Contra Costa County had attempted to maximize the benefit from the expended dollars to do the GMP and CMP as much simultaneously as possible using the same monitoring and incorporating that into the Action Plans as much as possible.

With thanks to Mr. Kelly, TRANSPAC accepted the report.

5. Presentation/Discussion on the Update of the TRANSPAC Action Plan for Routes of Regional Significance by Deborah Dagang, CH2MHill, Action Plan Manager

Deborah Dagang, CH2MHill, Action Plan Manager funded by the CCTA, noted that Action Plans are updated every five years, to be adopted in 2014. She explained that she had worked closely with the TRANSPAC TAC and the overall Action Plan schedule, explaining that originally all the Regional Transportation Planning Committees (RTPCs) needed to have approved the overall draft Action Plans in January but since TRANSPAC did not meet in January it would have had to been done by TRANSPAC by its meeting on December 14, although she had since learned from Martin Engelmann that because TRANSPAC did not meet in January, it could submit its Action Plan with all other RTPCs in February, which offered more time to complete the draft.

With respect to the monitoring results, Ms. Dagang presented a quick summary with a focus on Delay Index and average speed on the freeways, with arterials to differ by jurisdiction. She identified the SR4, I-680, SR242 freeway analyses for both observed as well as future conditions; reported that the Delay Index on SR4 was 5 with the highest 2040 forecast a 1.7; on I-680 the Delay Index was 4 with a 2040 forecast high of 1.6; and on SR242 the Delay Index was 3 and the highest in 2040 in any direction was 1.6, so the monitoring results noted that the standards had not been exceeded. She explained that the purpose of the Action Plan monitoring was big picture planning.

Ms. Dagang highlighted the Intersection analyses and since the standard was 1.5, she explained there were no locations in 2013 or 2040 where the volume capacity was 1.5. She explained that the CMP standards had been set at an operational level that was desired to be achieved while the MTSO standards were not a goal but set at what it was desired to be achieved. She added that many intersections were operating in a congested condition that would produce complaints and there were some that could keep getting worse.

When asked about the differences between optimized versus unoptimized in the MTSO monitoring results, Mr. Kelly noted the settings used in the synchro software to determine the LOS, optimized for the free right turns having to do with the geometry of the intersection, with unoptimized more reflective of signal timing. Optimized would balance turns and through movements.

Ms. Dagang stated there were not huge differences between optimized and unoptimized numbers.

Edi Birsan referred to Oak Grove Road at Treat Boulevard and a recent City of Concord change in speed limits, which Ms. Dagang noted would not affect intersections. She referenced a different measure for average speed and explained whether it had a positive or negative impact was site specific. She also stated that if looking at a broad level, it was expected that in the next 30 years there would be more traffic and more congestion and a number of programs and actions had been included to address that fact. She also clarified that the measurement was all ways, measuring the capacity of the intersection in all directions.

On the discussion of the projections to 2040 and whether a change in population would change those projections, Ms. Dagang noted there is always a lag in projection counts although over time populations traveled differently. She stated that kind of information would be included in the Action Plan, and suggested that not just population but job and employment centers and retail moved around and people moved in multiple directions.

Mr. Kelly explained that the model was based on ABAG's projections to 2040, and Countywide between 2010 and 2040, there was expected to be a 35 percent increase in the number of households. In Central County it was in the low 20 percent increase range.

Ms. Dagang referred to projected speeds, how things were operating on a segment of the arterial, and stated that TRANSPAC had set measurements for average speed on those roadways at roughly 15 MPH, and in 2013 and forecasted speeds it had been projected that all the speeds would be above 15 MPH, some of which would be affected by signal timing. Signal cycle delays were identified with a standard between 3 and 5, the number of times required to sit through a signal cycle to be able to proceed through.

Ms. Dagang reported that general findings were that overall the 2040 forecast was consistently below MTSO standards other than some intersection LOS. She reported that the TRANSPAC TAC had recommended the development of MTSOs for Bailey Road, but that no additional MTSOs be identified for the 2014 update although there were suggestions for inclusion in the next cycle, such as HOV lane usage, transit mode share, transit ridership, multimodal LOS measures, total bike facility mileage on or connecting to RORS, and an inverse of average vehicle ridership. She noted the general recommendation not to change the standards, with few exceptions; for Contra Costa Boulevard where one standard speed had been recommended and for Pacheco Boulevard. With respect to Bailey Road a standard of 3 was recommended, which was a consistent value that the City of Concord had used at many locations. Recognizing that some of the streets ran through multiple jurisdictions, it was recommended that if a developer was doing a traffic study there would be only one type of measurement with the suggestion that both jurisdictions use a volume to capacity ratio when crossing jurisdictional lines.

With respect to Ygnacio Valley Road and Oak Grove Road, Chair Pro Tem Pierce explained that although it was not listed, she expressed a need to acknowledge that it was a metering site with an identification of what it would take in 2040 to keep the traffic flowing and how much the delay would have to be increased for that pinch point.

Mr. Lochirco did not want to change the City of Walnut Creek's measurement, and Ms. Dagang commented the fact that something was not listed did not mean that it wasn't important. She stated that signal cycle delay at Oak Grove Road and Ygnacio Valley Road might be evaluated over time but did not have to be formalized in the Action Plan.

Mr. Lochirco recommended more discussion before changing an MTSO value.

Chair Pro Tem Pierce suggested considering the projection to 2040 but not changing the MTSO to offer an idea of the impact of the changes taking place Countywide and whether that would adversely or advantageously affect the RORS, which traveled from far East County in many ways all the way to I-680. She suggested with the completion of Highway 4 that might get better, but she wanted to know whether or not that would be the case.

Ms. Dagang clarified that the CMP looked at a broader range over time while the Action Plan was more a snapshot document.

Mr. Birsan clarified that the standards set would be reviewed every five years, and with the development of the Concord Naval Weapons Station there would be major changes to some intersections, although Ms. Dagang stated there had been some discussion of West Leland Road and whether that should be a RORS and while it did not make sense to do that now it should be identified for a potential designation in the future.

Ms. Dagang asked for detailed questions about the measures, stated that the update was being presented in pieces, and reported that the next steps would be to continue working with the TRANSPAC TAC to identify specific actions, to then begin drafting the Action Plan Update and return the draft to TRANSPAC.

With thanks to Ms. Dagang, TRANSPAC accepted the report.

6. 511 Contra Costa staff is seeking approval and authorization for the 2014/15 511 Contra Costa Program Workplan and Estimated Budget

Lynn Overcashier, Program Manager, 511 Contra Costa, presented the request for approval of the 2014/15 511 Contra Costa Workplan and Budget, highlighted an overhaul of the TDM Ordinance, and noted that jurisdictions had last updated the TDM Ordinance in 1997. Given SB 1339, which required employers with more than 50 employees to provide pre-tax commuter benefits or other options to promote commute alternatives, she had proposed updates to the TDM Ordinance and submitted those updates to the Southwest Area Transportation Committee (SWAT) and the West Contra Costa Transportation Advisory Committee (WCCTAC), along with CCTA staff for review. She noted that the CCTA would review it early next year, distribute it to the RTPCs, and each jurisdiction would have to update its ordinance or resolution.

Ms. Overcashier added that the TDM program implemented all the Action Plan TDM elements on behalf of the jurisdictions, an ongoing situation that was tracked. She reported that the electric vehicle infrastructure was being expanded and she advised that funding was available for electric vehicle charging stations for the jurisdictions, but not as an incentive program; 511 also provided bike infrastructure, and there was also funding to be provided to jurisdictions. She added that working with the Bay Area Air Quality and Management District (BAAQMD) and MTC as part of SB 1339, notifications had been sent to all city managers and the County Administrator identifying 511 as a resource to be able to assist in compliance with all the requirements with a pre-tax benefit. She emphasized that 511 was a resource and not a regulating agency.

Ms. Overcashier stated that the incentive programs continued supporting SchoolPool, carpool, and transit incentive programs. She had potentially a bike station pilot project and was leaving that open as a possibility to discuss with the staff of any interested jurisdiction. She requested approval of the Workplan and Budget.

Mr. Birsan referenced a bike program in Louisville, Kentucky which had been married with art funding where bike stations had been made in different shapes, using funding from the arts as well as transportation, which he suggested as a possibility.

In response to Diana Vavrek, Ms. Overcashier referred to bike-sharing stations, a nice name for a staffed bike cage, temporary or permanent, and explained that there was a pilot program on the Peninsula that might be considered here.

Chair Pro Tem Pierce thanked Ms. Overcashier for the compilation of everything that 511 was working on, in one place, and to learn that things were improving even with an increased population was impressive and should be forwarded to show that it worked.

ACTION: Approved the 2014/15 511 Contra Costa Workplan and Budget. Haskew/Mitchoff/Unanimous

7. TRANSPAC CCTA representative Reports

Chair Pro Tem Pierce reported that she had subbed for David Durant at the Planning Committee meeting when the City of Pleasant Hill Compliance Checklist had been approved and forwarded to the CCTA, as was the Compliance Checklist for the City of Martinez, and the progress report for the City of Hercules. The Central County Additional Transportation Programs for Seniors and People with Disabilities (Line 20a) funding, the Central County Safe Transportation for Children Program (Line 21a) funding, and an application for funding for the PDA Planning Grant Program had also been approved. The Committee had also discussed the vision, goals, and current issues for the 2014 CTP update, looked at the next issue of the Compliance Checklist to be issued in January with submittal by April for funding by July 1, 2014 for the 2015 fiscal year, and received a presentation on the SR239 Draft Feasibility Study with respect to configuring a back door for East County.

TRANSPAC Manager Barbara Neustadter advised that the TRANSPAC TAC would be looking at those Compliance Checklists at its next meeting.

8. Items Approved by the Authority on September 18, 2013 for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest

Ms. Neustadter referred to the CCTA's Executive Director's Report in the TRANSPAC packets.

9. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Mr. Engelmann was not available and there was no report.

10. 511 Contra Costa and TRANSPAC Staff Reports

a) 511 Contra Costa: Program Manager Report

Ms. Overcashier highlighted the SB 1339 outreach, and reported that staff would meet with city managers and the County Administrator to offer details about the array of programs provided by 511 Contra Costa.

Ms. Neustadter called attention to the attachments and all that 511 and staff had done within a short period of time.

Ms. Overcashier advised that she would be attending the Transportation Research Board (TRB) Transportation Demand Management Institute in Washington in January, which is a research and data collection entity which helps keep her up to speed on advances. In other matters, she reported that Supervisor Glover had requested additional assistance for his Youth Summit when 511 had assisted with free bus tickets/summer youth passes in conjunction with Tri Delta Transit in East County, and she was now in negotiation with County Connection and WestCAT to see if they could assist in getting a universal summer youth pass for low income youth to offer them opportunities to get places where they would otherwise not be able to go. She suggested it might be time to consider a summer youth pass that would cover the entire County.

b) Street Smarts Report

Ms. Overcashier reported that a federal grant as well as 21a funding had been received in the last year and a half; the Street Smarts report identified the activities and successes in the 170 schools in Central and East County where that funding had been used. She described the specific staff, 10 different program elements; and the universally well-received “Mr. Beeps” robotic car for K-3, the “Heads Up” helmet program for fourth and fifth graders, and a “Rules of the Road” program currently in the final development stage for high schools. Staff had also done site assessments to come up with site improvements. She stated a lot had been accomplished this summer, a lot was going on, and she was pleased with stakeholder coordination and cooperation and thanked jurisdiction staff for their contributions. While some of the rural schools in East County had not participated, for those that had customized programs had been created to teach life skills.

11. TRANSPAC Staff Report

Ms. Neustadter stated she continued to work to successfully negotiate the Action Plan process.

12. TAC Oral Reports by Jurisdiction

Mr. Birsan noted that Ron Leone wanted to pass on information from a constituent regarding metering lights where some residents were having a problem understanding the concept. Metering lights were not being received well in certain areas.

Ray Kuzbari explained that complaints with respect to metering were to be expected; Caltrans was fine tuning the metering.

Eric Hu identified a number of Measure J projects in, or soon to be in, construction in Pleasant Hill. He reported that the Geary Road Connection Phase A was on schedule and on budget; Phase 3B was being advertised with bid opening in two weeks and there had been a lot of interest from contractors; and Buskirk Road was also proceeding on schedule and on budget with most of the work under ground and not visible although more and more improvements would be visible in the next couple of months.

Mr. Hu added that the Contra Costa Boulevard project had a bid opening in September and the bids were \$1 million over the Engineer's Estimate. He noted that the period for historically low bids appears to have passed. The Engineer's Estimate had been based on those low historical numbers and contractors were busy and not desperate for work, materials were more expensive, and staff was working with contractors to change bid language and make the process cheaper, and would work with the Board and TRANSPAC if it came to that.

Mr. Lochirco referenced projects funded through the Transportation for Livable Communities (TLC) grant of Measure J, and stated that the Walnut Creek City Council had approved a Memorandum of Understanding (MOU) for the Treat Boulevard/I-680 overcrossing and bike/ped study to look at options to the Iron Horse Trail and Contra Costa Center, with a Request for Proposal (RFP) to be issued in the next couple of months. A Request for Qualifications (RFQ) for the Walnut Creek Master Plan had also been completed, to start work in late November or early December.

Chair Pro Tem Pierce reported that the City of Clayton would be installing flashing signals for Diablo View Middle School.

13. 2014 TRANSPAC Meeting Schedule

Chair Pro Tem Pierce referenced the 2014 meeting schedule in the TRANSPAC packet which reflected no meetings in January and August, as was tradition.

14. Agency and Committee Reports

Mr. Lochirco reported that the Safe Routes for Transit application process had closed; 30 applications had been received from the nine-county Bay Area, and the first evaluation from the Advisory Scoring Committee would start this month. Interest was high, and hope was high to be able to fund something in Contra Costa County.

15. For the Good of the Order

There were no comments.

16. Adjournment

The meeting was adjourned at 10:29 A.M. The next meeting is scheduled for November 14, 2013 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined. CCTA Deputy Executive Director Martin Engelmann will discuss the Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan updates.

Planning Committee **STAFF REPORT**

Meeting Date: October 2, 2013

Subject	Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates
Summary of Issues	<p>The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, staff is proposing to have the Planning Committee review a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and release it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents.</p>
Recommendations	<p>That the Planning Committee release the Draft CTP Vision, Goals, and Issues paper (Attachment A) for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance</p>
Financial Implications	
Options	<p>The Planning Committee could suggest specific additions, deletions, or modifications to the vision and goals prior to release to the RTPCs.</p>
Attachments (See PC Packet dated 10/2/13 for Attachments B & C; Attachment D is new.)	<ul style="list-style-type: none"> A. Discussion Paper: Refining the Vision, Goals and Strategies for the 2014 CTP Update – Issues and Opportunities (<i>revised</i>) B. 2014 Action Plan Updates: Current Status C. Overall Schedule for the 2014 CTP Update D. Comment letters on Sustainability Paper (<i>new</i>): <ul style="list-style-type: none"> 1. Letter from SWAT, dated April 15, 2013 2. Letter from Contra Costa County, dated May 14, 2013
Changes from Committee	<p><i>The Planning Committee recommended release of the discussion paper with revisions to the proposed new fifth goal.</i></p>

Background

The Authority's first vision statement was included in the 2000 CTP and has since been carried forward into subsequent updates. By way of background, the 2009 CTP Update carried forward the vision and goals of the previous (2004) CTP without any wholesale changes. For historical reference, changes that were made to the "vision" during the last CTP update are shown here:

Strive to preserve and enhance the quality of life of local communities ~~and~~ by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa that is sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate ~~highways, local streets and roads, public transit, and pedestrian and bicycle facilities~~ all modes of transportation to meet the diverse needs of Contra Costa.

For the 2014 CTP Update, the Authority has the option to keep the vision "as is," make minor modifications, or, if warranted, make wholesale changes. At present, staff is recommending only minor revisions.

The first phrase of the Authority's adopted vision articulates the three "E's" that form the cornerstones of sustainability: local quality of life (*Equity*), a healthy environment (*Environment*), and a strong economy (*Economy*). The vision then references the three main concerns of Measure J — making the transportation system more balanced, safe and efficient; supporting cooperative planning; and managing growth. Finally, the vision describes a transportation network that is both integrated and multimodal.

The vision is supported by four goals. The adopted goals in the 2009 CTP are as follows:

1. Enhance the movement of people and goods on highways and arterial roads,
2. Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment,
3. Provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle, and
4. Maintain the transportation system.

Since the adoption of the 2009 vision and goals, several concerns have emerged especially:

- environmental justice,

- sustainability,
- safe routes to school,
- freight movement, and
- the Sustainable Communities Strategy (SCS) adopted by MTC in July 2013.

Do the Authority's adopted vision and goals adequately address these issues? Or, do the concerns listed above need to be incorporated more explicitly? The attached Discussion Paper outlines staff's proposed revisions to the vision and goals, along with the issues and opportunities that present themselves as we strive towards achieving them.

Action Plan Updates

At present, the RTPCs are preparing preliminary draft action plans for review by the RTPC TACs. Attachment B contains status reports for each of the five action plans (West, Central, East, Lamorinda, and Tri-Valley). In general, the action plans continue to support the Authority's adopted vision and goals, and could easily fit within staff's proposed revisions as outlined above. The overall schedule calls for completion of the draft Action Plans in January, and release of the Draft CTP in April 2014 (see Attachment C).



Discussion Paper: Refining the Vision and Goals for the 2014 Countywide Transportation Plan: Issues and Opportunities

The Contra Costa Transportation Authority was formed in the late 1980s by Contra Costa voters to help address and manage the impacts of tremendous amounts of growth over the previous several decades, when population increased six-fold. Measure C, passed in 1988, established a source of funding to tackle existing transportation issues, manage growth, and address future transportation needs.

Although the recession may have slowed growth in Contra Costa, the county is expected to add more homes and jobs over the next several decades. Forecasts suggest that by 2040 Contra Costa will have added 286,000 more residents, 81,000 more housing units, and 122,500 new jobs. While this rate of growth may be slower than in previous years, these increases will place further demand on the local and regional transportation system. Addressing and managing the effects of population, housing and job growth will be the focus of the 2014 Countywide Transportation Plan (CTP).

Maintaining a well-functioning transportation system — one that supports the environment, our economic vitality and the health of our communities — will be essential to Contra Costa and the region as it plans for future growth. The Authority plays a key role in identifying how to create and maintain such a system, one that will serve both current and future needs. The Authority intends to use the 2014 CTP to identify the best options for Contra Costa to do that and we hope that you'll join us in this process.

The Authority's Vision, Goals and Strategies

The Authority defined its vision for the transportation system in 2009 in the following statement:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and a strong economy to benefit the people and areas of Contra Costa, sustained by 1) a balanced, safe and efficient transportation network; 2) cooperative planning; and 3) growth management. The transportation network should integrate all modes of transportation to meet the diverse needs of Contra Costa.

This vision encompasses the Authority's three concerns — to support healthy communities, a healthy economy and a healthy environment — and outlines three measures for achieving them — a balanced, safe and efficient transport network, cooperative planning, and growth management. This vision was supported by four goals that shaped the Authority's transportation strategy.

GOALS AND STRATEGIES

1) Enhance the Movement for People and Goods on Highways and Arterial Roads.

Reduction in congestion can occur through a variety of approaches. The 2009 CTP outlined several strategies for achieving this goal including capital improvements to the roadway system itself, influencing the location and nature of new growth, increased traffic management, and expansion of multi-modal mobility.

2) Manage the Impacts of Growth to Sustain Contra Costa's Economy and Preserve its Environment.

The strategies under this goal included expansions of partnerships and cooperative planning among local jurisdictions, as well as an expansion of regional land use planning coordination outside of the county. The 2009 CTP also called for more context-sensitive transportation and land use planning by requiring new growth to pay its fair share for public improvements, supporting the establishment of an Urban Limit Line, promoting infill and redevelopment, and respecting community character and the environment.

3) Expand Safe, Convenient and Affordable Alternatives to the Single-Occupant Vehicle.

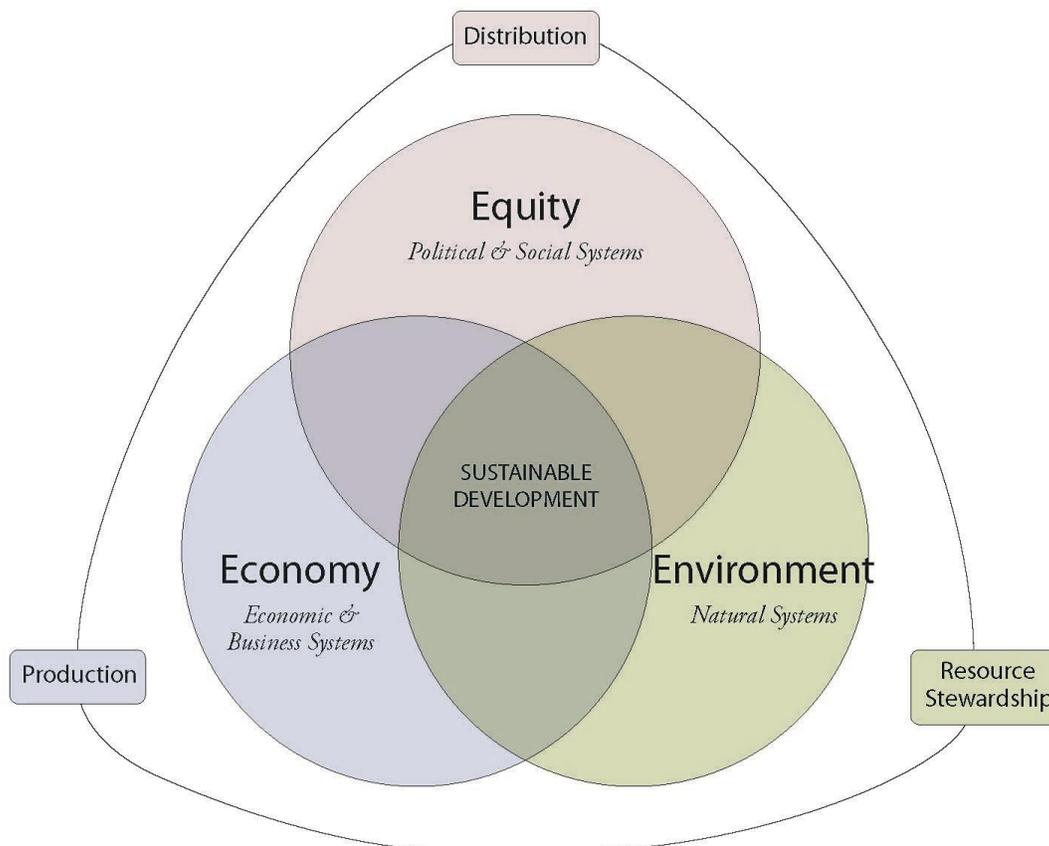
Ways of achieving this goal included expansion of BART and bus service, paratransit, pedestrian and bicycle routes, and carpools.

- 4) Maintain the Transportation System.** This goal depends upon acquiring adequate, stable funding for transit operations and reducing the backlog of rehabilitation and maintenance needs. The strategy is to increase preventive maintenance for roadways, bridges, and sidewalks to ensure the long-term health of the transportation system.

The 2014 CTP will review and refine the goals and strategies to respond to changing needs and future demands.

Sustainability and the 2014 CTP

As worries over climate change, economic vitality and public health have grown, the concept of *sustainability* — that is, our ability to achieve all our needs, both now and in the future — has come to the forefront. Ultimately, sustainability is about finding a balance among the goals of environmental, economic and social health that also allows for future growth. The following graphic illustrates this balancing act.



The Authority has spent years working to find the right balance among these sometimes competing goals. Using this sustainable transportation framework in the 2014 CTP can help assign priorities in the balancing act and focus the process of determining future investments. Sustainability could be used as a basis for an updated approach to transportation planning designed to maximize efficiency, use limited resources well, and deliver effective services to the county's residents, businesses, and visitors.

Explicit integration of sustainability into the 2014 CTP would align with State legislation on sustainability (SB 375), would contribute to implementation of the recently adopted *Plan Bay Area*, and would respond to an implementation task in the 2009 CTP calling for a review of the role the Authority should play in addressing sustainability.

From managing growth, to supporting mobility, to responding to the diverse needs of communities in Contra Costa, the Authority has made significant inroads towards achieving a number of objectives related to sustainability. Consequently, the issues and opportunities that will be addressed in the 2014 CTP will not involve a radical departure from existing Authority policies. Rather, they will refine and reframe policies the Authority has already set — policies that are already focused on meeting the needs of the present without compromising the ability of future generations to meet their own needs.

ADDING SUSTAINABILITY TO THE VISION AND GOALS

To incorporate sustainability into the 2014 CTP's vision and goals, a possible revision to the 2009 statement is shown below:

Strive to preserve and enhance the quality of life of local communities by promoting a healthy environment and strong economy to benefit the people and areas of Contra Costa, through (1) a balanced, safe, sustainable and efficient transportation network, (2) cooperative planning, and (3) growth management.

Consistent with the vision, the 2009 CTP goals could be refined for the 2014 CTP as follows to reflect the new emphasis on sustainability:

- ~~Enhance~~ Support the efficient and reliable movement of people and goods on highways and arterial roads;
- Manage ~~the impacts of~~ growth to sustain Contra Costa's economy, ~~and~~ preserve its environment and support its communities;
- Expand safe, convenient and affordable alternatives to the single-occupant vehicle; ~~and~~
- Maintain the transportation system; and
- Continue to invest wisely to maximize the benefits of available funding.

Challenges and Opportunities

CURRENT AND FUTURE CHALLENGES

Contra Costa faces transportation challenges in three key areas of concern: economy, environment and equity.

Economy

A reliable and efficient transportation network is essential for moving people and goods. Congestion adds time to commutes, both for drivers and transit users, and can increase conflicts between the users of the system. It also increases costs for freight movement and delivery. The demands on the transportation system will only increase as population in Contra Costa and the region grows and we add new jobs and economic activity.

Recent analysis conducted using the Authority's Travel Demand Forecasting Model indicates that vehicle miles travelled will increase by 35 percent by 2040, while vehicle

hours travelled will increase by 56 percent. With few capacity expansion projects in the pipeline, accommodating these increases in travel demand will require innovative techniques that rely more on technology and operational improvements than on adding new capacity.

Environment

Even with the achievement of the AB 32 goals for reducing CO₂ emissions, addressing climate change will continue to be a major environmental concern. Consistent with the environmental evaluation of *Plan Bay Area*, the 2014 CTP will assume a 16 inch rise in sea level by 2050, and a 55 inch rise by 2100. The forecast rise in sea level may imperil transportation facilities in low-lying parts of Contra Costa and the region, threatening our ability to travel as well as affecting our substantial investment in the transportation system. Climate change may also lead to more severe storms, with flooding that could damage our transportation infrastructure.

In response to these challenges, California has adopted new laws and regulations. Vehicle emissions controls will help limit increases in greenhouse gas emissions while SB 375 and the new sustainable communities strategies will identify new investment and development approaches to minimize vehicle miles travelled and consequent levels of emissions.

MTC's recently adopted *Plan Bay Area* includes a new "Sustainable Communities Strategy", or SCS, as required by SB 375. This new component of the Regional Transportation Plan identifies a program of transportation improvements and land use changes that together will help the Bay Area meet the State-required targets for reducing greenhouse gas emissions. The SCS proposes that about 80 percent of new job and housing growth be directed to Priority Development Areas (PDAs), districts that local jurisdictions have identified where higher-density, transit-supportive and walkable neighborhoods would be developed. Most jurisdictions in Contra Costa have designated at least one PDA. These PDAs include the San Pablo Avenue corridor, the Concord Re-use Site, the Hercules waterfront, downtown Antioch and Pittsburg, the Walnut Creek BART Station area, and the San Ramon City Center.

Beyond climate change, increased travel on the transportation network may have other impacts to the environment. A major concern is the increase in fine particulate matter from travel on our roads. Those particulates are linked to increases in asthma, heart disease and other health problems for those exposed to them. In addition, increased travel may lead to increased noise, especially along major roadways.

Equity

The design and operation of our transportation network can have a significant impact on the health of our neighborhoods and districts. More walkable communities, for instance, are associated with greater levels of walking, which would increase levels of exercise and could lower levels of obesity. Providing safe, well-defined and connected sidewalks, crosswalks and bicycle facilities for our children — especially along busy streets and at drop-off locations — can help encourage more walking and bicycling. Cities and towns have begun revising their development regulations to recognize the needs of all modes of travel. Much of Contra Costa, however, is already developed in ways that are auto-oriented. Making our communities more bike-, pedestrian- and transit-friendly will require substantial and sensitive retrofitting.

These impacts can vary significantly among our neighborhoods. Neighborhoods closer to freeways and freight lines are exposed to more air pollution and noise, with resulting impacts on their health. Some communities are more dependent on transit, especially areas with higher levels of lower-income and elderly residents, and reductions in transit service can have an outsized impact.

Maintaining Our Investment

Underlying all of these concerns is the importance of maintaining the existing transportation system. Local, state and federal agencies have invested billions of dollars in our current network and will invest billions more in the future. This investment, however, will require ongoing maintenance to ensure that our transportation network functions as it should. Potholes, worn roadway markings, and malfunctioning signals can affect the safety and reliability of the network. Expanding our transportation system — adding new rail lines, building new streets and highways, or increasing bus service

— will increase the need for maintenance. In addition, increased population and economic activity will further increase maintenance needs.

Investing Wisely

With billions invested in our transportation system — building streets and sidewalks, freeways and rail lines, trails and transit centers — Contra Costa has developed an extensive, modern transportation network. Maintaining and expanding the transportation system to continue to meet the county's travel needs will require many more billions. The Authority and its partners have identified at least \$10 billion in new projects and programs in Contra Costa alone that would be required to meet the projected increase in travel demands.

The Authority expects, however, to have only about \$2.5 billion available to fund new projects and services and to maintain our current infrastructure. The disparity between demands and resources means the Authority and the residents it serves have some significant choices to make.

OPPORTUNITIES

While the challenges facing transportation are daunting, there are tools and new approaches that may help the Authority address these challenges.

Complete Streets: One problem with the transportation network in Contra Costa is that, while many streets may function relatively well for cars, they inadequately serve people who walk, bicycle or ride transit. Sidewalks, for example, may be too narrow or non-existent. Higher speeds on arterials may make bicyclists search for routes that are slower and less direct. Vehicle congestion may make bus service slower and less reliable.

Fortunately, considerable research has been conducted in the last two decades on how to successfully create complete streets. By designing — or more frequently, redesigning — our streets to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities, we can improve the livability of our communities and encourage alternatives to the single-

occupant vehicle. Incorporating the complete streets concept into local general plans is now mandated in California.

One component of the complete streets concept is the creation of safe routes to school, or SR2S. Within the last two generations, we've seen a steep drop in the number of elementary and middle school students who walk to school. In 1969, 48 percent of children 5 to 14 years of age usually walked or bicycled to school. Forty years later, that dropped to 13 percent.¹ Principals at schools in Contra Costa identified a number of reasons why children don't walk or bike to school. One key concern identified throughout the county was the lack of safe, connected sidewalks, crosswalks and bike facilities. While the Authority has used both Measure J and federal sources to fund SR2S projects, there is a need for additional improvements throughout Contra Costa.

Technology: Throughout our history, people have used technology to address problems. Over the last two centuries, technology has utterly transformed how we move people and goods. Instead of horse-drawn carriages and wind-driven ships, we now rely on trains, planes, buses and cars. These new technologies haven't been without their downsides. For example, the engines propelling our ships, trains, planes and vehicles are a major contributor to greenhouse gas emissions. And the increased speeds these technologies allow have contributed to the sprawling character of many of our communities.

Technology, however, can also help address the negative effects of our modern transport network. The increase in the number of electric (or partially electric) vehicles will reduce greenhouse gas emissions in our urban areas (though this may be offset by the need to increase the demand for additional generation of electricity), and the increased use of electric vehicles will increase the need for charging infrastructure. Autonomous vehicles can also make more efficient use of our roadways and may minimize collisions but may, unfortunately, also require changes in how cities and towns design their roadways.

Other technologies focus on the roadway itself. So-called intelligent transportation systems, or ITS, can benefit our transportation network by improving safety and

¹ The National Center for Safe Routes to School (2011). How Children Get to School: School Travel Patterns from 1969 to 2009.

efficiency. This benefits the environment by limiting the waste of fuel and thus reducing greenhouse gas emissions. ITS encompasses many techniques, including electronic toll collection (such as FasTrak in the Bay Area), ramp metering, traffic signal coordination, and traveler information systems, for freeways, arterials and transit systems.

Reducing Demand: Adding thousands of new homes and jobs will lead to a corresponding increase in trips...if current trends hold. But are there ways of reducing the demands that this new growth will place on our transportation network? Our current transportation sales tax, Measure J — like its predecessor Measure C — funded so-called transportation demand management, or TDM, programs. These programs have had some success in encouraging more carpooling, bicycling, and transit use to reduce the number of single-occupant vehicles being used. Guaranteed ride home programs, bicycle lockers and transit subsidies are just some of the techniques used in the Authority's TDM programs. And, as technology has made it more feasible, telecommuting and flexible working hours have helped eliminate some commute trips during morning and evening rush hours.

Land use changes, which are the responsibility of local jurisdictions, can also help minimize travel demand. Making communities and employment districts more walkable, by creating a safe, continuous and direct pedestrian network and placing more services within walking distance, can reduce the need to get into a car. Increasing densities and the mix of compatible land uses can make transit service more attractive and efficient.

How Should the Authority Respond?

The purpose of developing the 2014 CTP is for the Contra Costa community to work with the Authority to make choices about how to invest limited transportation dollars. What mix of projects and programs will best achieve the vision of strong communities, a vibrant economy for all, and a healthy environment? How much should be spent to adapt our transportation network to sea level rise and how much to provide a reliable commute? How much should go to provide safe ways for children to walk or bicycle to school and how many dollars will it take to support essential goods movement? How do we provide access and mobility for our residents while minimizing the environmental

impacts of travel on our communities? How should the Authority select the projects and programs that best achieve the vision?

To help its work on the 2014 CTP, the Authority has begun reaching out to the public on these issues. Focus groups, stakeholder interviews and polling will be conducted in fall 2013. People should visit the Authority's website — www.ccta.net — for more information and ways of providing input on the 2014 CTP.



SWAT

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April 15, 2013

Janet Abelson, Chair
 Contra Costa Transportation Authority
 2999 Oak Road, Suite 100
 Walnut Creek, CA 94597

RECEIVED
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BY:

RE: SWAT Comments on "*Launching the 2014 Countywide Transportation Plan Update*" and corresponding "*Incorporating Sustainability in the 2014 CTP Update*" Discussion Papers

Dear Chair Abelson:

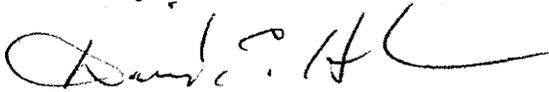
At their meetings of February 4, 2013 and March 4, 2013, the Southwest Area Transportation Committee (SWAT) discussed at length the Authority's discussion papers entitled "*Launching the 2014 Comprehensive Transportation Plan Update*" and "*Incorporating Sustainability into the 2014 CTP*". The Committee appreciates the Authority's efforts in developing these discussion papers and for providing the opportunity to comment.

SWAT concurs that the inclusion of sustainability practices within transportation planning documents are important, logical components. SWAT also recognizes the importance that the incorporation of a sustainability policy within the 2014 CTP Update aligns with the Transportation Authority's primary mission of delivering transportation projects and programs, and for maintaining the existing transportation system.

Additionally, SWAT notes that many of the sustainability components outlined in the "*Incorporating Sustainability into the 2014 CTP*" discussion paper could be considered duplicative of existing local, regional, state and federal mandates. As such, SWAT respectfully recommends that the incorporation of a sustainability policy be structured as a "best practices" approach, thereby providing flexibility and manageability at the local level.

Attached please find a summary of comments specific to the "*Incorporating Sustainability in the 2014 CTP Update*" discussion paper. Thank you for your consideration and opportunity to comment on this important matter. If you should have any questions or comments, please contact me, or Andy Dillard, SWAT administrative staff, at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,



David Hudson, Chair
Southwest Area Transportation Committee
Contra Costa County, CA

Attachments: Summary of Comments on CCTA's *"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"* Discussion Paper

Cc: Randell H. Iwasaki, CCTA; Martin Engelmann, CCTA; Danice Rosenbohm, CCTA; SWAT; SWAT TAC; WCCTAC, Jerry Bradshaw; TRANSPAC, Barbara Neustadter; TRANSPLAN, Jamar Stamps



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ATTACHMENT A

SWAT Draft Summary of Comments on CCTA's *"Incorporating Sustainability into the 2014 Countywide Transportation Plan Update"* Discussion Paper

"Incorporating Sustainability into the 2014 CTP"

- The Committee supports the use of a succinct and simple definition of sustainability (as defined under "Definitions of Sustainability", page 2), and that is in alignment with the Authority's existing mission statement (as referenced on page 3).
- A sustainability policy should not only consist of implementing new projects and programs, but also place emphasis on the maintenance of existing transportation infrastructure.
- The incorporation of a simple and concise sustainability policy within the Vision and Goals of the CTP Update should be represented as a "best practices" approach in order to provide flexibility for local jurisdiction interpretation and discretion.
- In further support of a "best practices" approach, and when considering incorporating sustainability components as part of CTP Action Plans, it is recommended that it be in the form of a "toolbox" of options for practical applications and discretion at the local level. Sustainability should also function as monitoring components for performance measures rather than new or additional mandates.
- As previously stated, a sustainability policy within the CTP Update should be structured with the intent that it be for the discretionary use of local jurisdictions, and in recognition that local general plans and policies ultimately govern and control sustainability practices at the project level (such as "Complete Streets").
- The Committee concurs with the alignment of sustainability with the Authority's Measure J mission in supporting "operational sustainability", "fiscal sustainability", and "maintaining and promoting a healthy environment".



The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

May 14, 2013

Janet Abelson, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Contra
Costa
County



BY: David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

Subject: 2014 Countywide Transportation Plan (CTP) Update and Incorporating Sustainability into the 2014 Countywide Transportation Plan

Dear Chair Abelson:

The Board of Supervisors has reviewed the subject documents and offers the following comments:

2014 CTP Update

- The County supports aligning local goals with that of regional and state initiatives. The CTP update should be clear as to how these goals will be reflected or implemented in more subsidiary policy and technical documents such as the *Technical Procedures Manual* and the *Measure J Implementation Guide*. These documents should be used to translate higher level policies in to practical implementation at the local level.
- The discussion document notes the flexibility in the Action Plan's and Multimodal Transportation Service Objectives. During the development of the Action Plans, CCTA should provide options, examples, and best practices from other areas to spur innovation and discussion.
- Noting that the intent of this update is to "lay the groundwork" for the next CTP and possible Measure J renewal/extension, the Board of Supervisors is going on record as emphasizing that maintenance of the existing system should be a priority. The recently completed *2012 California Statewide Local Streets and Roads Needs Assessment* study confirms that existing funding levels are not sufficient to address deteriorating roads, bridges, sidewalks, storm drains and support infrastructure. The study also predicts that the already daunting cost to repair this infrastructure could double if repair and maintenance continue to be deferred due to a lack of new funding.

Incorporating Sustainability into the 2014 Countywide Transportation Plan

- Implementing new project development or investment policies, such as is in the *Incorporating Sustainability* paper, with *existing* funding sources is likely to be overly burdensome. These existing funding sources, at the time they were developed, already incorporated disbursement policies. These

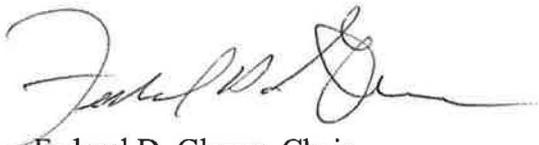
October 2, 2013
Planning Committee Meeting
Handout Agenda Item 9 4.B.9-18

include policies such as growth management requirement, complete streets, etc. Adding another layer of policies with which to guide expenditures is not practical. A more advantageous time to discuss and develop new sustainability policies would be at the time a new funding source is developed. This would allow a methodical deliberate approach to policy development rather than what could be construed as an incremental or patchwork approach.

- Absent an immediate, compelling reason to implement a new sustainability policy, the Board of Supervisors recommends that CCTA highlight our existing policies and funding programs which are already consistent with the concept of sustainability. These policies include the growth management program, urban limit line policies, transportation for livable communities, complete streets, pedestrian/bicycle/trail funding, etc.
- Ultimately, any sustainability policies that are developed should be consistent with and supportive of the policies of the Contra Costa Transportation Authority's member jurisdictions.

The Board of Supervisors appreciates the opportunity to comment on these important documents. If you or your staff has any questions on this information, please contact me or Steven L. Goetz at (925) 674-7830 or at steven.goetz@dcd.cccounty.us.

Sincerely,



Federal D. Glover, Chair
Contra Costa County Board of Supervisors
Supervisor, District V

Attachment:

c: Janet Abelson, Chair, WCCTAC
Dave Hudson, Chair, SWAT
Kevin Romick, Chair, TRANSPLAN
Mark Ross, Chair, TRANSPAC

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TO: TRANSPAC TAC

FROM: Lynn Overcashier, 511 Contra Costa Program Manager

DATE: September 26, 2013

RE: Staff will be seeking approval in October from TRANSPAC and TRANSPLAN for the FY 2014/15 511 Contra Costa Program workplan and budget outlined below. Grant funding is provided by the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA), CCTA Measure J (Commute Alternatives) and MTC CMAQ (Employer Outreach)

The Central/East County 511 Contra Costa staff implements programs and projects which fulfill each jurisdiction's Transportation Demand Management ordinance requirements within the Contra Costa Transportation Authority's Growth Management Program and Action Plan requirements under Measure J. With legislation (AB 32 and SB 375) requiring greenhouse gas emission (GHG) reductions, the 511 Contra Costa programs have a proven success record with the Bay Area Air Quality Management District and the Metropolitan Transportation Commission in reducing vehicle miles traveled (VMT) and Greenhouse Gas emissions.

The Workplan for FY 2014/15 includes trip reduction and emissions reduction projects and programs which focus on outreach to residents, students and commuters in Contra Costa. The program elements are refined and changed each year to ensure the maximum cost effectiveness, as determined by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC) and CCTA.

The budget is expected to be similar to the 2013/14 allocations, with approximately \$755,000 in TFCA funding from the BAAQMD, \$383,500 from Measure J Commute Alternatives and \$39,970 in CMAQ funding from MTC.

Program elements include:

- TDM Ordinance Update – 511 CC staff will be updating the Measure J TDM Draft Model Ordinance. The CCTA Countywide Transportation Plan is currently being updated and as a result, it is necessary to update the model TDM Ordinance. Local TDM ordinances have not been updated since 1997. It will be necessary for each jurisdiction to approve an updated TDM Ordinance in 2014 prior to adoption of the

Countywide Transportation Plan. This is a requirement under Measure J in order for jurisdictions to continue to receive their annual M/J half cent sales tax transportation return-to-source funding.

- Action Plan Implementation - Both the TRANSPAC and TRANSPLAN Action Plans include actions and programs which are implemented by the Central/East County 511 Contra Costa Program. Staff will also be working with local jurisdictions in developing Transportation Demand Management strategies as part of the Sustainable Communities Strategies through SB 375.
- Safe Routes to Schools (SR2S) Programs and Projects - Staff will work with local jurisdictions, school administrators, parents, PTAs, police departments and others to expand the SR2S programs to elementary, middle and high schools throughout East County. Program elements include: SchoolPool carpool ridematching; SchoolPool transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; Challenge Days to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and site access safety programs. Measure J funds will be used to provide bike racks, skateboard and scooter racks, paving and fences, as well as school access and infrastructure improvements to promote safer access to campuses.
- Employer Outreach – Recent legislation (SB 1339) was passed which requires employers with >50 employees to provide pre-tax commuter benefits, or other options to promote commute alternatives. 511 CC will provide assistance to employers to comply with MTC and BAAQMD regulation of this legislation. 511 CC will develop and provide a Commuter Assistance Program for Central and East County jurisdictions to assist city/county compliance with these new requirements. Additional offerings to employers include elements that reduce single occupant vehicle ridership, which is a requirement of the TFCA grant funding. Services include: distribution and analysis of transportation surveys; real-time-ridesharing; car-sharing programs; clean fuel infrastructure; transportation/health fairs; promotional support for shuttles; customized ridematch assistance; pre-tax transit benefit education; bicycle parking infrastructure; pledge program to encourage commute alternatives. Staff will also continue to work with transit agencies on special promotions.
- Electric Charging Program – TFCA and Measure J funds are used to provide mini grants to Central and East County jurisdictions for electric charging stations and lease of electric plug-in vehicles to promote the use of this technology. Staff is working to expand the network of charging stations in Central and East County to keep pace with the growing demand.
- COMMUNITY OUTREACH PROGRAM – Staff will be working with local jurisdictions to distribute more “green” transportation information and program elements at city

events to inform residents of ways to reduce Vehicle Miles Traveled (VMT) and GHG emissions. Special promotions include providing transit passes to support the Discover and Go program through the libraries, and other community outreach events.

- BICYCLE/SKATEBOARD INFRASTRUCTURE AND GAP CLOSURE ASSISTANCE – Bicycle and skateboard parking infrastructure will be provided to local schools, jurisdictions, and employers upon request. Staff will work with the RTPC TACs to assist in project delivery of bicycle/pedestrian gap closure projects where feasible.
- WEBSITE DEVELOPMENT AND MAINTENANCE - The 511CC website continues to be a comprehensive one-stop location for Bay Area transportation information with an emphasis on Contra Costa transportation. 511 CC is also host to the TRANSPAC and TRANSPAN websites (www.transpac.us and www.transplan.us), in addition to the www.511contracosta.org site.
- AGENCY PARTNERSHIP ACTIVITIES - Staff participates in local and regional committees to ensure coordination, promotion and funding for TDM projects in Contra Costa County. The committees include: BART's Bicycle/ Pedestrian Access TAC, MTC's Regional Rideshare TAC, BAAQMD/MTC SB 1339 TAC, BWTD TAC, MTC's School and Youth Outreach TAC, CCTA's Safe Routes to School Task Force; TRB's TDM Committee and the TDM Institute.
- ASSISTANCE WITH GRANT APPLICATION DEVELOPMENT - Staff provides assistance to partner agencies for grant submittals.

Performance Measures: The BAAQMD requires that programs and projects maintain a minimum cost effectiveness performance measure. This minimum standard is \$90,000/ton of emissions reductions. Historically the 511 CC program has achieved results ranging from \$29,000-\$55,000/ton of emissions reductions, which is well below the required BAAQMD standard.

It is estimated that the 2014-15 workplan will achieve a minimum of \$44,000/ton of emissions reductions. Per the BAAQMD methodology, this equates to a reduction of 993,200 vehicle trips, 12,118,600 vehicle miles reduced and 5,820.8 tons of ROG (reactive organic gases), NOx (nitrogen oxides) and PM (particulate matter).



EXECUTIVE DIRECTOR'S REPORT October 16, 2013

Caldecott Tunnel Ribbon Cutting Ceremony Meeting: September 11, 2013

Ross Chittenden, Linsey Willis and I met with Caltrans staff including District Director Bijan Sartipi, Chief Deputy District Director Dan McElhinney and Deputy District Director for External Affairs, Brigetta Smith to discuss ribbon cutting ceremony proposals. We have a general idea for plans for the opening of the 4th bore.

Caldecott Executive Steering Committee Meeting: September 11, 2013

Ross Chittenden, Linsey Willis, Ivan Ramirez and I met with staff from Caltrans, ACTC, and MTC to review the Caldecott project. Topics included remaining contract change orders, schedule issues, options for the tunnel opening ceremony, and any scope changes.

CTF/Caltrans Liaison Committee Meeting: September 12, 2013

As a member of the California Transportation Foundation I have been assigned to several committees, including the Caltrans Liaison Committee of which I am the Chair. CTF distributes scholarships for various districts and functional units when they have collected the necessary amount of money. Because of the time needed to administer the scholarship program, CTF decided to set the minimum scholarship amount at \$500 and later review whether or not to raise it to \$750 for 2015. We also asked Caltrans how many people would be attending the CTF Transportation Education Symposium, to be held this year in Santa Cruz. There will be a fund raising event at this year's Focus on the Future conference for the Bimla Rhinehart Memorial scholarship and the Children of Fallen Workers.

AASHTO Connected Vehicle Executive Leadership Team Meeting: September 17, 2013

I am a member of the AASHTO Executive Leadership Team (ELT) and the committee held a teleconference to discuss proposed dates and topics for the next meeting. The proposed dates conflict with currently scheduled PC, APC, or Authority meetings.

Express Lanes Executive Steering Committee Meeting: September 17, 2013

Ross Chittenden and I joined the Express Lane System Executive Steering Committee (ESC) meeting by teleconference. We were given an update on the schedules for the various Bay Area projects. There is a Request for Proposals being released to hire a Utility Coordinator for the projects. The Executive Directors of the various counties are working on a joint comment letter to Caltrans regarding Deputy Directive 43 on Managed Lanes.

SHRP 2 C33 (T-PICS Vetting Pilot) TETG Web Meeting: September 18, 2013

Transportation Project Impact Case Studies (T-PICS) is a web-based tool that provides access to a national database of pre- and post-construction case studies that can be used to assess the

economic development and related effects of various kinds of transportation projects. SHRP 2 Capacity Project C03 developed the database of 100 case studies that provide economic indicators from both before and after construction of various types of transportation projects. The intent of C33 is to engage several teams of public-sector transportation agencies (state transportation agencies, metropolitan planning organizations, regional planning agencies, and localities) and (if desired) their consultants in pilot tests of the utility of T-PICS as a tool for enhancing decision making in the planning of highway capacity additions. I volunteered some of our projects for analysis and inclusion in the database. Martin Engelmann has been contacted by the consulting team.

California Freight Advisory Committee (CFAC) Meeting: September 18, 2013

Amin AbuAmara attended the CFAC meeting held at the Alameda County Transportation Commission's (ACTC) new offices in Oakland. The Committee was formed to participate in the development of the California Freight Mobility Plan to be prepared consistent with MAP-21 guidance; serve as the forum for the discussion of freight-related topics; help coordinate regional freight priorities with other organizations; and advise the State on key freight-related decisions, priorities, issues, projects, and funding needs from both statewide and regional perspectives. The meeting was facilitated by Kome Ajise, Caltrans Deputy Director of Planning & Modal Programs, and was opened by the ACTC Chair, Scott Haggerty, and the MTC Chair, Amy Rein Worth. The meeting was followed by a tour of the Port of Oakland and the Bay Bridge on board the Presidential yacht, the USS Potomac (President F.D.R.'s "Floating White House").

Senator DeSaulnier Meeting: September 19, 2013

Ross Chittenden, Linsey Willis and I met with Senator DeSaulnier, Lupe Schoenberger, and Malcolm Brudigam to take an opportunity to introduce them to Linsey Willis. We also spent some time talking about the Caldecott Tunnel funding issues.

California Transportation Foundation Board Meeting: September 19, 2013

I attended the CTF board meeting in Sacramento. I presented the Liaison report to the board. CTF board approved the updated investment policy. We also approved the various workers assistance and memorial accounts. Next year's Transportation Forum will be held on January 28' 2014 in Sacramento. The Education Symposium will be held on November 7 and 8, 2013 in Santa Cruz.

East Bay Leadership Council Board of Directors Meeting: September 20, 2013

I gave the board an update on the Caldecott Tunnel project. It appeared that they appreciated the work and effort of CCTA in getting the project close to completion. They had a few questions regarding the work and schedule. After the presentation, the President of the Contra Costa Water District had great things to say about CCTA staff and our efforts to keep the large water pipe in place on the Balfour project, which saved the public agencies about \$18 million.

ITS America Commercial Vehicle & Freight Mobility Forum: September 20, 2013

I made a webinar presentation to the ITS America CVFM forum updating them on the National Freight Advisory Committee's activities. I informed them I was appointed by the Secretary of Transportation as one of the Co-Chairs of the Research Innovation and Technology subcommittees. As expected, there was a lot of interest from the participants.

Port of Oakland Meeting: September 20, 2013

Martin Engelmann and I met with Port Executive Director Chris Lytle, Governmental Affairs Specialist Joanne Karchmer, and Manager of Governmental and Community Affairs Matt Davis. Martin and I were treated to an overview of the Port. We talked about our role as a CMA and tax authority in Contra Costa. I gave them an overview of my National Freight Advisory Committee activities. They invited our board and staff to take a tour of the Port of Oakland. Danice Rosenbohm is working on getting the tour scheduled.

Countywide Transportation Plan Focus Groups: September 24, 25, 26, and October 3, 2013

Working as subconsultant to Gray-Bowen, EMC conducted a series of focus groups in each subarea of the county (see schedule below). The focus groups involved a two hour meeting with groups of 10 registered voters. EMC's professional facilitators asked each group the same pre-determined set of questions covering a wide array of transportation-related topics. Linsey Willis, our new Director of External Affairs, was in attendance to monitor the proceedings. I attended the South County session, and various other CCTA staff members dropped in to observe. The focus groups are part of a larger public outreach effort currently underway, including stakeholder interviews, and polling, to obtain public feedback that will help guide the development of the 2014 CTP. The consultant will provide a summary report of the feedback we received from the focus groups.

Date	Subarea	Location
9/24	East County	Lone Tree Golf Course 4800 Golf Course Rd. Antioch, CA 94531
9/25	Central County	Q&A Focus Suites 925 Ygnacio Valley Rd., Suite 200 Walnut Creek, CA 94596
9/26	South County	
10/3	West County	Courtyard Marriot 3150 Garrity Way Richmond, California 94806 USA

Assembly Member Frazier Meeting: September 25, 2013

Martin Engelmann and I met with Assembly Member Jim Frazier and his staff to brief him on the status of the SR 239 Corridor Study.

Rossmoor Rotary Club Presentation: September 25, 2013

I gave a presentation to the Rossmoor Rotary Club about CCTA and then the Bay Bridge. They enjoyed the presentation. During the presentation, I was invited to return with a presentation about the Caldecott Tunnel.

American Council of Engineering Consultants (ACEC) – Bay Bridge Chapter: September 25, 2013
Ross Chittenden gave a presentation at the ACEC Bay Bridge Chapter monthly luncheon about updates at CCTA, upcoming contracting opportunities and the Caldecott Fourth Bore project. This was an update from a similar event in September 2011. Linsey Willis and Ivan Ramirez also attended the event.

Contra Costa Times Interview: September 26, 2013

Jack Hall, Linsey Willis and I were interviewed by Paul Burgarino regarding the early performance of ramp meters on SR 4 and SR 242. Our responses to his questions were very positive regarding the results of the implementation of the first ramp meters in the county.

Research Innovation and Technology Subcommittee Teleconference: September 26, 2013

I held the first formal National Freight Advisory Committee RIT subcommittee teleconference. A majority of the members were on the call. We had introductions from each of the subcommittee members. There are eight NFAC members and five US DOT staff members on our subcommittee. US DOT staff gave us an update on their efforts. The subcommittee members reviewed the subcommittee goals and Task 1 for our committee. We also decided to meet every two weeks from 3 to 5 pm EST for the next year.

Nikki Simonsen’s Last Day: September 26, 2013

Our Administrative Clerk, Nikki Simonsen, has left CCTA for a new job closer to home. Nikki joined our team in March, 2011. We wish her the best of luck in her new position. Moving forward, we are preparing to advertise and establish a new eligibility list for the position. To help us during the interim, De Spears of Nelson Staffing has been brought on board as a temporary to perform the duties.

Bond Buyer Conference: September 26-27, 2013

CFO Randy Carlton was invited to speak at the Bond Buyer conference in Los Angeles. He provided the issuer’s perspective on the subject of floating rate bonds, the type of bonds CCTA issued in December, 2012. He was joined on the panel by Brian Mayhew, CFO of the Bay Area Toll Authority. On a separate but related matter, Randy has submitted the 2012 bond transaction for consideration to receive the highly coveted “Deal of the Year” award given by the Bond Buyer publishing company for innovation and cost effectiveness.

ITS California 19th Annual Meeting and Exhibition: September 30 – October 2, 2013

Jack Hall, CCTA Associate Engineer and Intelligent Transportation Society of California (ITS-CA) Board member, attended the 2013 Annual Meeting of ITS-CA in San Diego: “Beyond the Border: How ITS is Leading the Way.” This is a premier event for bringing together the public and private sectors to learn about the latest advances in transportation technology.

East Bay Leadership Council Presentation: October 1, 2013

Alameda CTC Executive Director Art Dao and I participated on a panel discussing “Regional Transportation Issues.” Terry Bowen was the moderator and asked a few questions centered around regional planning, collaboration and freight. Commissioner Julie Pierce attended the event, which was held in Dublin California and was well attended.

CALCOG Director's Teleconference: October 2, 2013

I participated in the CALCOG Director's teleconference. We discussed Cap and Trade Coalition Policy Issues, Draft Scoping Plan, and Strategic Growth Council's planning grant guidelines.

ARTBA Western Regional Conference Call: October 2, 2013

I provided an update to the American Road and Transportation Builders Association (ARTBA) on the State's transportation funding picture and activities of the National Freight Advisory Committee.

California STEM Task Force Report: October 4, 2013

We were a host site for a public community meeting chaired by former CCTA commissioner and Assemblywoman Susan Bonilla. The meeting provided a venue to present and discuss comments related to the Science Technology Engineering and Math (STEM) task force report. Assemblywoman Bonilla was joined on the panel with State Superintendent of Education, Tom Torlakson and other education officials. Over 100 interested officials and members of the public attended.

I-80 Eastbound Truck Scales Tour: October 4, 2013

Ross Chittenden, Ivan Ramirez and I were invited to tour the newly constructed scales on I-80 in Cordelia. I was asked to give the attendees an update regarding the National Freight Advisory Committee.

San Joaquin Valley Fall Policy Conference: October 10-11, 2013

Martin Engelmann presented the SR 239 Feasibility Study at a break-out session called "Designing Solutions with Transportation Corridors." Paul Steinberg of Avego presented the Authority's Real-time Ridesharing pilot program at a break-out session called "Transit & Travel Innovations." The conference, which was held in Stockton, covered transportation and economic development issues, and was jointly sponsored by the San Joaquin and Stanislaus COGs.

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COMMISSIONERS

Janet Abelson,
Chair

Kevin Romick,
Vice Chair

Newell Americh

Tom Butt

David Durant

Federal Glover

Dave Hudson

Mike Metcalf

Karen Mitchoff

Julie Pierce

Robert Taylor

MEMORANDUM

To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

Jamar Stamps, TRANSPLAN

Jerry Bradshaw, WCCTAC

Shawna Brekke-Read, LPMC

From: 
Randell H. Iwasaki, Executive Director

Date: October 17, 2013

Re: Items approved by the Authority on October 16, 2013, for circulation to the Regional Transportation Planning Committees (RTPCs), and related items of interest

At its October 16, 2013 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

Randell H. Iwasaki,
Executive Director

- 1. Review of the Draft Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. The full Measure J Checklist will be released to local jurisdictions in early 2014. Local staff responsible for completing the Measure J GMP Checklist are encouraged to review and comment on the Draft CY 2012 & 2013 Checklist, which is unchanged from the previous cycle's Checklist. Concurrently, the Authority's Growth Management Task Force and the Citizen's Advisory Committee will review the Checklist. *(Attachment)*
- 2. Presentation on the SR 239 Draft Feasibility Study.** The Authority received a presentation on the draft Feasibility Study for State Route (SR) 239 – a proposed multimodal connection between Brentwood and Pleasanton. The Draft Corridor Study is available for download at www.trilink239.org. The study was presented to the TRANSPLAN committee on October 10, and is scheduled for presentation at TVTC on October 17, 2013. *(Attachment)*

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Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

3. **Revised 2014 State Transportation Improvement Program (STIP) Candidate Projects.** Due to a recent update of the 2014 STIP Fund Estimate, Contra Costa's share increased by \$1.2 million. *The Authority approved the revised 2014 STIP project list. (Attachment)*

4. **Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates.** The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, the Planning Committee reviewed a discussion paper regarding the draft 2014 CTP Update vision, goals, and current issues, and released it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents. *The Draft CTP Vision, Goals, and Issues Paper is available for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance. Comments are due by the end of November. (Attachment)*

Planning Committee **STAFF REPORT**

Meeting Date: October 2, 2013

Subject	Preliminary Review of the Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist
Summary of Issues	The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. It will be the first Checklist that pertains entirely to the Measure J GMP. The full Measure J Checklist will be released to local jurisdictions in early 2014. Staff recommends that the Planning Committee delegate the detailed discussion of the Measure J Checklist to the Growth Management Program Task Force. Concurrently, the Authority's Citizen Advisory Committee is also review the Checklist.
Recommendations	Review and comment on the preliminary draft Checklist, and delegate further discussion to the GMP Task Force.
Financial Implications	Local jurisdictions are eligible to receive 18 percent Local Street Maintenance and Improvement (LSM) Funds, subject to the Authority finding that the jurisdiction is in compliance with the GMP.
Options	N/A
Attachments (See PC Packet dated 10/2/13)	A. Draft CY 2012 & 2013 Measure J GMP Compliance Checklist B. GMP Task Force Roster
Changes from Committee	<i>None</i>

Background

The Measure J Growth Management Program (GMP), as amended, requires that every two years each jurisdiction submit a statement of compliance with the GMP. The Authority then reviews that statement, makes a findings of compliance, and allocates

Local Street Maintenance and Improvement (LSM) funds to cities, towns and the County.

The Biennial Compliance Checklist provides a vehicle for measuring local jurisdictions' fulfillment of the requirements of the GMP. The last compliance review cycle covered the CY 2010 & 2011 reporting period. Jurisdictions that demonstrated compliance in CY 2010 & 2011 received FY 2011-12 LSM funds, with the second-year's funding, also known as the "off year" (in this case, FY 2012-13) allocated automatically on the one-year anniversary of the first year's allocation.

Attachment A shows the text for the Preliminary Draft of the CY 2012 & 2013 GMP Checklist. In previous review cycles, the text was exported into a web-accessible form that could be filled out by the local jurisdiction's staff. We will continue this process and strive to incorporate new technologies to make the form more accessible still, and easier to complete. For now, however, the primary focus is on the substance of the checklist questions as they pertain to the basic compliance requirements for the GME.

Staff recommends that the Authority allow for further discussion of the Checklist with the GMP Task Force and continued consultation with the Authority's Citizens Advisory Committee prior to Authority adoption of the Checklist in early 2014. The roster of GMP Task Force members is shown in Attachment B.

Requirements of the Measure J GMP

Requirements are summarized as follows:

- **Adopt a Growth Management Element.** Local jurisdictions are required to have a Growth Management Elements (GME) in their General Plan that substantially complies with the Authority's Measure J Model Growth Management Element adopted in June 2007. The GME is the jurisdiction's main platform for outlining goals and policies for managing growth and requirements for achieving those goals. Jurisdictions are encouraged to supplement their GMEs with any elements outside of the Model GME that may be helpful in achieving the objectives of the Growth Management Program as well as local General Plan goals and policies. (Note: this requirement was addressed in the CY 2010 & 2011 reporting period).
- **Adopt a Development Mitigation Program.** Local jurisdictions must participate in a Development Mitigation Program which consists of two parts: a local program to mitigate development impacts on local streets, and a regional program developed by the relevant RTPC that establishes fees, exactions,

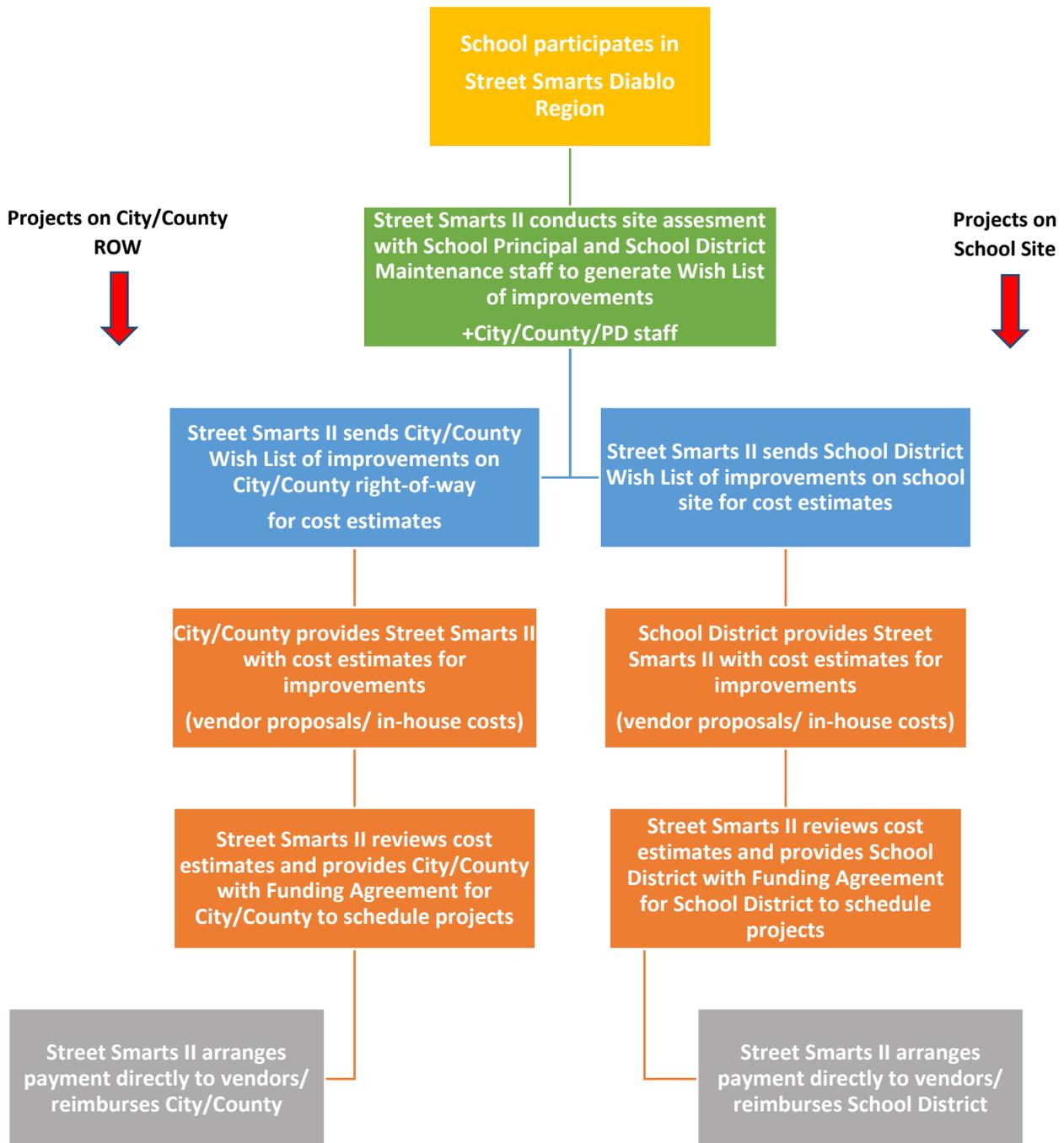
assessments, or other measures to fund regional and subregional transportation projects.

- **Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.** Each jurisdiction must participate in an ongoing, multi-jurisdictional planning process through the Regional Transportation Planning Committees.
- **Address Housing Options.** Each jurisdiction must demonstrate reasonable progress in achieving the objectives in its Housing Element. The jurisdiction must complete a report that illustrates this progress in various ways. Additionally, jurisdictions must incorporate policies and standards to support transit, bicycle, and pedestrian access in new development.
- **Develop a Five-Year Capital Improvement Program.** Jurisdictions must continue to prepare five-year capital improvement programs, including approved projects and an analysis of the costs of proposed projects. The program must outline a financial plan for providing proposed improvements.
- **Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.** Jurisdictions must adopt an ordinance or resolution that promotes carpools, vanpools, and park and ride lots, and is substantial consistent with the Authority's Model TSM Resolution.
- **Urban Limit Line.** Jurisdictions must have a voter-approved Urban Limit Line (ULL) to be considered in compliance with the Measure J Growth Management Program. The Urban Limit Line may conform to the countywide line, or a jurisdiction may adopt its own Local Voter-Approved Urban Limit Line to fulfill this requirement.

Next steps

Following further review and discussion by the GMP Task Force and the CAC, staff will bring the checklist back to the Authority in early 2014 for approval to distribute to local jurisdictions. Local jurisdictions may submit their completed Checklists as early as April 1, 2014, for allocation of FY 2013-14 funds on July 1, 2014. The Checklist will be due no later than June 30, 2015. Payment of the "off-year" FY 2014-15 LSM funds occurs automatically on the anniversary of the first year's payment.

Street Smarts II: Infrastructure Program Project Methodology with School Districts and City/County/PD



Street Smarts Diablo Region is a Bicycle/Pedestrian Safety Program that educates K-12 students in Central and Eastern Contra Costa County



Antioch Middle School

"Our mission at Antioch Middle School is to provide a superior education to all students so that race, gender, and socioeconomic status are not predictors of student success"



1500 D St. ~ Antioch, CA ~ 94509
Phone: 925-779-7400 Fax: 925-779-7414

Andy Cannon, Principal
Zhenus Wahidi, Assistant Principal
Shayla Bowman-Taylor, Assistant Principal

October 2, 2013

Street Smarts
Attn: Kirsten Riker
2300 Contra Costa Blvd, Suite 110
Pleasant Hill, CA 94523

Dear Ms. Riker:

Thank you to you and your staff for the wonderful safety program that was presented to our students! Thank you also for the 48 helmets that you gave to our students. It is so wonderful to see the students riding their bikes AND wearing the helmets. I have noticed that there are more bikes filling up the bike rack each morning!

We appreciate the time and energy that you and your co-workers put into this event to make it successful!

Respectfully,

Andy Cannon,
Principal

GUY A. SWANGER
Chief of Police



Phone: (925) 671-3194
FAX: (925) 691-6942

October 8, 2013

Ms. Kerri Heusler
Street Smarts Program Manager
2300 Contra Costa Blvd., Ste. 110
Pleasant Hill, CA 94523

Dear Ms. Heusler:

Thank you for your letter of October 3, 2013, in which you express your appreciation to Sergeant John Nunes and Officer Kenny Trimble for their assistance with your Street Smart Diablo program in Concord. I'm always pleased to hear of the excellent work and professionalism of our officers.

Please be assured that I will forward your letter to Sergeant Nunes and Officer Trimble and place copies in their personnel files.

Thank you again for taking the time to write.

Sincerely,

A handwritten signature in blue ink, appearing to read "Guy A. Swanger".

Guy A. Swanger
Chief of Police

GS:dp

TRANSPAC Transportation Partnership and Cooperation

2014 MEETING SCHEDULE

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall, Community Room, 100 Gregory Lane, Pleasant Hill

TRANSPAC Meetings

Second Thursday of every month or as notified. Other meetings as scheduled.

January 9 (Proposed vacation)	July 10
February 13	August 14 (Proposed vacation)
March 13	September 11
April 10	October 9
May 8	November 13
June 12	December 11

TAC Meetings

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 23	July 24
February 27	August 28 (Proposed vacation)
March 27	September 25
April 24	October 23
May 22	November 20 (Alternate date – location TBD)
June 26	December 18 (Alternate date – location TBD)

TRANSPAC Backup Meetings

Held only as needed on the third Thursday of the month.

January 16	July 17
February 20	August 21 (Proposed vacation)
March 20	September 18
April 17	October 16
May 15	November 20
June 19	December 18

TAC Backup Meetings

Held only as needed on the first Thursday of the month.

January 2	July 3
February 6	August 7 (Proposed vacation)
March 6	September 4
April 3	October 2
May 1	November 6
June 5	December 4

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

October 15, 2013

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

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the Special TRANSPLAN Committee meeting on October 10, 2013.

RECEIVE update on Transportation Demand Management (TDM) activities conducted from July-September and the "Street Smarts Diablo Region" report. 511 Contra Costa ("511CC") staff provided an update on their TDM activities and "Street Smarts Diablo Region" program. With this program, 511CC works with local jurisdictions, school administrators and the communities to provide programs to elementary, middle and high schools throughout East County. These programs are intended to educate students and parents about alternative modes of transportation and ridsharing. Programs include: "SchoolPool" carpool ridematching; "SchoolPool" transit ticket program; Bicycle/pedestrian education and encouragement; Bicycle/pedestrian assemblies; "Challenge Days" to promote bicycling, walking, carpooling and transit ridership to schools; school site assessments and site access safety programs.

CONSIDER accepting the Draft TriLink (SR 239) Feasibility Study Report and requesting comments from the TRANSPLAN Committee for the final report. Parsons, the consultant working on the TriLink project for the Authority, delivered a presentation on the recent activities related to the project and the draft feasibility study.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 14, 2013 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps
TRANSPLAN Staff

c: TRANSPLAN Committee D. Rosenbohm, CCTA
A. Dillard, SWAT/TVTC J. Townsend, EBRPD
B. Neustadter, TRANSPAC D. Dennis, ECCRFFA
J. Bradshaw, WCCTAC



SWAT

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November 5, 2013

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

RE: SWAT Meeting Summary Report for November 2013

Dear Mr. Iwasaki:

At the **November 4, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Received a presentation on the I-680 Express Lanes Project: Thanks and appreciation to Susan Miller, CCTA staff; Lisa Klein, MTC staff; and Barbara Laurenson, MTC staff for providing the presentation.

Received a presentation and update on the Caldecott Tunnel 4th Bore Project: Thanks and appreciation to Ivy Morrison, Circlepoint for providing the presentation.

Reviewed and provided comment on CCTA's Vision, Goals, and Issues for the 2014 Countywide Transportation Plan Update: SWAT comments will be forwarded to the Authority via separate letter.

Received a presentation on the Terraces of Lafayette Development Project.

The next SWAT meeting is scheduled for Monday, December 2nd, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive.

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA



SWAT

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October 16, 2013

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

RE: SWAT Meeting Summary Report for October 2013

Dear Mr. Iwasaki:

At the **October 7, 2013** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed that may be of interest to the Authority:

Approved 2014 STIP Applications: Approved a letter of concurrence for State Transportation Improvements Program (STIP) project applications from the Town of Moraga and Contra Costa County. A letter will be forwarded to the Authority under separate cover.

Approved Comments on CCTA's *Initial Priority Development Area (PDA) Investment and Growth Strategy*: A letter will be forwarded to the Authority under separate cover.

Approved a Recommendation for the Allocation of Measure J Strategic Plan Program 28c, "Sub-regional Transportation Needs" for the SWAT Sub-region: A letter will be forwarded to the Authority under separate cover.

Received a Presentation on the 2013 Congestion Management Program (CMP) Update.

Received a Presentation on the Terraces of Lafayette Development Project.

The next SWAT meeting is scheduled for Monday, November 4th, 2013 at the City of San Ramon, 2222 Camino Ramon, San Ramon. Please contact me at (925) 314-3384, or adillard@danville.ca.gov, if you should have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive.

Andy Dillard
Town of Danville/SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Jerry Bradshaw, WCCTAC; Barbara Neustadter, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA; Hisham Noeimi, CCTA



SWAT

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July 5, 2013

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

RE: 2013 Measure J Strategic Plan Update - Project Category Programming for the SWAT Sub-region

Dear Mr. Iwasaki:

At their regular meeting of **July 1, 2013**, the Southwest Area Transportation Committee (SWAT) approved the following programming priorities for the sub-region's projects contained in the Measure J *Strategic Plan* for purposes of inclusion in the 2013 update. The following indicates programming priorities based on the sub-region's estimated additional capacity of \$24.0 million through FY2034 (Table 1):

Table 1

SWAT Project Category	Remaining Project Capacity	Measure J Strategic Plan - Additional Capacity Programming for Projects (\$24.0M)		Total Additional Capacity
		Through FY2019 (\$9.5M)	FY2020-34 (\$14.5M)	
Caldecott Tunnel 4th Bore	\$4,995	\$1,500	\$0	\$1,500
I-680 Carpool Lane Gap Closure & Transit Corridor Improvements	\$17,040	\$0	\$10,640	\$10,640
BART Parking, Access, and Other Improvements	\$2,045	\$0	\$2,045	\$2,045
Major Streets, Traffic Flow and Safety Improvements	\$9,815	\$8,000	\$1,815	\$9,815
Totals		\$9,500	\$14,500	\$24,000

As contained within the 2011 Measure J *Strategic Plan*, SWAT's direction for allocating funding of the "Major Streets, Traffic Flow and Safety Improvements" project category is that it be based on the "50/50" population and road miles formula. As such, SWAT further

recommends that the additional capacity programming for “Major Streets” be allocated per SWAT jurisdiction as follows (Table 2):

Table 2

SWAT Jurisdiction	50/50 Pop-Road Miles Formula (%)	2011 Strategic Plan Amount	Additional Capacity Programming for “Major Streets” (Funding Limit is \$9.8M)		Total
			Additional Capacity through FY2019 (\$8.0M)	Additional Capacity FY2020-34 (\$1.815M)	
Danville	21.16	\$1,294	\$1,693	\$384	\$3,371
Lafayette	13.74	\$840	\$1,099	\$249	\$2,189
Moraga	9.1	\$557	\$728	\$165	\$1,450
Orinda	12.28	\$752	\$982	\$223	\$1,957
San Ramon	22.94	\$1,403	\$1,835	\$416	\$3,655
County	20.78	\$1,271	\$1,662	\$377	\$3,311
Totals	100	\$6,117	\$8,000	\$1,815	\$15,917

If you have any questions or comments regarding SWAT’s recommendation for the programming of its Measure J projects, please feel free to contact Andy Dillard, SWAT Administrator, at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

David Hudson, Chair
Southwest Area Transportation Committee
Contra Costa County

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; Barbara Neustadter, TRANSPAC; Jerry Bradshaw, WCCTAC; Martin Engelmann, CCTA; Hisham Noeimi, CCTA; Diane Bodon; CCTA; Danice Rosenbohm, CCTA