



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE AND AGENDA

DATE & TIME: Thursday, January 10, 2013, 9:00 – 10:00 a.m.
*** I-80 ICM TAC, 10:00 – 11:30 a.m. ***

LOCATION: City of San Pablo, Council Chambers
13831 San Pablo Avenue (at Church Lane)
San Pablo, California (Accessible by AC Transit #72 and #72R)

1. Call to Order and Self-Introductions

2. Public Comment. The public is welcome to address the TAC on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*

3. Sign-In Sheet & Minutes of November 8, 2012 Meeting. (Attachments – APPROVE)

INFORMATION

4. Update on Measure J TLC Funding. Additional funding may become available in the near future for Measure J TLC program. (No Attachment)

DISCUSSION

5. Presentation on San Pablo Avenue Complete Streets Study. Staff from the City of San Pablo will present a summary of the project aimed at providing pedestrian access along San Pablo Avenue from River Street (San Pablo) to Hilltop (Richmond). (No Attachment)

6. One Bay Area Grant (OBAG) Process Update. Staff from the CCTA will provide an update to the OBAG process including the following:

- a. Changes in funding
- b. Membership of the PDA/OBAG Working Group
- c. New responsibilities given to the CMAs
- d. \$2.75 million in funding for the PDA Planning Program.

One action item will be to select a WCCTAC representative for the PDA/OBAG Working Group (Attachments)

7. TDM Updates: TDM-related issues will be updated verbally at the meeting.

8. TAC & Staff Member Comments and Announcements

9. Other Business

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

10. Upcoming meetings: Board – Friday, January 25, 7:30 am; TAC – Thursday, February 14, 9:00 am

**TRANSITION TO I-80 ICM TAC AT 10:00 A.M.
OR IMMEDIATELY AFTER WCCTAC-TAC, WHICHEVER IS LATER**

11. I-80 Integrated Corridor Mobility Project. The agenda will be transmitted under separate cover at a later time.

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.215.3217 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's offices.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.



TO: WCCTAC Technical Advisory Committee **DATE:** January 3, 2012
FR: Joanna Pallock, Project Manager
Linda Young, TDM Program Manager
RE: **DRAFT Minutes of November 8, 2012 WCCTAC-TAC Meeting**

1. **Self-Introductions** (a quorum had not been reached at the start of the meeting, additional members of the committee arrived within the first half-hour of the meeting to reach quorum)
2. **Public Comment:** None
3. **Meeting Minutes from meeting of September 13, 2012**
Action: Approved (Motion made and seconded by Landau/Stamps, unanimous approval)

INFORMATION

4. **Update on WETA Service Expansion Plan**
Action: None
Discussion: A countywide effort prompted by East Contra Costa (Antioch) concerns with the WETA expansion plan. Antioch has sought representation on the WETA Board which led to a countywide effort to include funds in the new Measure J renewal. A draft of the WETA pre-plan will be available soon. The plan will identify when to bring transit agencies on board. Peter Engel is the lead contact at CCTA and has an email list of interested participants.
5. **Update on Complete Streets Workshop**
Action: None
Discussion: Joanna Pallock provided an update on the October 17, 2012 MTC workshop. The participants were provided with sample resolutions and outlines on how the Complete Streets elements can be incorporated into General Plan amendments. Nathan Landau inquired as to the reaction of the public works staff and the impact of the Complete Streets requirements. Christina Atienza indicated that the purpose of the workshop was to make sure that jurisdictions include the Complete Streets elements so that they can receive funding.
6. **Updated TAC Bylaws.**
Action: None

Discussion: The bylaws were amended to state that the quorum shall consist of five (5) members. This action took place at the WCCTAC Board meeting on September 28, 2012.

DISCUSSION

7. TCC Appointments

Action: The TAC agreed to forward the following recommendation to the WCCTAC Board: Nominate Adele Ho and Yvette Ortiz as the TCC Appointments to replace Edric Kwan and Jerry Bradshaw. The committee also nominated Steven Tam as the Alternate to replace Adele Ho (as alternate on the TCC). The motion was made by Jamar Stamps and seconded by Robert Reber; the vote on the motion was unanimous.

Discussion: The action was required in order to fill vacancies created with the retirement of Mr. Bradshaw and the relocation of Mr. Kwan. Adele Ho moved from Alternate to Appointed member.

8. Candidate STP/CMAQ Projects for OBAG

Action: None

Discussion: Hisham Noemi from CCTA provided a new handout which detailed a funding increase from \$44 million to \$45.2 million, and more STP funds and less CMAQ funding. 70% of the funding must be spent in a PDA; this equates to about \$32 million in Contra Costa County. IT is anticipated that a cal for projects for the TLC and Bike/Pedestrian programs be issued in February/March 2013 for about \$24 million in funding.

TLC and bike-pedestrian projects must be ready to start construction in 2014 and 2015; must be CMAQ eligible (CMAQ projects must have an 11.47% match); and be located within a PDA. Hisham indicated that there may be another \$2-3 million from MTC for PDA planning activities on top of the \$45.2 million. Public outreach workshops are planned in early 2013.

Christina Atienza pointed out the list of potential TLC/pedestrian and bike projects on page 8-1 to 8-7 of the WCCTAC agenda packet; it is important to keep in mind the requirements that projects be within a PDA, have Environmental Clearance and that there is a 11.47% match required.

Input from the committee included:

City of Richmond – Projects listed, potential additional projects with other jurisdictions (Smalley)

BART - submitted a list of projects (Heitman)

San Pablo - Hisham indicated intent to request funding for the pedestrian overcrossing at the Riverside Elementary School in San Pablo but indicated it was not in a PDA.

Richmond and San Pablo – sidewalk completion from San Pablo Avenue to Hilltop, road diet possibility; there is some concern with the road diet because San Pablo Avenue is the alternate

route to I80 and could conflict with the I80 ICM vision. Road Diet projects could cause problems upstream. It was suggested that perhaps the funds could be used for retaining walls and right-of-way purchase. There is no cost estimate, but it could be \$3-4 million. Richmond staff supports the road diet but the proposed project needs more study (Ho and Smalley)

Contra Costa County – the county is considering an extension of the San Pablo Dam Road Project and improvements on Appian Way. The county has also been working with EBRPD in Rodeo on ways to fill the Bay Trail gap at Lone Tree Point. Jamar will need to confirm that Rodeo is within a PDA (Stamps)

Pinole – Listed streetscape improvements and may have school projects.

Contra Costa College – The transit center at the college needs work, but there is concern that the project might be too small for the \$500,000 minimum. A pedestrian enhancement is needed around the CCC Transit Center (Landau and Ho)

Hisham noted that a project with a cost of less than \$500,000 can be submitted as long as the county overall averages out to a cost of at least \$500,000.

Christina Atienza indicated that WCCTAC jurisdictions should contact her with other potential projects to be added to the list.

9. TDM Program Updates

Action: None

Discussion: Linda Young provided the committee with updates including:

- A workshop to be held in Pleasant Hill on December 5, 2012 to review Electric Vehicle Charging Stations; the history, potential funding and new equipment available.
- Review of Climate Action Plans prepared by WCCTAC jurisdictions to integrate TDM funding and activity planning for FY 13/14.
- An update on the SB 1339 Commuter Benefit Ordinance implementation which is being organized by MTC and the BAAQMD. The four elements outlined under the ordinance include:
 - Pre-tax fund programs for public transit and vanpool fares
 - Employer sponsored shuttle or vanpool service to employment sites
 - Employer funded transit subsidy at a minimum of \$75 per month
 - Review of existing program (i.e. under a business park or TMA) to grandfather a program into the Bay Area program

Current Federal tax guidelines allow up to \$125 a month pre-tax for public transit and vanpool fares; the guidelines allow employers to provide \$20 per month for bicycle commuters. More details on the Bay Area program will be available from MTC/BAAQMD by the New Year.

Christina Atienza provided a brief statement which included the notation that TDM activities appear to be taking a more active part in the planning process.

10. Other Business: Committee members provided brief statements of appreciation to Christina Atienza during her term as WCCTAC Executive Director. The committee held a short celebration at the conclusion of the meeting.

Next meeting: January 10, 2013



OneBayArea Grant (OBAG)

Revised Nov 6, 2012

PDA: \$31.7 M

Non-PDA: \$13.5 M

	LSRP	TLC	BPI	Planning
STP	4.4	12.2	2.9	1.3
CMAQ	Not Eligible	22	Not Eligible	Not Eligible
TE	Not Eligible	2.4	Not Eligible	Not Eligible
	0	0		

STP: \$20.8 M

CMAQ: \$22 M

TE: \$2.4 M

Total: \$45.2 M

\$16.6 M \$24.4 M \$4.2 M

PDA: \$24.4 M Non-PDA: \$0 M

3-6

Jerry Bradshaw

From: Brad Beck [bbeck@ccta.net]
Sent: Thursday, January 03, 2013 1:44 PM
To: Jerry Bradshaw
Cc: Jerry Bradshaw
Subject: OBAG Material
Attachments: 04B3rev.pdf; 2012-12-21 Flemer memo.pdf

Jerry,

I've attached the Authority boardletter from November (04B3rev.pdf) which gives a status update on the OBAG program, including the changes in funding, the membership of the PDA/OBAG Working Group, and the new responsibilities given to the CMAs. The new responsibilities include allocating \$2.75 million in funding to jurisdictions through the PDA Planning Program. The attached memo from Ann Flemer at MTC describes that program in more detail.

You can use the following as a starting point for your agenda item:

OneBayArea Grant (OBAG) Program: Authority staff has updated the schedule for preparing the PDA Investment and Growth Strategy and programming the OBAG funds. Under the new schedule, the PDA/OBAG Working Group would meet in January and February to review the initial information on the implementation of local housing policies and infrastructure needs and develop criteria for use in selecting projects for OBAG funding. In March, the Planning Committee would release the call for projects. This call for projects is intended to be comprehensive in nature and would include all projects and programs seeking funding in the next seven years as part of the 2013 Congestion Management Program's Capital Investment Program (CMP-CIP). Individual projects seeking funding through the OBAG program would be selected from those submitted by sponsors during this comprehensive call for projects, eliminating the need for multiple calls.

In February and March, the Working Group would prepare the proposed PDA Strategy, outlining potential long-term approaches and priorities for supporting the development of PDAs in Contra Costa while preserving the existing transportation system. The Working Group would also establish priorities for allocating funding through the PDA Planning Program recently given to the CMAs to administer. (Contra Costa will have about \$2.75 million to allocate through the program.) The Authority would approve the PDA Strategy at its April meeting, and the Authority would approve the OBAG funding recommendations at its June meeting.

The Authority is looking for a WCCTAC appointee to serve on the Working Group.

Let me know if you have any further questions.

Brad

BRAD BECK
Senior Transportation Planner
Contra Costa Transportation Authority
2999 Oak Road, Suite 100

Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: November 14, 2012

Subject	Update on the OneBayArea Grant Program
Summary of Issues	<p>Since the Authority's last discussion of the OneBayArea Grant (OBAG) program, MTC has made several significant changes to it. First, it both increased the total amount of funding available for projects in Contra Costa and changed the amounts coming from the three federal funding sources. This change could allow the Authority to put more funding into the Local Streets and Roads Preservation program. Second, MTC agreed to direct another \$20 million to the CMAs for a new PDA Planning and Implementation Program. Contra Costa could get between \$2 million and \$2.8 million through this program. This change may allow the Authority to reduce the amount of OBAG funds set aside for CMA planning. Staff seeks Authority concurrence on the proposed approach for allocating additional OBAG funds, and approval of the proposed composition of the PDA/OBAG Working Group.</p>
Recommendations	<p>Review overall approach to allocation of additional funds and approve makeup of PDA/OBAG Working Group</p>
Financial Implications	<p>MTC estimates that about \$45.2 million will be available to Contra Costa through the OBAG program through Fiscal Year 2015–16. An additional \$2–2.8 million would be available through the new PDA Planning and Implementation Program.</p>
Options	<p>Make changes to the composition of the working group</p>
Attachments	<p>A. Requests for a one-year extension for receiving HCD certification of their Housing Elements from Brentwood, Hercules, Orinda and Richmond</p>
Changes from Committee	<p>N/A</p>

Background

OBAG FUNDING

When MTC adopted Resolution 4035 in May of this year, it allocated \$44.8 million to Contra Costa through the OBAG program, using a mix of federal Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Environment (TE) funds. Since the adoption of Resolution 4035, MTC has significantly revised the allocation of funding through the OBAG program.

Changes in OBAG Funding

Using the new Regional Housing Needs Allocation (RHNA) estimates, MTC has changed the allocation of funds to the counties. This change has resulted in an additional \$417,000 being allocated to Contra Costa. Second, by shifting funds between other Resolution 4035 programs, MTC increased the amount of STP funds going to the OBAG program and reduced the amount of CMAQ funds. (The STP program can fund more types of projects than the CMAQ and TE programs.) Under this new allocation, Contra Costa will get roughly \$3.8 million more in STP funds and \$3.8 million less in CMAQ funds.

The shift could allow the Authority to expand the amount of OBAG funding allocated to the Local Streets and Roads Preservation (LSRP) program. The TCC and Authority staff both support this shift and will identify it as an option in the public workshops.

New PDA Activities Program Given to CMAs

On October 24, MTC agreed to move \$20 million from the regional share of the Cycle 2 funding commitments, probably from the Priority Development Area (PDA) Activities program, to the CMAs for development and implementation of their PDA strategies. This action followed an action taken back in May to shift \$70 million in the Regional Transportation Plan (RTP) from the Smart Driving Strategy category to the CMAs for PDA development. The \$20 million shift in the Cycle 2 funding commitments represents the first four-year share of those funds to be spread over the 28-year timeframe of the RTP. MTC staff is still in the process of translating the Commission's action into program guidance, including how much each CMA would get through the program. MTC staff has informed Authority staff that Contra Costa would likely get between \$2 million and \$2.8 million.

It's not clear yet how the additional funds are meant to be used, other than generally to support the development of designated PDAs. The funds appear to come from the PDA Planning Grants program outlined in Resolution 4035. That program would have given grants to jurisdictions to "provide support in planning for PDAs in areas such as providing

housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management.” The Commission, however, may also have intended to allow some of the funds to be used to provide resources to CMAs to support PDA development and not just direct grants to jurisdictions. MTC staff is in the process of clarifying the program. The Commission is expected to act on the program guidance and final funding allocations at its November 28 meeting.

The Authority previously recommended setting aside an additional \$1.25 million for the new CMA planning activities called for in the OBAG program. The new funding now coming to the county for PDA implementation may, however, eliminate the need to set aside as much CMA planning funding. This will not be clear until MTC clarifies what the purpose of that funding is and what it can be used for.

POTENTIAL INCREASE IN FUNDING FOR LOCAL STREETS AND ROADS

As part of the Cycle 1 CMA Block Grant, the Authority made a commitment to give some jurisdictions their share of street maintenance funds in Cycle 1 and the remainder in Cycle 2. This commitment allocated about \$10.5 million to six jurisdictions in Cycle 1 and another \$9.5 million to the remaining jurisdictions in Cycle 2. The funding was allocated by the formula MTC established during Cycle 1.

The addition of more STP funds would allow the Authority to allocate more funding in Cycle 2 for local streets preservation. Staff recommends, and the TCC has concurred, that any additional funds allocated to the LSRP program should be allocated using the same formula as was used in Cycle 1. Allocating an additional \$7–8 million to the LSRP program would allow the Authority to allocate street maintenance funds to all jurisdictions and still meet the \$500,000 average required by the OBAG program.

Given the continuing need for street maintenance in Contra Costa, staff supports increasing the amount of OBAG funds set aside for that purpose. There are two issues, however. First, some of the additional LSRP funds would likely be required to be spent in or near priority development areas (PDAs). MTC requires that 70 percent of the OBAG funds — \$31.6 million of the \$45.2 million available — must be spent on projects that are in or provide “proximate access” to priority development areas (PDAs). Staff will survey the 20 Contra Costa jurisdictions to get a sense of what percentage of the local street preservation funds could be counted towards the PDA share.

Staff will outline the option of using most of the STP funds for local street preservation as part of public outreach.

PDA / OBAG WORKING GROUP

The proposed approach for the OBAG program included the formation of a PDA/OBAG Working Group. This group would be made up of stakeholders and local staff and would oversee the development of the PDA Investment and Growth Strategy and the final OBAG Guidelines.

Staff, incorporating the recommendations of the TCC, proposes that the Working Group be composed of:

- 2 representatives of housing or commercial developers with experience in infill development in PDAs or low-income housing
- 5 representatives of advocacy groups
- 6 local staff, one from each RTPC, including one each from Lamorinda and the San Ramon Valley, as well as the chair of Planning Directors' group, with a mix of transportation and planning staff
- 2 transit agency staff, one designated by the Bus Transit Coordinating Committee (BTCC) and one by BART

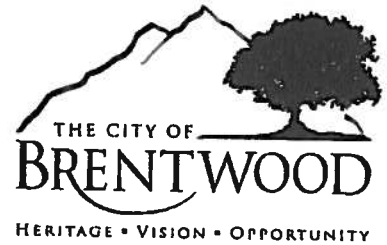
Once the Authority approves this composition, staff proposes sending a letter to the appointing groups asking for nominations for the working group. It will note the group's role in refining the approach to the OBAG funding call for projects, in reviewing information on local housing policies and infrastructure needs in the designated PDAs in Contra Costa, and in developing the PDA Strategy itself.

The working group, as a body advisory to the Authority, would be subject to the Brown Act.

REQUESTS FOR EXTENSION FOR HCD CERTIFICATION

To be eligible for the OBAG program, MTC requires that all jurisdictions — by January 1, 2013 — to have a housing element that is certified by the California Department of Housing and Community Development (HCD). Jurisdictions that do not think they can make that deadline can ask for a one-year extension. The request must have been submitted by November 1, 2012.

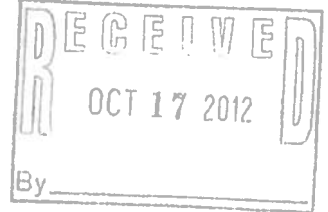
Currently, four of the 20 jurisdictions in Contra Costa have yet to receive HCD certification. All four have submitted a request for a one-year extension by the November 1 deadline. Their letters are contained in Attachment A.



MAILING ADDRESS:
City Hall
150 City Park Way
Brentwood, CA 94513
Phone: 925-516-5400
Fax: 925-516-5401
www.ci.brentwood.ca.us

October 16, 2012

Johnny Jaramillo
Association of Bay Area Governments
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4770



Re: HCD Housing Element Certification Time Extension Request

Dear Mr. Jaramillo:

As you are aware, the City of Brentwood is currently in the process of updating its Housing Element for the 2007-2014 RHNA cycle. Unfortunately, the City does not anticipate having a Housing and Community Development certified element by the January 31, 2013 deadline, which is required as a condition for funding of the OneBayArea Grant (OBAG) Program.

Accordingly, the City is requesting a time extension for the HCD certification to remain eligible for the OBAG funding. As requested and for your consideration, following is the City's anticipated schedule for HCD certification:

Housing Element revisions sent to HCD	October 2, 2012
HCD anticipated preliminary draft review	October 16, 2012
Planning Commission Public Hearing	October 16, 2012
City Council Public Hearing	November 13, 2012
Housing Element final draft to HCD for certification	November 14, 2012
HCD certification	February 12, 2013

The City appreciates your consideration of this time extension request and trusts that it meets all of your conditions as we currently understand them. I would appreciate it if you could let us know as soon as possible if there are any additional requirements in order to meet the November 1, 2012, deadline for this request. In advance, thank you very much for your attention to this matter, and please feel free to contact Debbie Hill of our staff should you have any questions or require any additional information.

Sincerely,

Paul R. Eldredge
City Manager

cc: Martin Engelmann, CCTA
Craig Goldblatt, MTC

CITY ADMINISTRATION
150 City Park Way
Phone: 925-516-5440
Fax: 925-516-5441

COMMUNITY DEVELOPMENT
150 City Park Way
Phone: 925-516-5405
Fax: 925-516-5407

FINANCE & INFORMATION SYSTEMS
150 City Park Way
Phone: 925-516-5460
Fax: 925-516-5401

PARKS AND RECREATION
101 B Sand Creek Road
Phone: 925-516-5444
Fax: 925-516-5445

POLICE
1100 Brentwood Boulevard
Phone: 925-634-6911
4 Hr. Dispatch: 925-778-2441
Fax: 925-809-7799

PUBLIC WORKS

Operations Division
201 Elkins Way
Phone: 925-516-6000
Fax: 925-516-6001

Engineering Division
50 City Park Way
Phone: 925-516-5420
Fax: 925-516-5421



OFFICE OF THE CITY MANAGER

October 22, 2012

Gillian Adams
Association of Bay Area Governments
101 Eighth St.
Oakland, CA 94607

RE: Extension of Deadline of Housing Element Certification

Dear Ms Adams:

Consistent with MTC's Resolution 4035, the City of Hercules is requesting a one-year extension of the January 31, 2013, deadline for receiving certification from the State Department of Housing and Community Development (HCD) of our Housing Element. We have committed resources to enable us to receive, well before January 31, 2014, HCD certification that the Housing Element meets the statutory requirements of Article 10.6 of the California Government Code. The draft Housing Element, which we submitted to HCD on September 16, 2010, addresses the fourth revision (2007-2014) of the Regional Housing Needs Allocation. Under our preliminary schedule for obtaining HCD certification, the City will:

- By the end of this month (October 2012) finish revising the Housing Element to respond to prior HCD comments and to address policy and development changes that have occurred over the past two years;
- Present the revised Housing Element to the Planning Commission and City Council (early to mid-November);
- Resubmit by December 2012 the revised Housing Element to HCD for 60-day review;
- Complete the requisite CEQA review for the Housing Element by January 2013;
- Anticipate receiving from HCD by February 2013 a letter with Finding of Substantial Compliance;
- Adopt the Housing Element in March 2013;
- Send the adopted Housing Element back to HCD for final certification in April 2013;

City of Hercules
111 Civic Drive, Hercules, California 94547
(510) 799-8200 www.ci.Hercules.ca.us

4.B.3-6

6-7

Gillian Adams
Extension of Deadline of Housing Element Certification

October 22, 2012

With this schedule, the City anticipates achieving HCD certification of an adopted Housing Element prior to June 2013.

If you have any questions, feel free to contact me (510-799-8216; sduran@ci.hercules.ca.us) or our Planning Manager, Robert Reber (510-245-6531; rreber@ci.hercules.ca.us).

Sincerely,



Steve Duran
City Manager

cc: Ezra Rapport, Association of Bay Area Governments
Steve Heminger, Metropolitan Transportation Commission
Randy H. Iwasaki, Contra Costa Transportation Authority
Martin R. Engelmann, Contra Costa Transportation Authority
Brad Beck, Contra Costa Transportation Authority



22 orinda way • orinda • california • 94563

October 23, 2012

Gillian Adams
Association of Bay Area Governments
101 Eighth St.
Oakland CA 94607

Dear Ms. Adams:

Consistent with MTC Resolution No. 4035, the City of Orinda respectfully requests a one-year extension of the January 31, 2013 deadline for receiving certification from the State Department of Housing and Community Development (HCD) of our fourth cycle Housing Element update. We have committed resources to enable us to receive, by January 31, 2014, HCD certification that the Housing Element meets the statutory requirements of Article 10.6 of the California Government Code. The draft Housing Element, which we submitted to HCD on October 1, 2010, addresses the fourth revision (2007–2014) of the Regional Housing Needs Allocation.

Under our preliminary schedule for obtaining HCD certification, the City will work with HCD toward addressing their comments on our draft Housing Element and submit a revised Housing Element to HCD for certification by approximately April 2013.

If you have any questions, feel free to contact me at (925) 253-4222 or at jkeeter@cityoforinda.org or our Director of Planning, Emmanuel Ursu at (925) 253-4240 or at eursu@cityoforinda.org.

Sincerely,


Janet Keeter,
City Manager

cc: Ezra Rapport, Association of Bay Area Governments
Steve Heminger, Metropolitan Transportation Commission
Randy H. Iwasaki, Contra Costa Transportation Authority
Martin R. Engelmann, Contra Costa Transportation Authority
Brad Beck, Contra Costa Transportation Authority
Orinda City Councilmembers

General Information
(925) 253-4200 (ph)
(925) 254-9158 (fax)

Administration
(925) 253-4220 (ph)
(925) 254-2068 (fax)

Planning
(925) 253-4210 (ph)
(925) 253-7719 (fax)

Parks & Recreation
(925) 254-2445 (ph)
(925) 253-7716 (fax)

Police
(925) 254-6820 (ph)
(925) 254-9158 (fax)

Public Works
(925) 253-4231 (ph)
(925) 253-9699 (fax)

8-9



October 24, 2012

Gillian Adams
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Extension Request for Housing Element Certification

Dear Ms. Adams:

Consistent with MTC's Resolution 4035, the City of Richmond is requesting a one-year time extension of the January 31, 2013 deadline to receiving certification from the State Department of Housing and Community Development (HCD) of our housing element. We have committed resources to enable us to receive, by January 31, 2014, HCD certification that the City's Housing Element meets the statutory requirements of Article 10.6 of the California Government Code. A revised draft Housing Element, which we submitted to HCD on September 10, 2012, addresses the fourth revision (2007-2014) of the Regional Housing Needs Allocation.

Under our preliminary schedule for obtaining HCD certification, the City submitted revisions to our September 2012 version to HCD, on October 17, 2012, in response to comments received by HCD staff and the public. The revised draft will be considered by the City's Planning Commission for recommendation to the City Council on November 1, 2012. We anticipate that the Council will consider the Planning Commission's recommendation and adoption of the Housing Element either in December 2012 or January 2013. Even though the City anticipates that the Housing Element will be certified by HCD by the January 31, 2013 deadline, as a precautionary step, the City is requesting the 1-year time extension should revisions be made to the Housing Element by the City's reviewing bodies that may require additional analysis.

If you have any questions, feel free to contact me at (510) 620-6512 or Hector Rojas, Associate Planner at (510) 620-6662 or via email at hector_rojas@ci.richmond.ca.us.

Sincerely,

A handwritten signature in black ink, appearing to read "William A. Lindsay".

William A. Lindsay
City Manager

cc: Ezra Rapport, Association of Bay Area Governments; Steve Heminger, Metropolitan Transportation Commission; Randy H. Iwasaki, Contra Costa Transportation Authority; Martin R. Engelmann, Contra Costa Transportation Authority; Brad Beck, Contra Costa Transportation Authority

450 CIVIC CENTER PLAZA, RICHMOND, CA 94804

Telephone: (510) 620-6512
Fax: (510) 620-6542
Website: www.ci.richmond.ca.us

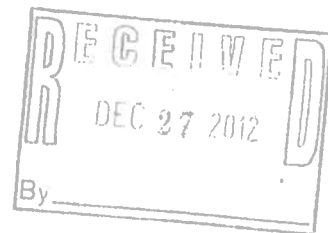
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4.B.3-9



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Iltort MetroCenter
101 Eighth Street
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TEL 510.817.5700
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WEB www.mtc.ca.gov



December 21, 2012

Adrienne J. Tissier, Chair
San Mateo County

Amy Reiu Worth, Vice Chair
Cities of Contra Costa County

Tom Asanbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Alameda County and Cities

Sami Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
City of Oakland

Bijan Saripi
State Business, Transportation
and Housing Agency

James P. Spring
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

Vacant
Association of Bay Area Governments

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Cities of San Mateo County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. Randell Iwasaki
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597-2011

RE: Local Priority Development Area (PDA) Planning and Implementation Program

Dear Mr. Iwasaki:

In November, the Commission finalized the establishment of a \$20 million planning program for counties in the region to support local planning activities in their priority development areas (PDAs). The attachments to this letter include pertinent sections of MTC Resolution 4035, describing the structure of the program and the amounts being made available to the eight congestion management agencies (CMAs) and the San Francisco Planning Department in the city and county of San Francisco. Also attached for reference are the guidelines MTC and ABAG used for the most recent cycle of PDA Planning grants.

There are three program requirements of note:

- Grants need to be aligned with the PDA Growth and Investment Strategy that each congestion management agency is preparing under the OneBayArea Grant Program. CMAs are required to distribute these funds on a non-formula basis that targets assistance to PDAs that are high impact and capable of early implementation.
- CMA program administration costs for the PDA Planning program may be no greater than 5% of the county distribution.
- Jurisdictions may either directly obligate their grants through Caltrans, the CMAs may choose to obligate the funding for pass through to local jurisdictions, or the CMA may request that ABAG administer the grant.

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Mr. Randell Iwasaki
Contra Costa Transportation Authority
December 21, 2012
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Staff will be contacting you shortly to discuss the next steps for accessing these funds through a Transportation Improvement Program (TIP) Revision and with additional guidance on eligible activities for Surface Transportation Program (STP) funds and the PDA Planning Program.

Sincerely,



Ann Flemer
Deputy Executive Director, Policy

AF: AB
Attachments

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Regional PDA Implementation:

ABAG Funding: Funds directed to ABAG for implementation of PDAs.

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Affordable Housing (TOAH) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

Local Planning & Implementation: Funds are made available to support local jurisdictions in their planning and implementation of PDAs in each of the nine counties, developed through the county PDA Investment & Growth Strategy in consultation with ABAG and MTC. Funding is distributed to the county CMAs (with funds for San Francisco distributed to the City/County of San Francisco planning department) using the OBAG distribution formula with no county receiving less than \$750,000 as shown in Appendix 5. Local jurisdictions will either directly access these funds through Caltrans Local Assistance similar to other OBAG grants provided to them by the CMAs, the CMAs may choose to provide individual grants to local jurisdictions through a single program administered by the CMA, or the CMA may request that ABAG administer the grants in cooperation with the local jurisdictions. CMA grants to local jurisdictions and the expenditure of funds by the San Francisco Planning Department are to be aligned with the recommendations and priorities identified in their adopted PDA Growth and Investment Strategy; as well as to the PDA Planning Program guidelines as they apply only to those activities relevant to those guidelines. The CMAs are limited to using no more than 5% of the funds for program administration.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO2 emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the

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**Cycle 2
 County PDA Implementation
 FY 2012-13 through FY 2015-16
 November 2012**

County PDA Implementation

County	Administering Agency	OBAG Formula	PDA Planning Share *	County PDA Implementation Total
Alameda	ACTC	20.2%	19.5%	\$3,905,000
Contra Costa	CCTA	14.2%	13.7%	\$2,745,000
Marin	TAM	2.8%	3.8%	\$750,000
Napa	NCTPA	1.7%	3.8%	\$750,000
San Francisco **	City/County of SF	12.3%	11.9%	\$2,380,000
San Mateo	SMCCAG	8.3%	8.0%	\$1,608,000
Santa Clara	VTA	27.6%	26.7%	\$5,349,000
Solano	STA	5.5%	5.3%	\$1,066,000
Sonoma	SCTA	7.5%	7.2%	\$1,447,000
County PDA Implementation Total:		100.0%	100.0%	\$20,000,000

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 Cycle Programming\T4 Second Cycle\Cycle 2 Policy Dev\One Bay Area Grant\Cycle 2 STP-CMAQ TE Fund Source Distribution.xls\CMA Planning

* County minimum of \$750,000 for Marin and Napa results in actual PDA Implementation share different than OBAG formula share

** Funding for San Francisco to be provided to San Francisco City/County planning department



**PDA Planning Program
CYCLE FIVE
PROGRAM GUIDELINES**



PROGRAM DESCRIPTION & GENERAL GUIDANCE

The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area
- (2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
- (3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
- (4) Locate key services and retail within the planning area.

Grantees must address all PDA planning elements listed below under Planning Elements. If a precise or specific plan encompassing the PDA has been completed or amended within the last 10 years, select planning elements may be excluded from the planning process. An explanation of how these elements have been addressed must be included in the application.

Note that some of the planning elements listed below (i.e. multimodal access and connectivity, parking demand analysis) should address the relationship between the identified planning area and key surrounding land uses outside of the planning boundaries.

Jurisdictions must be prepared to comply with all federal contracting requirements associated with planning grant funds.

Grant funding works on a reimbursement basis for agreed-upon deliverables associated with the scope of work for the project. The grant and match are to cover direct project costs, including staff and project oversight.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended as part of the proposed planning process, although not required. However, there must be a strong implementation component for any planning process funded through this program, including agreement by the local jurisdiction to formally adopt the completed plan. Refer to the chart below for specific award guidelines by place-type. A description of development guidelines associated with each FOCUS Program place-type is found in Appendix 2.

Award Guidelines by Place-type

Place-type	Regional Center, City Center, Suburban Center, Urban Neighborhood	Transit Neighborhood, Transit Town Center, Mixed-Use Corridor, Employment Center
Award	<ul style="list-style-type: none"> • Up to \$750,000 if both Specific Plan & EIR • Up to \$400,000 if EIR only 	<ul style="list-style-type: none"> • Up to \$500,000 if both Specific Plan & EIR • Up to \$250,000 if EIR only
Outcome	Specific Plan and/or EIR	Specific Plan and/or EIR

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PLANNING ELEMENTS

Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual* (http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf). At a minimum, plans should include the planning elements listed below.

As noted above, if a precise or specific plan encompassing the planning area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs **and explain how all remaining planning elements outlined below have been satisfied.**

A detailed description of each planning element is included in **Appendix 1**. Additional information is also found in the *Station Area Planning Manual* referenced above.

- (1) An **overview profile** of the planning area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the PDA, as well as any known issues to be addressed in the planning process
- (2) A significant public **outreach and community involvement** process targeting traditionally under-served populations
- (3) The development of several detailed **land use alternatives**
- (4) A **market demand analysis** for housing at all levels of affordability, jobs and retail in the planning area
- (5) A **housing strategy** that promotes housing affordable to low-income residents and attempts to **minimize displacement** of existing residents
- (6) A multi-modal **access and connectivity** component
- (7) **Pedestrian-friendly design standards** for streets, buildings and open space
- (8) An **accessibility analysis** for people with disabilities that ensures fully accessible transit stations, paths of travel between stations and surrounding areas, and visitable and habitable housing units
- (9) A **parking analysis** to create a parking policy and management element that aims at reducing parking demand and supply through pricing, zoning, and support for alternative modes
- (10) An **infrastructure development analysis** and budget
- (11) An **implementation plan**, along with a financing strategy, to ensure that the plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.