

To be sent by email to SCTA Board members this week

Dear SCTA Directors:

As your representative on the Metropolitan Transportation Commission, I wanted to let you know of an opportunity to express your priorities for how you would like to see the Bay Area grow over the coming decades. MTC and the Association of Bay Area Governments are seeking comments from the public on a range of land-use and transportation policies that will help them craft a long-range regional blueprint known as Plan Bay Area. A round of public meetings just concluded, but there is still time to comment.

Take a few minutes now to weigh in via a Plan Bay Area Virtual Workshop, which includes short videos and surveys, with ample opportunities to tell us what you think. We'd like to know your priorities for future growth and land use development in the region, along with the transportation infrastructure you'd like to see in place to support your priorities.

Please help us involve more Bay Area residents in this regional dialogue by forwarding this link to friends and colleagues whom you know might be interested. Note that the comment period extends through February 15.

<http://www.onebayarea.org/workshops/virtual.htm>

Thanks for your interest and support,

Jake Mackenzie  
MTC Commissioner, Sonoma County



Streets Act of 2008 in order for jurisdictions to be eligible recipient of OBAG funding. Our concerns are:

- a. the process cannot be accomplished within the stated deadline,
- b. The process requires resources that have not been identified and
- c. the Guidelines of the Complete Streets Act requires a broader view than accommodation of bicyclist and pedestrians; it include "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors." While this is a fine policy, it is likely to require more in depth assessment in a general plan and would "leak" into other element such as land use and community health.

As you know, statute requires that municipalities include Complete Streets provisions when they next update their General Plans. Some cities in Sonoma County are beginning the update process or will soon – and will satisfy the law, but will be ineligible to receive funding because an amendment will not be adopted by July 1, 2013.

8. We oppose the requirement that General Plans be certified by Housing and Community Development (HCD). Statewide, there are significant points of disagreement with HCD's certification process, mainly related to HCD's imposition of requirements that many planners believe go beyond what's required in the already burdensome statute. This is a very "live" issue in Sacramento involving the Governor's office and numerous stakeholders. It is premature to give HCD's certification authority any more consequences before the matter is resolved. Cities and counties already increase their risk of lawsuit and become ineligible for certain housing funds without a certified element. The SCTA suggests that the standard should be jurisdiction that have adopted a housing element for this cycle and have been through the HCD review process specified in GC 65585 would be eligible for funding.
9. Please define how multi-agency transit districts would be able to qualify for funding if the proposed requirements were in effect.

We are committed to the "Fix it First" strategy and reiterate our request that MTC prioritize maintenance of the existing infrastructure.

We thank you again for your efforts on this grant program and for the opportunity to comment on the revised proposal.

Sincerely,

Valerie Brown  
Chair, SCTA/RCPA

February 6, 2012

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

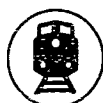
Subject: Comments on Proposed One Bay Area Grant Program – revised January 2012

Dear Mr. Heminger

Thank you for the opportunity to review the draft "One Bay Area Block Grant (OBAG) Program," dated January 13, 2012.

The SCTA appreciates the responsiveness, partnership and flexibility MTC has demonstrated in the evolution of OBAG. As the program continues to firm up in the coming months we urge you to consider the following recommendations:

1. We appreciate and support staff's recommendation to lower the proposed percentage of funding required to be spent in PDAs from 70% to 50% in North Bay counties.
2. We support staff's recommendation to allow the portion of funds reserved for PDAs to be spent not only inside them, but also for projects in their vicinity which support the development of these areas. This will include transit systems, regional bike networks and connections between PDAs and regional employment centers, schools, recreation sites and shopping areas. We appreciate the opportunity to review projects at the CMA level to assess this criteria and will be diligent in keeping with the spirit of proximate access to and support of PDAs.
3. We support staff's recommendation to move funds for Safe Routes to School outside of the PDA distribution formula; however we request that funding be restored to \$17M (pre-OBAG amount) from regional programs.
4. We are concerned about the details associated with aligning RHNA, PDAs and supporting zoning policies. Statute already requires alignment of RHNA and zoning. Would alignment with PDAs require that 70% (or 50%?) of new development be zoned within PDAs? This would severely limit local land use decision making. The middle ground of a "non-binding resolution of intent" lacks clarity and is likely to create greater confusion than is desirable. The SCTA recommends that MTC consider these issues and work with local jurisdictions to develop a workable process to achieve the intent of alignment.
5. We support inclusion of pedestrian projects as eligible to receive OBAG funding.
6. We support the North Bay Pilot Program related to Priority Conservation Areas.
7. We are very supportive of complete streets in theory and practice, however, we are concerned about the proposed requirement that general plans must be amended to adopt the Complete



## Highway Project – SCTA Staff Update

February 6, 2012

### Highway 101

#### 1. North B-Airport I/C and North C Sound Walls (Windsor) Project

##### PS&E (Design)

- The final plans have been delivered to Caltrans to HQ and comments have been received back.
- Caltrans may request an adjustment to the PS&E cooperative agreement due to North A charges not previously invoiced, underestimating, project scope changes, new storm water requirements, and mitigation projects development related to CTS and riparian impacts.

##### R/W

- R/W acquisition is on-going and is the critical path for advertising the project for construction. RON's are anticipated for one parcel (billboard) and it is scheduled to go to the Board of Supervisors on Feb 7.
- Right-of-way costs are higher than anticipated due to appraisals coming in higher than expected, particularly related to two parcels (one owner) that were close to receiving entitlements from the County for development of the parcel. The acquisition changed from a partial acquisition to a full acquisition during the project. The parcels provided CTS and wetlands credits to the project as part of the acquisition cost, offsetting some mitigation cost. One of the parcels will be used for on-site riparian mitigation (see item in today's agenda for Open Space's Cresta project) and the remaining parcel will be sold off as excess state property with proceeds returning to SCTA in the future.

- Caltrans and SCWA are working on utility relocation agreements with SCTA's assistance. Caltrans agreements have created issues with SCWA due to the generic language used by Caltrans in such agreements.

#### Permits/Mitigation

- Caltrans is pursuing 401, 404, and 1602 permits. It is anticipated that permits will be obtained by the end of February.
- Cumulative permit conditions are restricting the time frame for construction activities and the amount of earth that can be disturbed at one time which could impact the duration of the project, and cost, significantly.
- SCTA and Caltrans are working with DF&G and the Regional Water Quality Control Board to develop acceptable on-site and off-site riparian mitigation project due to construction impacts to Mark West Creek. SCTA and Caltrans are working with the Open Space District to develop an off-site riparian project at the Cresta Ranch. DF&G is requiring additional CTS mitigation resulting from the impacts associated with the on-site mitigation project (see today's respective agenda items).
- Project has been designated a Risk 3 project from a water quality standpoint. This is the first Caltrans project to be designated as Risk 3 and results in stricter compliance requirements for storm water runoff and other water quality issues.

#### Construction

- The project could go to bid as early as June or as late as August, depending on right-of-way acquisition and CTC allocation of funds timing.

- CTC considers this a medium low risk project for delivery to meet the Dec 2012 award deadline. A number of state-wide CMIA projects are in the same situation mainly due to slippage in right-of-way delivery schedules.

## **2. Central A and B (HOV lanes)**

### Construction

- Final paving is not complete and the road does not have a finished look
- Final paving to start next June – temperatures for RAC and OGAC
- Sound wall work at the south end of the project will continue through winter

## **3. Central C (Old Redwood Hwy I/C)**

### Design

- 100 % plans have been delivered to Caltrans District Office
- Caltrans is now requiring a significant change to the centerline barrier that could result in significant mainline design.
- City of Petaluma and SCTA are working on changes to the draft freeway agreement related to the East Washington pedestrian overcrossing and landscaping maintenance responsibilities.

### R/W

- R/W appraisals and acquisitions are underway
- Anticipate some difficult acquisitions related to compensation. The right-of-way capital budget could be impacted due to appraised values versus property owners expected valuation.

### Permits/Mitigation

- The Regional Board may require off-site storm water run-off and hydromodification mitigation projects to offset construction impacts. This

would be similar to requirements placed on the Central A project - SCTA mitigated for those impacts at PRMD, Sonoma County Fairgrounds, and City of Santa Rosa.

#### Construction

- Project is scheduled to advertise for bids in late 2012 and to start construction in 2013

#### **4. MSN C-1 (E. Washington interchange)**

##### Construction

- Construction has begun.
- Trees have been removed along ramp locations. Trees need to be removed prior to Feb 1 to comply with Migratory Bird Treaty Act requirements for nesting periods.
- Utility relocation work is proceeding behind shopping center

#### **5. MSN C-2 (Central Petaluma HOV lanes)**

##### PAED (Environmental)

- Caltrans has indicated that an environmental revalidation will be necessary to address project design changes.
- Caltrans and SCTA will meet with the city staff and officials sometime this month or early March to discuss geometric design changes to the project and tree impacts along the corridor. SCTA sent a letter to the city in response to tree impact issues and future landscape mitigation efforts raised by the city.
- Anticipate storm water run-off and hydromodification issues similar to Central A project as described above in Central C.

## Design

- Design consultant plans to submit 65% plans to Caltrans for review late this month.

## **6. MSN B-2 (Petaluma River Bridge and Petaluma Blvd South interchange)**

### Design

- B-2 plans have been completed and sent to Caltrans HQ for review. Caltrans is struggling with inclusion of utility relocation plans being incorporated into their standard contracting format.

### R/W

- R/W appraisal and offer process has started and is on the critical path for advertising the project for construction. Difficult acquisitions are anticipated with RON's scheduled with the Board of Supervisors on Feb 7, Feb 28, March 20, and April 10.
- The project could go to bid as early as June or as late as August, depending on right-of-way acquisition and CTC allocation timing.
- CTC considers this a medium low risk project for delivery to meet the Dec 2012 award deadline. A number of state-wide CMIA projects, including MSN B-1, are in the same situation mainly due to slippage in right-of-way delivery schedules.

### Permits/Mitigation

- Caltrans is pursuing 401, 404, and 1602 permits. It is anticipated that permits will be obtained by the end of February.
- Caltrans is working on off-site riparian mitigation on Tolay Creek that is owned by the Sonoma Land Trust.

- Permits with DF&G will limit the construction season within the Petaluma River banks as a new requirement has been imposed to address the potential presence of smelt, a listed species. The season has been shortened by six weeks which could lengthen the overall construction project as the construction of the Petaluma River Bridge is the critical path for the entire project. This limitation may not allow construction in the river to start in 2012.

### Construction

- The project could go to bid as early as June or as late as August, depending on right-of-way acquisition and CTC allocation of funds vote schedule.
- CTC considers this a medium low risk project for delivery to meet the Dec 2012 award deadline. A number of state-wide CMIA projects are in the same situation mainly due to slippage in right-of-way delivery schedules.
- Construction staging for falsework beam placement across Hwy 101 at the PBS I/C and girder lift and setting across traffic lanes on the Petaluma River Bridge will require closures of the SB direction of Hwy 101 at nighttime for approximately 30 to 40 nights. Lakeville Hwy (state) and Lakeville Road (county) will be used as a detour route. Various temporary closures of the PBS I/C ramps will require detouring of traffic through the City of Petaluma for two to four weeks at various times through the three year project. Only one ramp will be closed at a time. Detours will start in 2013. SCTA and Caltrans will present more detailed traffic detouring information to the SCTA and the City of Petaluma as the project moves closer to bid.

## **7. MSN C-3**

### Design

- Final plans for the Hwy 116 Separation bridges at Lakeville Hwy have been submitted to Caltrans. This project is on a fast track in order to be eligible for possible CMIA bid savings.

#### R/W

- Appraisals are currently being developed for two local agency parcels that need to be acquired for the project and a construction and maintenance (C&M) agreement with SMART.

#### Permits/Mitigation

- Caltrans is pursuing 401, 404, and 1602 permits. It is anticipated that permits will be obtained by the end of April.

#### Construction

- SCTA is requesting that the CTC allocate \$32.4M CMIA funds to the project. CTC anticipates allocating Northern California bid savings to several projects that can be delivered in time to meet the Dec 2012 award deadlines.
- Caltrans HQ may not have the staff resources to prepare any additional CMIA projects for advertising due to current workloads. District 4 has suggested that it prepare the projects for advertising (AADD) at the District level. District has requested that SCTA provide QA/QC services for the bid package preparation. These services require independent PS&E review which our consultant cannot perform. SCTA is searching for another consultant or former Caltrans employee to perform the QA/QC work. It is anticipated the cost would be absorbed within the current C-3 design budget.

#### **8. Wilfred (HOV lanes)**

Construction on the final two bridges continues. Most other work is suspended through the winter months. Barring significant inclement weather, the bridges

are anticipated to be completed in April of this year. Pavement work to complete the HOV lanes is scheduled prior to late fall when temperatures drop is the next priority. Surface street work will continue subsequent to HOV lane opening.

**9. Highway 12 Laguna de Santa Rosa Bridge Replacement**

Project design continues toward 65% completion. Right of Way certification and "ready to list" (RTL) status are estimated to be complete in February 2013. Award is estimated for April and construction is anticipated to begin in June 2013, however, the tree removal (first order of business) needs to be coordinated with Migratory Bird Treaty Act and creek construction restrictions. A separate contract for tree removal prior to award may be necessary.

**Highway 116 Forestville at Mirabel Road Improvements**

The county has hired a consultant to complete a combination Project Study Report/Project Report for a roundabout at the above mentioned location. As a combination document, it means that the scoping phase and the environmental and preliminary design phases must be completed at the same time. Draft environmental document is currently estimated to be released for comment in April of this year. Final environmental document is currently estimated to be complete in October of this year. Design phase completion is estimated for Spring of 2013 and construction is estimated to begin in 2014.

**10. Highway 116/121 Intersection Improvements**

A draft cooperative agreement to produce a Project Initiation Document (PID) has been provided to SCTA by Caltrans. Staff is coordinating with county counsel to review the cooperative agreement. The Board authorized the executive director to pursue a cooperative agreement with Caltrans in November 2011. Staff is also pursuing a cooperative agreement with the County for matching funds to complete the PID.