

TRANSPAC
Transportation Partnership and Cooperation
Meeting Notice and Agenda

THURSDAY, NOVEMBER 10, 2016

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.

ACTION ITEMS

3. **CONSENT AGENDA**
 - a. **Approve October 27, 2016 Special Meeting Minutes**

ACTION: Approve minutes and/or as revised/determined.

Attachment: October 27, 2016 Special Meeting Minutes

END CONSENT AGENDA

INFORMATIONAL ITEMS

4. **TRANSPAC CCTA REPRESENTATIVE REPORTS:** Reports on November 2016 CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board Meeting (Members Pierce and Durant).
5. **CCTA EXECUTIVE DIRECTOR'S REPORT REGARDING AUTHORITY ACTIONS/DISCUSSION ITEMS**

Attachment: CCTA Executive Director Randell H. Iwasaki's Report dated October 19, 2016.

6. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST**

Attachment: Letter to RTPCs from Randell H. Iwasaki dated October 25, 2016 for the October 19, 2016 Board Meeting.

7. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

- TRANSPAC Status Letters dated October 13, 2016 and November 3, 2016
- TRANSPLAN – No Report
- SWAT – No Report
- WCCTAC – No Report
- County Connection – **Fixed Route and LINK reports** may be downloaded at: <http://cccta.org/public-meetings/agendas/os-September-2016>
- **CCTA Project Status Report** may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
- The **CCTA Board** agenda for the November 16, 2016 meeting is not yet available.
- The **CCTA Administration & Projects Committee (APC)** agenda for the November 3, 2016 meeting may be downloaded at: <http://us7.campaign-archive1.com/?u=da082ef52bc2b59f993a15a89&id=36652874cd&e=165eabfa65>
- The **CCTA Planning Committee (PC)** agenda for the November 2, 2016 meeting may be downloaded at: <http://us7.campaignarchive1.com/?u=da082ef52bc2b59f993a15a89&id=a4fc15e49b&e=165eabfa65>
- The **CCTA Calendar** for Oct/Nov/Dec 2016 / Jan 2017 may be downloaded at: http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=283&meta_id=24274

8. **AGENCY AND COMMITTEE REPORTS, IF AVAILABLE**

9. **FOR THE GOOD OF THE ORDER**

CLOSED SESSION

10. **CLOSED SESSION**

California Government Code Section 54957: PUBLIC EMPLOYMENT
Title: Managing Director

11. **RECONVENE INTO OPEN SESSION: REPORT OUT FROM CLOSED SESSION – CHAIR LEONE**

12. **ADJOURN / NEXT MEETING**

The next meeting is scheduled for December 8, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Special Meeting Summary Minutes

MEETING DATE: October 27, 2016

MEMBERS PRESENT: Ron Leone, Concord (Chair); David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; Loella Haskew, Walnut Creek; and Mark Ross, Martinez

PLANNING COMMISSIONERS PRESENT: Diana Vavrek, Pleasant Hill

STAFF PRESENT: John Cunningham, Contra Costa County; Nikki Foletta, BART; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Anne Muzzini, County Connection; and Tim Tucker, Martinez;

GUESTS/PRESENTERS: None

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:05 A.M. by Chair Ron Leone, who led the Pledge of Allegiance; self-introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approve September 8, 2016 Minutes

On motion by Director Pierce, seconded by Director Haskew to adopt the Consent Calendar, as submitted. The motion carried by the following vote:

Ayes: Durant, Haskew, Pierce, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: Obringer, Pickett, Mitchoff

END OF CONSENT AGENDA

Chair Leone adjourned into Closed Session at 9:07 A.M.

4. CLOSED SESSION

California Government Code Section 54957: PUBLIC EMPLOYMENT

Title: Managing Director

9:07 Am

5. Reconvene into Open Session, report out from Closed Session – Chair Leone

Chair Leone reconvened into Open Session at 11:27 A.M. and advised that there was no reportable action from the Closed Session.

6. Adjournment

The meeting was adjourned at 11:28 A.M. The next meeting of the Board is scheduled for November 10, 2016 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.

EXECUTIVE DIRECTOR'S REPORT

October 19, 2016

Government Accountability Office (GAO) Expert Meeting: September 13-14, 2016

The Government Accountability Office was tasked by Congress to conduct a review of the United States Department of Transportation's organizational structure. With the acceleration of technology and other factors, Congress wants to make sure the DOT is organized for the future. The GAO and the Transportation Research Board staff put together a panel of experts from industry, associations and public agencies to provide input into a report that will address the question. There were about 15 people on the panel, including myself.

Cloud Computing: September 14, 2016

We successfully completed our transition to a cloud computing solution for CCTA's financial system. This will reduce our overhead needed to support onsite servers and improve our disaster recovery procedures.

2nd International Conference on Transportation Innovation (ICTI): September 15-16, 2016

I was invited to provide the closing keynote speech at the 2nd ICTI conference at the University of Alberta's Center for Smart Transportation. I gave our "Redefining Mobility" speech.

I-80 Smart Project: September 19, 2016

Hisham Noemi, Ross Chittenden and I attended the ribbon cutting ceremony of the I-80 Smart project. Commissioners Tom Butt and Sherry McCoy provide comments at the ceremony. This project will help make the I-80 commute more reliable by using technology. The project includes adaptive ramp metering, way finding signs, gantries with information signs and the first application of vertical Information Display Boards in the United States.

HNTB THINK Interview: September 20, 2016

I was interviewed by HNTB's THINK series to develop a paper on smart transportation and what is happening at CCTA. The article will be developed and sent to all of their clientele. They have a wide distribution.

Bond Buyer Conference: September 20-22, 2016

Randy Carlton attended the California Public Finance Bond Buyer conference held in Los Angeles. This conference provides public agencies important updates on the status of municipal bonds, regulations and new strategies for issuing bonds. This is especially important as we begin to put our plans together for our next bond transaction.

National Cooperative Highway Research Program (NCHRP) 20-102(01): September 21, 2016
I participated in a webinar to review the draft final documents for a report titled *"Policy and Planning Actions to Internalize Societal Impacts of CV and AV Systems into Market Decision."* The final product will list several policy assessments that will help planners gauge the impacts of connected and autonomous vehicles.

American Council of Engineering Companies (ACEC): September 21, 2016
I gave a presentation to the Bay Bridge Chapter of ACEC in Oakland at lunch. They wanted an update of our progress on the projects, the expenditure plan and our innovation program.

Bridj On-Demand Dynamic Transit: September 21, 2016
Peter Engel and I had a teleconference with Jon McBride from Bridj to determine how an on demand transit service would integrate into our plans to help initiate a mode shift along I-680 to help reduce congestion on the corridor. This is part of our initiative to look at various alternatives on the I-680 corridor to reduce congestion. We will have a follow-up meeting and include our transit partners and Bishop Ranch.

Port Performance Freight Statistics Working Group Meeting: September 23, 2016
I called into a phone bridge to participate in the Port Performance Freight Statistic Working Group meeting. I was not able to fly into Washington DC to participate. I am the Chair of the committee and the phone bridge allowed listening only so the Vice Chair Rebecca Yackley from the Saint Lawrence Seaway Development Corporation chaired the meeting for me. The FAST Act has a provision for a working group to be formed to provide advice on port performance measures to the Director of the Bureau of Transportation Statistics (BTS) by early December. BTS is required by the FAST Act to submit a report to congress in early January.

High Speed Rail Tour: September 26-30, 2016
I was asked to help arrange meetings with the Japanese Government that oversees the high speed rail system, and tour a recently completed train station, train maintenance facilities and a manufacturer of high speed rail cars. We met with officials from the Ministry of Foreign Affairs and Ministry of Land, Infrastructure, and Tourism from the Japanese Government. They were engaged in working with the State to compete for the right to operate the California High Speed Rail (CHSR) system once it is built. We also met with officials from East Japan Railway Corporation (JR East). They are the private sector firm that would like to operate the (CHSR). We toured East Japan Railway repair facilities. JR East staff gave us an inside view of their control center which is at a secure and secret location. We also toured the development outside of the Tokyo Station. The last stop was Kawasaki Heavy Industries. They build the Shinkansen trains, commuter rail and subway cars.

Black Elected Officials of East Bay Breakfast: September 28, 2016
Ross Chittenden participated on a panel with Michael Hurst, AC Transit General Manager, and Rodd Lee, BART Federal, State and Local Government Affairs and Community Relations Department Manager, to discuss the three agency's revenue and bond measures.

New World ERP User Conference: October 2-4, 2016

Randy Carlton participated in the national user conference hosted by the financial management system CCTA uses for invoices, accounting, contracts, purchase orders, reports, etc. This conference provides a good exchange of ideas with other public agencies that also use this system.

Placer County Transportation Planning Agency: October 3, 2016

Celia McAdams and Shirley LeBlanc visited CCTA to learn more about how we run our organization. They are anticipating a passage of their sales tax measure and would like to model their new organization after successful sales tax authorities. Martin Engelmann, Brian Kelleher, Ross Chittenden and I gave them a review of how CCTA operates and answered their questions.

511 Contra Costa (CC) Promotional Video Voice Over: October 3, 2016

I traveled to a sound studio and did a 30 second voice over for a promotion for 511 Contra Costa. It was my first visit to a sound studio.

Commonwealth Club: October 3, 2016

Linsey Willis was invited to participate in a panel on Autonomous Vehicles and the Future of Transport at the Commonwealth Club San Francisco. Fellow panelists included Emily Castor with Lyft, Claire Delaunay with Otto, Lauren Isaac with WSP Parsons Brinckerhoff and Jeanette Shaw with Techolicy.

Moving I-680 Forward Meeting: October 4, 2016

Ross Chittenden, Hisham Noemi and I met with key traffic operations staff from Caltrans District 4 and Headquarters, MTC, and Stantec. We presented the Caltrans staff with our integrated approach to improving mobility on I-680. There are seven focus areas. We plan to complete the HOV/Express Lanes. There will be a focus on cooling the hot spots. CCTA has taken part of the 511 Contra Costa program in house and will work on some innovative traffic demand management strategies to roll out. We hope to have buses running on the outside shoulders of I-680 during peak hours when traffic slows to 35 mph or less. We are rolling out a first of a kind first and last mile solution for North America at Bishop Ranch Business Park. We plan to develop some innovative operational strategies for the corridor and finally prepare the corridor for a high tech future. We want to get Caltrans support and partnership early in the process. They seem pleased with the presentation.

Tech Series: October 5, 2016

Branko Glad, CEO of Telegra, gave an update on the technology that Telegra has developed. Telegra provided the software for the safety and security systems on the Caldecott Tunnel project.

Diablo International Resource Center (DIRC): October 5, 2016

I was asked to speak at the DIRC about Transportation Issues in California. The DIRC has been in existence for over 35 years. They have had speakers address various topics over the years. I was referred to Mr. Compagno by a previous speaker. I gave the audience our presentation that focused on safety, funding, history of transportation, the relationship of the development of

cities to transportation and finally our innovation program. They asked a lot of questions. There were about 30 people in the audience.

Chariot: October 5, 2016

Peter Engel had a telephone conference with Josh Weisman of Chariot. Like Bridj, Chariot started as a private transit operator specializing in direct transit routing in high density urban areas. Chariot's business model has expanded to include on-demand dynamic routing. We will have a follow-up to see if Chariot could provide opportunities for mode shift on the I-680 corridor.

StateScoop: October 6, 2016

I was interviewed by Jason Shueh, the tech editor for StateScoop, a national government technology publication. He was interested in the EasyMile pilot project and how the passage of AB 1592 affects the pilot project. He grew up in Walnut Creek, but is working in Washington, DC. so he is familiar with the I-680 corridor and its challenges.

South Bay Engineers Club: October 7, 2016

Ross Chittenden was invited to a luncheon to discuss the history of the Authority, status of delivery of Measure J, elements of the Transportation Expenditure Plan, and potential consultant contract opportunities if Measure X passes. The meeting attendees included BART Director Tom Blalock, past President of the South Bay Engineer Club, who also made comments about BART's Measure RR.

East Bay EDA Executive Committee: October 13, 2016

Linsey Willis provided a brief presentation on GoMentum Station as part of a discussion about the impacts of autonomous vehicles by the Executive Committee. Civil Maps and CSAA Insurance group also provided presentations.



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Randell H. Iwasaki,
Executive Director

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

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

From: Randell H. Iwasaki, Executive Director *MRE for:*

Date: October 25, 2016

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its October 19, 2016 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Approval of Response Letter to the Sierra Club Regarding Status of Priority Development Areas (PDAs).** Last August, the Sierra Club sent a letter to Chair Hudson and CCTA Commissioners with questions and comments for consideration regarding the status of Contra Costa's PDAs. The letter was briefly discussed at the Authority Board meeting on September 21st, and staff was directed to prepare a draft response for consideration by the Authority at the October 19th meeting. *The Authority Board approved transmittal of a response letter to the Sierra Club regarding the status of Priority Development Areas in Contra Costa County. A copy of the final response letter is attached to this correspondence.*
2. **Review of the Metropolitan Transportation Commission's (MTC's) Proposed "Plan Bay Area 2040" Preferred Scenario for Incorporation into the 2017 Draft Regional Transportation Plan (Draft RTP).** MTC and the Association of Bay Area Governments (ABAG) have released the Draft Preferred Scenarios to local jurisdictions and the Congestion Management Agencies (CMAs) for initial review. The proposed land use scenario represents a projected pattern of household and employment growth in the Bay Area through 2040. It includes, for Contra Costa,

115,300 new households and 112,500 new jobs by 2040 (compared to 2010). *The Authority Board approved transmittal of a letter to MTC's Executive Director Steve Heminger and ABAG's Deputy Executive Director Bradford Paul to provide CCTA's comments on the Plan Bay Area 2040 Draft Preferred Scenario, specifically land use forecasts and transportation improvements. A copy of the final comment letter is attached.*

3. **Further Discussion of One Bay Area Grant (OBAG 2) Project Screening and Selection Criteria.** The combined "Call for Projects" for OBAG 2 and Measure J programs was authorized for release to project sponsors at the Authority Board meeting held on September 21, 2016. Authority members voiced concern, however, about requiring anti-displacement policies as a project selection criterion, and about the requirement for a local resolution pledging adherence to the Surplus Land Act. The Authority requested that staff from MTC and ABAG attend the Authority meeting on October 19th to discuss the Board's concerns and reply to questions. *The Authority Board approved transmittal of a comment letter to MTC's Executive Director Steve Heminger to suggest that MTC amend Resolution 4202 to eliminate the Surplus Land Resolution and incorporate the requirement into the local compliance checklist. A copy of the final comment letter is attached.*



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Randell H. Iwasaki,
Executive Director

October 19, 2016

Mr. Matt Williams

Chair, San Francisco Bay Chapter Transportation and Compact Growth
Committee

Sierra Club

2530 San Pablo Avenue

Berkeley, CA 94702

Subject: Priority Development Areas in Contra Costa County

Dear Mr. Williams,

Thank you for your letter of August 2nd regarding Priority Development Areas (PDA) in Contra Costa. The Authority generally agrees with your overall assessment of PDAs. We recognize the important role that PDAs will play in achieving the Bay Regions greenhouse gas (GhG) reduction targets.

Below are a list of your specific comments and our responses.

Several PDAs are Classified as Potential and Need [to be] Changed [to Planned] to be Successful: The Authority is fully committed to the successful development of PDAs in Contra Costa. To foster this development, the Authority prepares and regularly updates a PDA Investment & Growth Strategy, as specified and required by MTC. Following extensive public outreach and technical and policy collaboration with the PDA cities within Contra Costa County, the first PDA Strategy was published in April 2013. The update to that Initial PDA Strategy document was published in April 2014. The Authority will update the PDA Strategy every four years thereafter, as required by MTC Resolution 4202.

The PDA Strategy contains four objectives and eight actions to achieve these objectives. Of those eight actions, one is completed, a second is "in process," and the remaining six are "on-going. For a complete description of the objectives and actions, please refer to the PDA Investment & Growth Strategy – 2014 Update, Adopted April 16, 2014, and available on the CCTA website at www.ccta.net.

The Authority is also in the process of allocating new funding to the PDAs through MTC's One Bay Area Grant (OBAG) program. The first round of OBAG

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

funding included \$41 million in discretionary funding that was allocated to support PDA development and transportation alternatives based upon a priority-setting project selection process focused on assigning funds to projects that offered the greatest support to PDA development.

The second round of funding, called OBAG 2, involves \$46 million in federal funds to improve transportation infrastructure for local roads, transit, bicycle and pedestrians facilities that serve PDAs. CCTA recently released a coordinated "Call for Projects" that combines these federal funds with \$27.7 million in Measure J Transportation for Livable Communities funds, and \$7.6 million in Measure J Pedestrian, Bicycle and Trail Facilities funds, with much of it focused on improving PDAs.

The above-described programs and documents do not favor "planned" over "potential" PDAs; all PDAs are eligible to receive OBAG 2 funding, regardless of designation.

Several PDAs do not have the Required Minimal Level of Mass Transit Service: With regard to transit service, the OBAG 2 funds are limited to certain uses. For example, these funds cannot be used to fund ongoing transit service. Measure J, on the other hand, includes funding for transit service, as does the proposed Transportation Expenditure Plan (TEP) that will appear on the November ballot. The new TEP, adopted by the Authority on July 20, includes nearly one billion dollars for improving BART, bus, ferry, rail, pedestrian and bicycle facilities. Of this total, \$295 million may be used to support bus and other non-rail transit service. We believe that Measure J, in combination with the new TEP (if approved by the voters in November 2016) will go a long way in improving transit service to all communities in Contra Costa, including PDAs.

Several PDAs do not have a Complete Streets Plan: According to our records, all of the local jurisdictions in Contra Costa have adopted a Complete Streets Plan, either by resolution or through incorporation into the General Plan. The Complete Streets plans apply to the entire geographic area of the local jurisdiction that adopts them, including PDAs. The five PDAs mentioned in your letter are located in unincorporated Contra Costa County. The County recently adopted a Complete Streets Resolution (July 12, 2016, Resolution No. 2016/374), thereby fulfilling this OBAG requirement. No further action by the Authority is needed at this time.

Several PDAs are Subject to Flooding Due to Sea Level Rise from Climate Change: The Authority, through its participation in the Bay Area Partnership, serves on a number of committees that are tracking the impacts of sea level rise on transportation infrastructure in the Bay Region. Authority staff currently serves on the “Adapting for Rising Tides” committee, which is evaluating the built infrastructure in existing communities to determine the level of vulnerability of those facilities to projected sea level rise, including facilities located within PDAs. The committee is tasked with identifying all “at-risk” infrastructure, coming up with a protection and resiliency plan, and developing plans for adaptation. At this time, the planning phase for this effort is funded, however, the cost to the owner-operators to protect their facilities is still under evaluation and remains unfunded. The Authority continues to work through the Partnership to address the issue of data collection for the Delta, where sea-level rise data is unavailable.

Several PDAs do not have a Required Recreational Park: With regard to parks, the designation of park areas in PDAs is at the discretion of the local jurisdiction in which the PDA is located. While having parks within or in close proximity to PDAs is desirable, ABAG has not identified parks as a mandatory requirement. In cases where access to open space is feasible, the Authority could consider designation of additional Priority Conservation Areas (PCAs). We currently have 16 PCAs in Contra Costa that have been designated by local jurisdictions and accepted by ABAG. We will re-examine how we might improve connections between PDAs and PCAs.

Several PDAs had no Affordable Housing Units Built in 2013-2014: While the Authority fully supports the development of affordable housing in PDAs, it cannot control the number of units that are constructed and/or occupied over any given year. OBAG 2 does require, however, that each local jurisdiction receiving funds have a Housing Element in its General Plan that has been found by the state Housing and Community Development (HCD) department to be in compliance with applicable State law. Identifying eligible parcels of land for affordable housing is an important first step towards achieving our affordable housing goals. Construction of new affordable housing, however, will require significant additional funding to help make these projects financially viable. The Department of Conservation and Development at Contra Costa County estimates that each affordable housing unit built in Contra Costa requires a subsidy of \$350,000. It is outside of the purview of the Authority to provide this subsidy,

because revenues from the Measure J sales tax may only be used for transportation purposes.¹

The Production of Housing Units in Contra Costa's PDAs is Inadequate [Compared] to [the] Need: The production of housing in PDAs is monitored by ABAG. The recently completed Draft Preferred Scenario for PBA 2040 (*Projections 2017*) includes new forecasts for housing development in PDAs. Once the Preferred Scenario is defined, a table comparing *Projections 2013* and the new projection series (P-2017) will be available for review. The Authority is fully committed to implementing infrastructure and transit investments to support housing development and to implement PBA 2040 following its adoption in July 2017.

The Target of Adequate Housing and Anti-Displacement of Low-Income Residents: The Authority recognizes MTC's objective to house 100 percent of the Region's projected growth. The proposed Preferred Scenario for PBA 2040 reflects this objective and assigns a significant amount of new housing to Contra Costa between 2010 and 2040 when compared with the previous RTP (*Projections 2013*). PBA 2040 envisions 115,350 new dwelling units in Contra Costa, compared with 88,000 in the previous RTP. This constitutes a 23 percent increase in housing growth comparing draft PBA 2040 with *Projections 2013*. The proposed housing forecast, if adopted by ABAG and MTC in 2017, will be incorporated into the Authority's Travel Demand Forecasting Model that will be applied for the next Countywide Plan update.

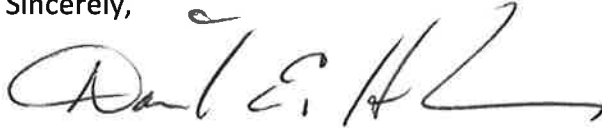
The Target of Adequate Housing and Anti-Displacement of Low-Income Residents: With the final adoption of Resolution 4202 in July 2016, MTC instructed the CMAs to address this issue through the project selection process. In response, the Authority has adopted a policy that rewards jurisdictions that have adopted anti-displacement policies. The OBAG 2 "call for projects" includes a specific selection criterion that assign four points (out of 100) to local

¹ The Local Transportation Authority and Improvement Act (Public Utility Code Sections 180000 *et. seq.*) is the State enabling legislation that allows CCTA to collect and expend sales tax funds on transportation. Section 180205 states that "[t]he revenues from the taxes imposed ... may be allocated by the authority for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems. For purposes of this section, "public transit systems" includes paratransit services.

jurisdictions that prevent or limit housing displacement. The scoring is based on UC Berkeley Urban Displacement Projects database available as <http://www.urbandisplacement.org/map/sf#>. Projects that are located in jurisdictions that have the most number of policies will receive a higher score in this area.

We hope that we have responded adequately to your concerns. Thank you again for your letter. We look forward to hearing from you over the coming year as we work to guide the OBAG 2 investments towards improving our PDAs, and subsequent updates of our PDA Strategy.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Hudson", with a stylized flourish at the end.

David E. Hudson
Chair

File: 3.85



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Robert Taylor

Randell H. Iwasaki,
Executive Director

October 19, 2016

Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, California 94105

Bradford Paul
Deputy Executive Director
Association of Bay Area Governments
375 Beale St, Suite 700
San Francisco, California 94105

Subject: CCTA Comments on the Plan Bay Area 2040 Draft Preferred Scenario

Dear Mr. Heminger and Mr. Paul:

The Contra Costa Transportation Authority (CCTA) appreciates the effort the regional agencies have expended in order to develop the draft Preferred Scenario for Plan Bay Area 2040 – the Bay Region’s Regional Transportation Plan for 2017. MTC staff members Ken Kirkey and Matt Maloney provided the Contra Costa Planning Directors with a thorough presentation outlining the Draft Preferred Scenario at their September 14th meeting. Some initial comments were communicated to staff at the meeting, however, the following is an exhaustive list of our comments on the draft. The majority of our comments will focus on the land use allocations published in the August 30th, 2016 memo from MTC/ABAG.

Land Use Forecasts

- Our primary concern with the allocation of households and jobs in Contra Costa is the exacerbation of our county being primarily a producer of housing, with residents having to commute elsewhere for employment. The draft Preferred Scenario forecasts an increase of over 115,000 new households in Contra Costa over the life of the Plan (through 2040), an increase of 26,500 (23%) over the 2013 RTP forecast of nearly 89,000 new households. At the same time, job growth is forecast to grow by 112,500, a 9% reduction from the 2013 RTP forecast of nearly 122,500 new jobs.

This is concerning because Contra Costa residents already have the longest commutes in the Bay Area (Source: MTC Vital Signs), and under the draft Preferred Scenario, this will only worsen as residents attempt to

access living wage jobs located further and further from their homes. East Contra Costa, home to three of the top five longest commute cities in the region, will grow by 34,500 households through 2040, with jobs increasing by only 16,000 new jobs in that timeframe, a divide that will drive East County's workers-per-job ratio from 2.4 in 2040 under the 2013 RTP to 2.5 in the draft Preferred Scenario. Although Contra Costa has invested significant local dollars into the expansion of transportation alternatives in East County, including the widening of SR-4 and extension of eBART to Antioch, these investments will struggle to keep up with the thousands of commuters who will need to travel outside the area for work.

- Similar to the above comment, we are concerned with the continued growth in housing and reduced job forecasts in Solano County, our neighbor to the north. The draft Preferred Scenario projects a slight increase in the number of households from the 2013 RTP, while the number of jobs is reduced by over 21,000. As the majority of high-paying jobs will most likely be located to the south, we expect most of those new vehicle trips to cross the Carquinez and Benicia-Martinez Bridges seeking employment in Contra Costa, and to the major job centers beyond in San Francisco, Oakland and Silicon Valley, all further adding to the traffic woes in Contra Costa. We question whether MTC has fully considered the impact that tens of thousands of new employed residents in Contra Costa, Solano, and Sonoma will have on the transportation system when the jobs they must commute to are in the big cites. Contra Costa will have to bear the brunt of the increased demand on our regional routes as a result of the increased number of households and reduction in jobs that will exacerbate the existing commute issues we already grapple with, and could work against our efforts to address greenhouse gas emissions reductions.
- There is a statement in the August 30th memo under the 'Moving Forward' heading that refers to "...the process of refining the Bay Area's ideal development pattern...". These words suggest that MTC has happened upon the quintessential land use development pattern that will solve our transportation problems. We contend that perpetuating

the tried-and-failed policy of putting housing far away from huge job centers is less than “ideal”. The residents of Contra Costa, who will endure even longer, more congested commutes under the Preferred Scenario, would consider “ideal” to mean more jobs closer to existing and planned homes. Lessons learned over the past 40 years have proven again and again that creating larger “bedroom communities” as proposed in the Preferred Scenario only makes for more stress and strain on I-80, I-680, I-580, SR 4 & 24, the bridges, and BART. Moreover, these facilities are already maxed out with zero vacant capacity to absorb additional demand, and no plans for future capacity expansion.

- We are thankful that the ‘No Project’ alternative assumption to expand Contra Costa’s existing urban growth boundaries, has been removed under the draft Preferred Scenario. While urban growth boundaries in other counties may be more fluid, Contra Costa’s voter-approved Urban Limit Line under the County’s Measure L, and the Authority’s Measure J Growth Management Program (GMP) are much more difficult to re-draw due to the rigid GMP requirements that make their future expansion highly unlikely.
- We believe that the establishment and inclusion in the Plan of the Priority Production Areas program (formerly Priority Industrial Areas) in the RTP is extremely vital for preserving the Bay Area’s industrial and manufacturing sectors, which produce valuable middle-income jobs in areas closer to existing housing. For Contra Costa, living-wage job production is just as important as housing production. Nearly 55 miles of Bay shoreline from Hercules to Oakley has been the focus of Contra Costa County as part of the Northern Waterfront Initiative. This effort would seek to capitalize on the bayside geography of the waterfront, and stimulate the economy by expanding the existing industrial, maritime, and manufacturing uses and providing incentives for additional development of this unique area. The County is anticipating significant job growth in the six cities and unincorporated areas, and this vision is not reflected in the Preferred Scenario. Realizing the economic potential of the Northern Waterfront could be aided by the Priority Production Area program and associated grants, as we have seen with the OBAG

program for Priority Development Area under the last two RTPs. We would also suggest the program be re-branded as “Manufacturing Activity Zones”, or something similar that would more accurately reflect the variety of enterprises that might locate there.

- We also have noticed some anomalies in the draft Preferred Scenario forecasts (from the August 30th memo) which we hope can be clarified during the development of the Plan. These will be transmitted to your staff under separate cover.

Transportation Improvements

We have been working very closely with MTC staff on the 2017 Call for Projects and subsequent large project performance assessment and compelling case process. The process has been challenging, but ultimately, the Authority is pleased with the project list and found that all of our priority projects were included. We appreciate the attention to detail and willingness of staff to work closely with us on the effort.

Thank you for this opportunity to comment on the Draft Plan Bay Area. CCTA looks forward to working collaboratively with MTC and ABAG as the Preferred Scenario is developed and adopted in 2017.

Sincerely,



Randell H. Iwasaki
Executive Director

cc: Bay Area CMA Directors
Ken Kirkey, MTC
Miriam Chion, ABAG

File: 13.03.09.01



CONTRA COSTA
transportation
authority

COMMISSIONERS

October 20, 2016

Dave Hudson, Chair

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Vice Chair

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Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
The Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Surplus Land Resolution

Dear Mr. Heminger,

Resolution 4202, which established the Commission's blueprint for the second cycle of the One Bay Area Grant (OBAG 2) program, contains the following requirement:

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014.

Randell H. Iwasaki,
Executive Director

We would note, however, that since the Act is State law, cities and counties must comply with its requirements already. Requiring cities and counties to adopt a separate resolution seems to us to be a useless exercise and a waste of governmental resources.

We suggest that MTC amend Resolution 4202 to eliminate the surplus land resolution and incorporate the requirement as follows into the local compliance checklist found in Appendix A-10:

- a. ~~Does Has the jurisdiction understand and comply met MTC's Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State's Surplus Land Act (AB 2135 amended)? (This question Resolution requirement applies only to general law cities and counties~~

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

Mr. Steve Heminger
October 20, 2016
Page 2

unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.)

This rewording achieves the Commission's purpose in reminding cities and counties of this requirement and ensuring their commitment to carrying out the Act's purposes.

If you have further questions on this issue, feel free to contact Martin Engelmann, Deputy Executive Director for Planning, by phone at 925 256-4729 or by email at mre@ccta.net.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Hudson", with a long horizontal flourish extending to the right.

David E. Hudson

Chair

File: 3.16

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

October 13, 2016

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

Re: Status Letter for TRANSPAC Meeting – October 13, 2016

Dear Mr. Iwasaki:

At its meeting on October 13, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received status report on the transition and current programs under the 511 Contra Costa Program with the CCTA and Stantec.
2. Adopted Resolution 2016-1 in support of the concept of a Marsh Creek Corridor Multi-Use Trail connecting the Delta to Mount Diablo and neighboring communities.
3. Conducted initial interviews of candidates for the TRANSPAC Managing Director position.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Ron Leone
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill)

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
5904 Herriman Drive
Clayton, CA 94517-1328
(925) 673-1740

November 3, 2016

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

Re: Status Letter for TRANSPAC Meeting – October 27, 2016

Dear Mr. Iwasaki:

At a special meeting on October 27, 2016, the TRANSPAC Board conducted final interviews, selected a finalist, and is in contract negotiations with a prospective Managing Director.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Leone".

Ron Leone
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill)