

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

Attachments:

- CCTA TCC Regional Transportation Plan proposed additions to the “Financially Constrained” List (projects moved from the Vision list) based on MTC’s Revised Fund Estimate;
- Items approved by the Authority on November 16, 2011 for Circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest;
- November 16, 2011 CCTA Executive Director’s Report;
- October 19, 2011 CCTA meeting minutes

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<i>RTP Id</i>	<i>Project Description</i>	<i>YOES</i>	<i>Shortfall</i>
22350	I-680/SR4 Phase 4, SB to EB	65.3	65.3
22350	I-680/SR4 Phase 5, WB to NB	51.2	51.2
22351	I-680 NB HOV lane extension: N. Main to SR242	48.0	48.0
240584	SR4: add a WB mixed-flow lane from east of Willow Pass Road (West) off-ramp to the lane-add located 4,200 feet west of Willow Pass Road (West) on-ramp (Short Term Strategy Package B in SR4 CSMP)	26.7	26.7
240355	SR4: add an EB mixed-flow lane from the lane-drop 1500 feet west of Port Chicago Highway on-ramp to east of Willow Pass Road (West) on-ramp (Short Term Strategy Package C in SR4 CSMP)	34.0	34.0
22400	Construct SR239 from Brentwood to Tracy Expressway (initial phase to be determined by study)	87.0	73.0
22604	Vasco Road Safety Improvements, Phase 2	61.0	61.0
230127	Construct new satellite WestCAT maintenance facility (includes land purchase)	11.1	11.1
230397	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including Park-and-Ride lots, signal prioritization, bus-only lanes and freeway drop ramps	16.8	16.8
230218	Del Norte Area TOD	30.4	30.4
240649	Hercules Rail Station Parking Structure	34.9	34.9
240074	BART Station Capacity Improvements	40.0	40.0
240637	23 rd St Streetscape	15.0	15.0
240033	Replace existing diesel trolley fleet with electric trolley and necessary infrastructure	0.4	0.4
240656	Church Lane Bridge Widening at San Pablo Creek	0.6	0.6
Total		522.4	508.4



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Karen Stepper

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Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC

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

Date: November 17, 2011

Re: Items approved by the Authority on November 16, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and Items of Interest

At its November 16, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Authorization to Release RFP No. 11-10 for Consultant Support Services to Develop and Deploy a Real-time Ridesharing Pilot Project Funded through MTC's Climate Initiatives Program.** *The Authority approved the release of Request for Proposals No. 11-10 to procure consultant services that will assist staff in deploying a \$525,000 Real-time Ridesharing Pilot Project funded through MTC's Climate Initiatives Program. Real-time Ridesharing (RTR) refers to the formation of carpools through the application of smartphone technologies — cell phones with Internet access — and newly available ridesharing software applications (or "apps") to match riders and drivers in real-time or through a dynamic reservations system.*
2. **SB 375/SCS Implementation Update.** *Staff reported that the Authority's consultant is evaluating three new scenarios for the Sustainable Communities Strategy (SCS). Selection of a preferred scenario is expected in early 2012.*
3. **Measure C Strategic Plan – Issues and Schedule.** *The Authority approved the policies that will guide the development of the 2011 Measure C Strategic Plan, which is scheduled for adoption in January 2012.*
4. **Proposed Exchange of State Transportation Improvement Program (STIP) Funds with Measure C Funds:** *At the November meeting, the Authority approved a proposal to exchange \$19.45 million in STIP funds, currently programmed for the State Route 4*

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Widening project, with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2). The proposal frees up \$19.45 million in Measure J in East County, while maintaining full funding for the I-680 Auxiliary Lane project. (Attachment)



Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: November 3, 2011

Subject	2011 Measure C Strategic Plan – Issues and Schedule
Summary of Issues	<p>The 2011 Measure C <i>Strategic Plan</i> comes following the expiration of Measure C on March 31, 2009. Sales tax revenues collected under Measure C totaled \$733.8 million in 1988 dollars (or \$1.098 billion in escalated dollars).</p> <p>Despite Measure C expiration, project development and construction activities are expected to continue on several Measure C projects through FY2012.</p> <p>Several issues need to be addressed in the <i>2011 Plan</i>:</p> <ul style="list-style-type: none"> ✓ Commitment of remaining programming capacity ✓ Escalation of remaining Measure C funds ✓ Maintenance of Measure C reserve ✓ Close out of Measure C books <p>Having met its all of its Measure C debt obligation, the Authority is currently in the advantageous position of having a positive cash reserve that exceeds the amount programmed for remaining Measure C projects. This allows funds to be allocated at the time of the requests, regardless of the year they are programmed in the <i>Strategic Plan</i>.</p>
Recommendations	Provide comments on proposed policies that will guide the development of the <i>2011 Strategic Plan</i> .
Financial Implications	The <i>2011 Plan</i> will make programming commitments for the use of remaining Measure C funds.
Options	N/A
Attachments	None
Changes from Committee	<i>The APC approved the policies as proposed. Furthermore, the APC instructed staff to bring to the Authority Board a proposal to exchange STIP funds programmed for SR4 East widening (Project 1407) with Measure C funds programmed for the 680 Auxiliary Lane Segment 2 (Project 1106 S2).</i>

Administration and Projects Committee Meeting STAFF REPORT

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Background

The Authority has traditionally adopted a *Measure C Strategic Plan* every two to three years (i.e. 1991, 1993, 1995, 1998, 2002, 2005, and 2008). Traditionally, the *Plan* incorporated: (1) a comprehensive review of our projected revenues along with a financial plan; (2) a program of projects to be funded in the upcoming five year period; and (3) a review/update to the Authority's policies on project delivery, the role of project sponsors, and the relationship between the *Strategic Plan's* commitment of Measure C funds and other state and federal funds.

The 2011 *Strategic Plan* is unique because it comes following the expiration of Measure C on March 31, 2009. Actual sales tax revenues collected under Measure C are now known. A total of \$733.8 million in 1988 dollars (or \$1.098 billion in escalated dollars) was generated by Measure C. When compared to the amounts allocated to projects and programs in the Measure C Expenditure Plan (\$807 million in 1988 dollars), actual revenues are only 9% below that amount.

Despite Measure C expiration, project development and construction activities are expected to continue on several Measure C projects through FY2012. Currently, 88% of all projects/studies in the *Strategic Plan* are complete. Twelve percent (11 out of 90) of the projects are still ongoing and few are expected to extend beyond FY2012.

Having met its Measure C debt obligation, the Authority is currently in the advantageous position of having a positive cash reserve that exceeds the amount programmed for remaining Measure C projects. This allows funds to be allocated at the time of the requests, regardless of the year they are programmed in the *Strategic Plan*.

Several issues need to be addressed in the *2011 Plan*:

- ✓ Commitment of remaining programming capacity
- ✓ Escalation of remaining Measure C funds
- ✓ Maintenance of Measure C reserve
- ✓ Close out of Measure C books

Policy Issues*Commitment of Remaining Programming Capacity*

In the 2008 *Strategic Plan*, the Authority elected to defer the programming of remaining

capacity until the next update of the *Strategic Plan*, when final Measure C sales tax revenues are determined.

Approximately, \$17.9 million in 2010 dollars (\$9.3 million in 1988 dollars) is available to program for projects in the 2011 *Strategic Plan*. This capacity was created by infusion of other fund sources in the Measure C program (e.g. State Local Partnership Program funds in the mid 90's, federal demonstration funds, sales of excess property). By loosening the cap on certain funding categories, the Authority is able to direct the funds to specific projects.

In the 2011 Measure C *Strategic Plan*, remaining programming capacity is proposed to be committed to two major Measure C projects:

- ✓ **I-680 Auxiliary Lane –Segment 2 (1106S2).** The Measure C *Program of Projects* in the 2008 *Strategic Plan* included \$16.4 million for this project which is expected to be ready for construction in 2012. The project is programmed in the Tri Valley Transportation Developer Fees (TVTDF) *Strategic Plan* for \$5.8 million (\$3.23 million in FY 12/13 and \$2.65 million in FY 13/14) pending the collection of developer fees. Recent grants have been secured for \$3.3 million in federal funds and \$1 million in State Local Partnership Program funds. An additional \$4.2 million is needed to fully fund the project.

Committing approximately \$10 million (in 2010 dollars) in Measure C programming capacity will cover the \$4.2 million shortfall and guarantee \$5.8 million in revenue until TVTDF become available. The Authority will seek an agreement to reimburse the Measure C program once these revenues are collected. A future Measure C *Strategic Plan* amendment will commit these funds for specific projects under the I-680 category.

The project was included in the first Measure C *Strategic Plan*. Delaying it any further will not only result in loss of leveraged funds but also increased construction cost.

- ✓ **I-680/SR4 Interchange (1117):** This project was environmentally cleared in 2008 and is carried into the Measure J Expenditure Plan. The addition of approximately \$7.9 million will allow the project to proceed into the design phase, making it ready to take advantage of future state and federal funds. Due to the economic downturn, Measure J funding for the project was subjected to 65.3% reduction (or 34.7% cap).

Remaining projects in *other* funding categories are currently fully funded.

In order to achieve the above, the funding cap on the I-680 category will need to be loosened from 87.5% to 96.7%. Funding categories for BART Parking, Contra Costa Regional Commuterway, and Route 4 West are revised to match actual or planned expenditures.

Administration and Projects Committee Meeting STAFF REPORT

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In addition, the percentage funding split between Central county and Southwest County is proposed to be temporarily revised to approximately 74/26. The Authority had agreed in the 1991 Measure C *Strategic Plan* to split funds from the I-680 category 77/23 between Central and Southwest County based on the estimated project costs for the I-680 Auxillary Lane and Fostoria Overcrossing in San Ramon. The final percentage funding split will be determined with the programming of the reimbursement of TVTDF funds.

Escalation of Measure C Funds beyond FY2012

Following the passage of Measure C, the Authority had formally adopted a policy to maintain project commitments in 1988 dollars. This meant project allocations can be increased to reflect increases in the Consumer Price Index (CPI). Since then, the Authority had appropriated funds in escalated (or inflated) dollars using assumptions on future inflation rates, as measured by the San Francisco Bay Area CPI, and based on when the funds are programmed in the *Program of Projects*.

This policy allowed retention of purchasing power over time, regardless of when the project is delivered. However, since the Authority stopped collecting Measure C revenues on April 1, 2009, adjusting for inflation beyond FY2009 is no longer warranted. To provide the project sponsors an opportunity to complete their projects, Measure C funds were escalated to FY2012. It is proposed that the Authority no longer apply escalation rates beyond FY2012. In other words, funds appropriated in the future will be based on the amounts programmed in the 2011 *Plan* with no additional adjustments for inflation.

This policy is necessary since increases in project costs will outpace interest rate earnings on accumulated cash.

Maintenance of Measure C Reserve

Due to higher interest earnings on cash balances, the Authority increased the Measure C cash reserve in the 2008 *Strategic Plan* from \$3 million to \$6 million. This reserve provides a cushion against economic uncertainty. It was also used to provide the necessary cash for the Authority to advance some Measure J programs, and accomplish a smooth transition from Measure C to Measure J.

Due to the delayed recovery of the economy, staff recommends maintaining the \$6 million reserve. This reserve will also be available to maintain the Authority's credit rating, and fund the extension of Measure J and/or other emergencies that may arise over the next 23 years.

Close out of Measure C Books

Since the Authority's Measure C cash reserve exceeds programmed amounts for remaining Measure C projects with no remaining debt service obligations, fund allocations can be requested at any time. To allow completion of remaining Measure C projects, the Authority intends to maintain Measure C commitments in the *Program of Projects* through FY2016. This will allow sufficient time for remaining Measure C projects to be completed or rolled into Measure J.

Schedule

The following schedule is proposed for the completion of the 2011 Measure C *Strategic Plan*:

Nov 03, 2011 Discussion of policies to guide the development of the Plan at the Administration and Projects Committee (APC)

Nov 16, 2011 Approval of policies to guide the development of the Plan by the Authority Board

Dec 01, 2011 Review of the draft 2011 Measure C Strategic Plan at APC

Dec 21, 2011 Review of the draft 2011 Measure C Strategic Plan at the Authority Board

Jan 18, 2012 Adoption of the final 2011 Measure C Strategic Plan



CCTA Board Meeting **STAFF REPORT**

Meeting Date: November 16, 2011

Subject	Proposed Exchange of State Transportation Improvement Program (STIP) Funds with Measure C Funds (Resolution 11-34-P, Rev. 1)
Summary of Issues	<p>Faced with a potential funding shortfall, the Authority had approved in late 2007 the programming of \$19.45 million in the 2008 STIP for the State Route 4 (SR4) East project (Project 1407). The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.</p> <p>At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently programmed for the SR4 East project, with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2). The proposal frees up \$19.45 million in Measure J in East County, while maintaining full funding for the I-680 Auxiliary Lane project.</p> <p>The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) with the approval of the 2011 Measure C <i>Strategic Plan</i>, the project will have sufficient Measure C funds to be exchanged (\$20.5 million).</p>
Recommendations	Authorize staff to include the exchange proposal, as described above, in the draft <i>2011 Measure C Strategic Plan</i> .
Financial Implications	The exchange proposal will free \$19.45 million in Measure J funds currently programmed for SR4 East, while maintaining full funding for the I-680 Auxiliary Lane.
Options	Decline staff recommendations. In this case, adding the \$19.45 million to SR4 East will be contingent upon approval by the CTC, which was not possible in 2008.
Attachments	A. 2012 STIP Resolution of Local Support: Resolution 11-34-P, Rev. 1
Changes from Committee	<i>Not Applicable</i>

Background

In the 2008 Measure C Strategic Plan, the Authority elected to defer the programming of remaining capacity until the next update of the *Strategic Plan*, when final Measure C sales tax revenues are determined.

Approximately, \$17.9 million in 2010 dollars (\$9.3 million in 1988 dollars) is now available to program for projects in the 2011 *Strategic Plan*. This capacity was created by the infusion of other fund sources in the Measure C program (e.g. State Local Partnership Program funds in the mid 90's, federal demonstration funds, sales of excess property). By loosening the cap on certain funding categories, the Authority is able to direct the funds to specific projects.

I-680 Auxiliary Lane –Segment 2 (110652)

The Measure C *Program of Projects* in the 2008 *Strategic Plan* included \$16.4 million for this project which is expected to be ready for construction in 2012.

If approved as recommended in the 2011 Measure C *Strategic Plan Update*, the I-680 Auxiliary Lane project will have approximately \$20.5 million in programmed Measure C funds, and another \$5.8 million from Measure C will be loaned until reimbursed by TVTDF funds.

SR4 East

SR4 East widening from Somersville Road to SR160 (Project 1407) is currently funded with a mix of state, federal and local funds. Funding sources included Measure J funds, Measure C funds, East County Developer Fees (ECCRFFA), Bridge Tolls, federal demo funds, STIP and Proposition 1B funds. In 2007, and following the Authority's success in securing Corridor Management Improvement Account (or CMIA) funds for the project, the Authority was faced with a significant downturn in Measure J revenues due to the recession. In addition, developer fees in East County dwindled to a trickle.

As part of the 2009 Measure J Strategic Plan, East County had to shift funds from many of their projects/programs to meet their Measure J commitments for SR4 East and eBART. In addition, expected funding from developer fees was reduced from \$80 million to \$30 million.

Faced with a potential funding shortfall, the Authority in 2007 approved the programming of \$19.45 million in the 2008 STIP for the project. The CTC subsequently refused to program the funds as requested, and the funds were held (as a separate SR4 Interchange project) in anticipation of a change in CTC policy, which prohibited addition of STIP funds to Proposition 1B projects.

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With two segments of SR 4 East under construction, the project cost has been reduced. However, the availability of ECCRFFA funds still poses a risk to the project funding plan. Programming the STIP funds would reduce that risk or would free up Measure J funds in East County.

Proposed Exchange of STIP and Measure C Funds

At the November APC meeting, staff discussed a proposal to exchange \$19.45 million in STIP funds, currently held for SR4 East (project 1407), with an identical amount in Measure C funds programmed for the I-680 Auxiliary Lane - Segment 2 (Project 1106S2).

The I-680 Auxiliary Lane project is the ideal candidate for such an exchange because: 1) the project schedule fits with programming year of the STIP funds (FY 2012-13); 2) project is already federalized so no additional burden will result from adding the STIP funds to it; 3) project has sufficient Measure C funds to be exchanged.

The addition of Measure C funds to SR4 East will free up Measure J funds (or ECCRFFA) previously committed to SR4 East, allowing East County to utilize for their priorities.

The funding plans for the projects, with and without the exchange, are shown below:

I-680 Auxiliary Lane	Before Exchange	After Exchange
Measure C:	\$20.5M	\$20.5 - \$19.45 (\$1.09M)
Secured TVTDF:	\$3.46	\$3.46
Unsecured TVTDF (advanced by Measure C):	\$5.8	\$5.8
State Local Partnership Program:	\$1.0	\$1.0
Interstate Maintenance:	\$3.2	\$3.2
STIP	\$0.0	+\$19.45

Total:	\$34.0M	\$34.0M
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SR4 East	Before Exchange	After Exchange
Measure C:	\$12.4M	\$12.4 + \$19.45 (\$31.85M)
Measure J:	\$105.5	\$105.5 - \$19.45 (\$86M)
Prop 1B CMIA:	\$72.2	\$72.2
Prop 1B SLPP:	\$19.7	\$19.7
Demo:	\$1.6	\$1.6
2002/2006 STIP:	\$38.5	\$38.5

Bridge Tolls (median):	\$90	\$90
Bridge Tolls (eBART):	\$32.3	\$32.3
ECCRFFA	\$30	\$30
City:	\$1.8	\$1.8
2008 STIP:	\$0	\$0
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	\$404M	\$404M

In order to achieve the proposed exchange, the funding cap on the I-680 category will need to be tightened to approximately 86.8%, while the funding cap on the Commuterway category will be loosened to approximately 94.8%.

Furthermore, the I-680 Auxillary Lane project will be added to the 2012 STIP program of projects to replace the SR4 East project. This requires the addition of the project in the Resolution of Local Support (Attachment B), previously approved by the Authority for projects sponsored by CCTA.

Staff recommends including the exchange proposal, as described above, in the draft 2011 Measure C Strategic Plan. The proposal will benefit East County while maintaining full funding for the I-680 Auxillary Lane project.



EXECUTIVE DIRECTOR'S REPORT
November 16, 2011

Caldecott Tunnel Tour: October 13, 2011

Ken Dami, Public and Government Affairs from Tesoro Refinery, Stephanie Andersen, Executive Director from Community Focus, Mala Subramanian, Authority General Counsel from Best Best & Krieger, Bill Gray, Gray-Bowen and Company, Inc., and CCTA staff toured the Caldecott Fourth Bore construction project.

Caldecott Tunnel Tour: October 14, 2011

I was asked by Mike Metcalf, Town of Moraga, to set up a tour of the Caldecott Tunnel for Town council and staff. Town Council members, Ken Chew, Howard Harpham, Mayor Karen Mendonca, and Town Manager Jill Keimach all toured the Caldecott Fourth Bore construction project. Paul Meyer, Executive Director, American Council of Engineering Companies of California (ACEC) and Janet Frazier also joined the tour.

511 Contra Costa: October 14, 2011

Lynn Overcashier and Corinne Dutra-Roberts gave interested CCTA staff a briefing of how 511 Contra Costa operates within Contra Costa County.

ITS World Congress: October 15 – 19, 2011

Hisham Noeimi, Martin Engelmann, and I attend the 18th World Congress on Intelligent Transport Systems in Orlando, Florida. There were approximately 8,000 attendees. I attended several plenary sessions and moderated a session on Adaptation Due to Climate Change. I invited speakers from the UK, China, and the USA to participate. Martin Engelmann spoke about the implementation of SB 375 at a carbon foot printing session.

Consulting Agreement with Michael R. Halverson: October 18, 2011

We entered into a Letter Agreement not to exceed \$10,000 with Michael R. Halverson to assist the Projects Department perform an organizational assessment. This engagement is in anticipation of the release of the Program Management RFP and will include recommendations that will enhance opportunities for CCTA employee professional growth and career development. The major deliverable is a revised scope of work statement for the RFP.

Dennis Cuff Interview: October 20, 2011

Ross Chittenden and I were interviewed by Dennis Cuff, Contra Costa Times, regarding MTC's application to the CTC for the Bay Area Express Lanes Network. We answered questions about why this is an important issue for the Bay Area, what information was included in the application, and why.

Institute of Transportation Studies Advisory Board Meeting: October 21, 2011

I am a member of the Advisory Board for the Institute of Transportation Studies. There are three University of California campuses involved: UC Berkeley; UC Davis; and UC Irvine. The meeting was held in Irvine at the University Club. The campuses are performing a variety of research projects in the sustainability area that may be beneficial to Contra Costa.

State Legislative Program Kickoff Meeting: October 25, 2011

We held a meeting with Mark Watts, Smith, Watts, & Martinez, the Authority's legislative advocate, to kick off our state legislative program. We were briefed by Mr. Watts about the situation in Sacramento, and provided him with several ideas that will require state legislation.

Transportation Sustainability Research Center (TSRC) Advisory Board Meeting: October 26, 2011

The TSRC held their annual advisory board meeting at the Richmond Field Station. Their focus areas are Advanced Vehicles and Fuels, Energy and Infrastructure, Goods Movement, Innovative Mobility, Transportation Systems Analysis, and Mobility for Special Populations.

California Transportation Commission (CTC) Meeting: October 26 – 27, 2011

Ross Chittenden attended both days of the CTC meeting. I attend on the second day of the CTC meeting for MTC's application of the Express Lane Network. Randy Carlton also attended the second day of the meeting to get a better understanding of various transportation issues. The MTC Express Lane Network application was introduced by MTC Vice-Chair Amy Worth and was approved with a near-unanimous vote. Caltrans informed the CTC and audience that sufficient Proposition 1B Bond proceeds are available to allocate to all shovel-ready projects through at least June 2012. The City of Richmond's Marina Bay Parkway Grade Separation Project (Measure J Project No. 9003) and the I-80 Integrated Corridor Mobility Project (Measure J Project No. 7005) received Proposition 1B allocations from the CTC. The CTC adopted the FY 2012-13 competitive State and Local Partnership Program which includes \$1 million for the I-680 Auxiliary Lanes Project (Measure C Project No. 9551).

Susan Bonilla Legislative Director Meeting: October 27, 2011

Randy Carlton, Ross Chittenden, and I met with Luis Quinonez, Assemblymember Susan Bonilla's Chief of Staff and Ana Rodriguez, Legislative Director, to talk about potential legislative initiatives for the upcoming session.

Presidio Parkway Tour: October 28, 2011

Ross Chittenden, Martin Engelmann, and I were invited to tour the Presidio Parkway project. We took a look at cut and cover tunnel construction as well as bridge construction. This was insightful because we will be constructing a cut and cover tunnel on State Route 4 Project 3B.

34th Annual Asian American Architects and Engineers Dinner: October 28, 2011

Martin Engelmann and I attended an evening presentation on the planning and organizing of international expos and sporting events. The speakers focused on the logistics and planning efforts that went into the upcoming World Cup races in San Francisco Bay.

Transit Communications and Wireless Applications Conference: November 1, 2011

I gave a presentation on a panel titled "Funding for New Transit Projects and Facilitating Future Growth." My topic was how to fund transportation projects. I used the SR 4 and eBART projects as my case study. Peter Engel and Jack Hall also attended a portion of the first day of the conference. The keynote session focused on the California High Speed Rail project, the value of communication projects at New York MTA, and development of rail telecom networks to maximize revenue opportunities. We also stayed for the session titled "Passenger Experience." Speakers focused on developments in passenger applications and how they can improve passenger experience.

American Road & Transportation Builders Association (ARTBA) Western Leadership Team Meeting: November 2, 2011

I was asked by the American Road & Transportation Builders Association to give insight and details on the half-cent sales tax and provide an update to CCTA's upcoming construction program. I spoke with ARTBA members from the western United States.

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Authority Board Meeting MINUTES

MEETING DATE: October 19, 2011

MEMBERS PRESENT: Genoveva Calloway, David Durant, Jim Frazier, Dave Hudson, Joel Keller, Karen Mitchoff, Nancy Parent, Julie Pierce, Karen Stepper, Don Tatzin, Robert Taylor, Gayle Uilkema, Amy Worth

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

MINUTES PREPARED BY: Danice Rosenbohm

- A. **CONVENE MEETING:** *Vice Chair Tatzin* convened the meeting at 6:04 p.m.
- B. **PLEDGE OF ALLEGIANCE:**
- C. **PUBLIC COMMENT:** Members of the public are invited to address the Authority regarding any item that is not listed on the agenda. Please complete one of the speaker cards in advance of the meeting and hand it to a member of the staff.

There were no public comments.

Commissioner Calloway and Alternate Uilkema arrived at 6:05 p.m.

- D. **PUBLIC HEARING: Measure J Expenditure Plan Amendment of Programs 19 and 20 for West County.** On September 21, 2011 the Authority approved Ordinance 11-01, adding flexibility to Program 19b – Additional Bus Service Enhancements, and 20b – Additional Transportation for Seniors and People with Disabilities. Staff has sent a Notice of Proposed Amendment to Measure J Expenditure Plan to the Board of Supervisors, City/Town Managers, and the Conference of Mayors as required by Section 8 of the Measure J Ordinance. The Authority will conduct a public hearing at its meeting of October 19, 2011.

DISCUSSION: Peter Engel, Program Manager, stated that at its September meeting, the Authority approved Ordinance 11-01 amending the Measure J Expenditure plan, adding flexibility to Program 19b and 20b as requested by the West Contra Costa Transportation Advisory Committee (WCCTAC). He explained that Section 8 of the

Measure J Ordinance provided a process for amending the Expenditure Plan, which included notifying Contra Costa jurisdictions and Conference of Mayors of the proposed amendment, and conducting a public hearing on the amendment within 45 days after notice is given.

Mr. Engel said that with no further action by the Authority, the amendment would become effective on November 10th.

Vice Chair Tatzin opened the Public Hearing. Seeing that there were no public comments, the public hearing was closed.

E. COMMENDATION: Resolution 11-47-A in Honor of Robert Chung's Retirement from the California Transportation Commission.

ACTION: Commissioner Frazier moved to approve Resolution 11-47-A in Honor of Robert Chung's Retirement, seconded by *Commissioner Stepper*. The motion passed unanimously, 9-0. (*Commissioner Durant had not yet arrived.*)

DISCUSSION: Randy Iwasaki stated that staff recommended approval of Resolution 11-47-A (distributed as a meeting handout), in recognition of Robert Chung's retirement from the California Transportation Commission after a long and dedicated career in transportation serving both the residents of Contra Costa and entire State of California.

Mr. Iwasaki said that as Senior Staff of the Contra Costa Transportation Partnership Commissioner from 1986 to 1989, Mr. Chung contributed to the development of the Contra Costa Transportation Improvement and Growth Management Program, approved by voters in 1988 and known as Measure C, and to the administrative framework for the newly-created Contra Costa Transportation Authority.

Mr. Iwasaki stated that Resolution 11-47-A would be presented by Ross Chittenden, Deputy Executive Director for Projects, at a reception honoring Mr. Chung on October 26th.

There were no public comments.

1.0 APPROVAL OF MINUTES: Authority Minutes of September 21, 2011.

ACTION: Commissioner Stepper moved to approve the Minutes of September 21, 2011, seconded by *Commissioner Pierce*. The motion passed unanimously, 9-0. (*Commissioner Durant had not yet arrived.*)

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

ACTION: Commissioner Pierce moved to approve the Consent Calendar, seconded by Commissioner Frazier. The motion passed unanimously, 9-0. (Commissioner Durant had not yet arrived.)

2.A Administration & Projects Committee:

- 2.A.1 Monthly Project Status Report.** Staff Contact: Ross Chittenden
- 2.A.2 Monthly Accounts Payable Invoice Report for August 2011.** This report provides detail of invoices paid by vendor. Staff Contact: Randall Carlton
- 2.A.3 Monthly Cash and Investment Report for August 2011.** The Authority's Investment Policy calls for this monthly report on investment activity. Staff Contact: Randall Carlton
- 2.A.4 Listing of Construction Change Orders (CCOs) Greater than \$25k for Contracts Less than \$15M, and Greater than \$50k for Contracts Larger than \$15M.** Authority policy requires that this list be submitted to the APC for information. Staff Contact: Susan Miller
- 2.A.5 Quarterly Project Funding Plans – Major State Highway Projects.** The quarterly report on the status of ongoing consultant project-related contracts as well as on key project funding issues was included in the October 6, 2011 APC packet. Staff Contact: Susan Miller
- 2.A.6 I-680 Auxiliary Lanes (Segments 1 & 3) Landscape Maintenance (Project 1106).** Contingency Funds for Landscape Construction Contract 259 with Forster & Kroeger Landscape Maintenance, Inc. Staff seeks approval to increase the contingency funds in the amount of \$50,000 for necessary extra work under construction Contract 259 and to replenish the contingency fund balance for the remaining two years of the four-year maintenance contract. Staff Contact: Susan Miller. Resolution 09-37-P, Revision 1.
- 2.A.7 State Route 4 Widening – Bailey Road to Railroad Avenue – Amendment No. 9 to Contract No. 86 with Contra Costa County (Project 1403).** Staff requests authorization for the Chair to execute Amendment No. 9 to Contract No. 86 with Contra Costa County for additional Right-of-Way services in the amount of \$64,000. Staff Contact: Susan Miller.
- 2.A.8 Western Contra Costa Transit Authority (WestCAT) – Land Purchase for Development of Future Bus Storage Facility (Project 19002-04): Request for Appropriation of Measure J Funds.** WestCAT is requesting an appropriation of \$30,000 in Measure J funds for environmental consulting and land acquisition services. Staff recommends approval. Resolution 11-37-P, Cooperative Agreement 19W.01. Staff Contact: Hisham Noeimi

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- 2.A.9 State Route 4 Widening Project, Somersville Road to SR160 - Contra Loma Blvd. Interchange/G Street Overcrossing, Segment 2 (Project 1407/3001) – Bid Results.** Staff provided an update to the APC on the results of the Construction Contract Bid Opening on Segment 2 which was held on September 14, 2011. Staff Contact: Susan Miller.
- 2.A.10 State Route 4 (e) Widening Project: Somersville Road to SR160 – Segment 3A (Project 3001) – Letter of No Prejudice.** Staff requests approval to submit a Letter of No Prejudice (LONP) to authorize expenditure of up to \$42.581 million in Measure J funds in lieu of Proposition 1B funds programmed for Segment 3A. A LONP allows CCTA to expend its own funds and incur reimbursable expenses prior to an allocation of Proposition 1B funds by the California Transportation Commission (CTC). Staff is also seeking authorization for the Chair to execute Amendment 1 to Cooperative Agreement No. 90.14.23 with Caltrans for Construction. Resolution 11-39-P, Coop Agreement 90.14.23 (Amendment 1). Staff Contact: Hisham Noeimi
- 2.A.11 City of Pleasant Hill – Contra Costa Boulevard Improvement Request for Appropriation for Conceptual Engineering & Environmental Clearance and for Final Design (Project 24026).** The City of Pleasant Hill is requesting appropriations in the amounts of \$130,000 & \$330,000 for conceptual engineering and environmental clearance work, and for Design work, respectively. Staff recommends approval. Resolutions 11-41-P and 11-42-P. Staff Contact: Amin AbuAmara.
- 2.A.12 Amendment No. 1 to the 2011 Measure J Strategic Plan -** Staff recommends approval of Amendment No. 1 which reprograms approximately \$200,000 from the SR4 East Widening Project (Project 5009) to the SR4 Bypass widening project – Laurel Road to Sand Creek Road (Project 5002). This amendment is necessary to provide funding to prepare bid documents for the SR4 Bypass widening project. The project is expected to receive an allocation of \$33 million in Proposition 1B – Corridor Mobility Improvement Account funds at the December 2011 CTC meeting if bond proceeds are available. Resolution 11-45-P. Staff Contact: Hisham Noeimi.
- 2.A.13 Legislation.** Staff provided an update to the APC on items pertaining to state policy matters and legislation previously discussed by the APC and Authority. The Authority may act on items pertaining to the Authority's legislative program. Staff Contact: Arielle Bourgart.
- 2.A.15 State Route 4 Bypass (Projects 5001, 5002 and 5003)**
- 2.A.15.1 Acceptance of SR4 Bypass Authority Environmental Impact Report, Adoption of Findings and Filing of Notice of Determination.** Staff recommends certification of the State Route 4 Bypass environmental document for the Authority's use and seeks authorization for the

Executive Director to file a Notice of Determination. Resolution 11-38-P. Staff Contact: Ross Chittenden.

2.A.16 State Route 4 Bypass: SR4/SR160 Connector Ramps – (Project 5001) - Authorization to Issue Notice to Proceed to Rajappan & Meyer for Final Design Services. Staff recommends authorization to begin negotiations on Contract 329 with Rajappan & Meyer on scope and fee for the SR4/SR160 Connector Ramps (Project 5001), and following satisfactory conclusion of those negotiations, to issue a Notice to Proceed in the amount not to exceed \$100,000. Staff Contact: Ross Chittenden.

2.A.17 Request for Proposals and Request for Statement of Qualifications (RFP/RFQ 11-8) for Construction Management Services and Consultant Eligibility List. The Authority previously approved issuance of a Request for Proposal and for a Statement of Qualifications to provide Contract Administration and Construction Management Services. Proposals and Statements of Qualifications have been received and interviews conducted.

2.A.17.1 Request for Proposals (RFP/RFQ 11-8) – Selection of S&C Engineers, Inc. for Contract Administration and Construction Management Services for the SR4 Widening from Hillcrest Avenue to SR160 - Segment 3B (Project 1407/3001). Staff recommends to begin negotiations on scope and fee for Consulting Agreement 330 with S&C Engineers, Inc. for the SR4 Widening, Segment 3B (Project 1407/3001) and following satisfactory conclusion of those negotiations, to issue a Notice to Proceed for an amount not to exceed \$75,000. Staff Contact: Susan Miller.

2.A.17.2 Request for Qualifications (RFP/RFQ 11-8) - Consultant Eligibility List for Construction Management Services. Staff Recommends approval of the eligibility list and further recommends authorization to begin negotiations with the top ranked firms on scope and fee for Consulting Agreement 331 with Parsons Brinckerhoff for the for SR 4 Bypass: Laurel Road to Sand Creek Widening and Sand Creek Interchange (Projects 5002 and 5003) and Consulting Agreement 332 with Jacobs for SR4 Widening, Segment 3A (Project 1407/3001), and following satisfactory conclusion of those negotiations, to issue a Notice to Proceed for an amount not to exceed \$50,000. Staff Contact: Susan Miller.

2.B Planning Committee:

2.B.1. Proposed Actions to Various Funding Resolutions. Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date or be terminated if the activity that was funded has been completed. Recommended changes are summarized. Staff Contact: Peter Engel

2.B.3 Review and Discussion of Future Planning Activities. Authority planning staff is responsible for carrying out the Congestion Management Agency planning functions and implementation of the Measure J Growth Management Program (GMP). Staff proposes to carry out several major planning efforts during Calendar Years 2012 through 2014, including a major update of the Countywide Transportation Plan. The work program would include updating the Technical Procedures, carrying out a Sustainability Study, developing a complete streets policy, and identifying best practices for bicycle and pedestrian wayfinding. Staff seeks the Authority's review and approval of the proposed work program. Staff Contact: Martin Engelmann

2.B.5 SB 375/SCS Implementation Update. The Authority's consultant is evaluating three new scenarios for the Sustainable Communities Strategy (SCS). Selection of a preferred scenario is expected in early 2012. Staff Contact: Martin Engelmann

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: *None*

4.0 REGULAR AGENDA ITEMS:

Commissioner Durant arrived at 6:17 p.m.

4.A Administration & Projects Committee:

4.A.14 Retiree Healthcare Actuarial Valuation. Accounting standards call for the Authority to prepare an actuarial valuation to calculate the Annual Required Contribution (ARC) for funding healthcare benefits to current and future retirees. The June 30, 2011, valuation has been completed and staff will review the results and seek acceptance from the APC. According to the valuation, the Authority's ARC increases from 6.5% to 9.8% of projected payroll for fiscal years 2011-12 and 2012-13. Staff Contact: Randy Carlton.

ACTION: Commissioner Taylor moved to approve the Annual Required Contribution (ARC) increase for Fiscal Years 2011-12 and 2012-13, seconded by Commissioner Stepper. The motion passed unanimously, 10-0.

DISCUSSION: Randy Carlton, Chief Financial Officer, stated that in October staff reviewed with the Administration and Projects Committee the actuarial analysis prepared by Bartel Associates, which was used to calculate the Annual Required Contribution (ARC) for the funding of healthcare benefits to the Authority's current and future retirees. Mr. Carlton stated that according to the valuation, the Authority's ARC increased from 6.5 percent to 9.8 percent of projected

payroll for Fiscal Year 2011-12 and Fiscal Year 2012-13, representing an increase from \$138,000 to \$208,000.

Mr. Carlton explained that the ARC increase was not solely a result of increased healthcare costs, but was also based on factors such as employee demographics and rate of return on Authority investments. He noted that the health benefits provided to retirees (five currently) excluded dental and vision, and that the Authority's health care contribution was capped at 95 percent of the lowest cost HMO plan, currently Kaiser.

Mr. Carlton stated that in addition to a lowered, more conservative assumption on interest earnings on the Authority's accumulated assets (discount rate), 75 percent of the net increase was due to changes in employee demographics resulting from long-term employees who were replaced by new hires, closer to retirement, over the past 18 months. He noted that unlike pension benefits, accrued retiree healthcare benefits do not move with the employee from agency to agency.

Mr. Carlton stated that the APC recommended adoption of the new ARC for two years. A brief question and answer period followed.

4.A.15 State Route 4 Bypass (Projects 5002 and 5003)

4.A.15.2 Authorization to Enter into Memorandum of Understanding (MOU) with SR4 Bypass Authority: The MOU identifies roles and responsibilities in the management of future SR4 Bypass Projects including SR4/SR160 connectors and SR4 Bypass/Sand Creek Road Interchange and Widening projects. MOU 14.07.07. Staff Contact: Ross Chittenden.

4.A.15.3 Authorization to Enter into Memorandum of Understanding (MOU) with TRANSPLAN Committee and the East Contra Costa Regional Fee and Finance Authority (ECCRFFA): The proposed MOU identifies roles and responsibilities including a commitment to identify additional funds, if needed, for remaining SR4 Bypass projects. MOU 14.07.08. Staff Contact: Ross Chittenden.

ACTION: Commissioner Tatzin moved to defer action on the MOU with the SR4 Bypass Authority and the MOU with TRANSPLAN and ECCRFFA until November, seconded by Commissioner Hudson. The motion passed unanimously, 10-0.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that although the Administration and Projects Committee recommended approval of the draft MOU 14.07.07 with the SR4 Bypass Authority and the draft MOU with TRANSPLAN and ECCRFFA, recent changes made to the MOUs when they were approved by TRANSPLAN, ECCRFFA and the SR4 Bypass Authority were not acceptable and staff therefore recommended that action on the MOUs be deferred to November, following review by Authority Counsel.

There was no public comment.

4.B Planning Committee

4.B.2 Approval of the Proposed Countywide Bicycle and Pedestrian Committee (CBPAC) By-Laws. The CBPAC, after reviewing comments received from the RTPCs and the East Bay Regional Park District as well as the comments made by the TCC and the Planning Committee meeting in July, has revised the proposed by-laws for adoption by the Authority. Staff Contact: Brad Beck

ACTION: Commissioner Tatzin moved to approve the CBPAC by-laws, seconded by Commissioner Hudson. The motion passed unanimously, 10-0.

DISCUSSION: Brad Beck, Senior Transportation Planner, provided background on the development of the draft CBPAC by-laws, which included review by the Technical Coordinating Committee (TCC), Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), Planning Committee (PC), and Authority, and submittal of the draft by-laws to the Regional Transportation Planning Committees for comment. He said that comments were received from WCCTAC, TRANSPAC, SWAT, Jim Townsend of EBRPD, and Adele Ho of the City of San Pablo.

Mr. Beck said that at its October meeting, the Planning Committee reviewed the proposed by-laws and made the following four changes:

1. Clarified that the East Bay Bicycle Coalition representative must be a citizen and thus a Contra Costa resident (Section 3.1.4, Membership);
2. Changed the chair's responsibilities to include a *review* of the agenda, rather than development of the agenda (Section 4.1.1, Officers);
3. Removed a redundant phrase (Section 5.1, Voting); and
4. Clarified that annual reappointment of subcommittee members is not automatic (Section 7.2, Subcommittees).

Mr. Beck said that staff recommended adoption of the draft by-laws with revisions as recommended by the Planning Committee.

- 4.B.4 Reprogramming of MTC Transportation for Livable Communities Funds from Moraga Way Streetscape Improvements Project in Moraga and Reprogramming of Funds for the Nevin Avenue Bicycle/Pedestrian Project in Richmond.** In June of this year, the Authority programmed \$500,000 in federal CMAQ funds to the Town of Moraga for the Moraga Way Streetscape Improvements Project. The Town has now informed the Authority that it is unable to identify a project that would be able to meet the requirements of both MTC's TLC program and federal CMAQ guidelines and meet program deadlines. After consulting with staff from both the Richmond Redevelopment Agency and MTC, Authority staff recommends reprogramming this funding to the Nevin Avenue Bicycle/Pedestrian Project (BART to 19th Street) in Richmond and moving this funding to fiscal year 2013. Staff Contact: Brad Beck

ACTION: Alternate *Uilkema* moved to reprogram \$500,000 in CMAQ funds from the Moraga Way Streetscape Project in Moraga to the Nevin Avenue Bicycle/Pedestrian Project in Richmond, and reprogram the Nevin Avenue project from Fiscal Year 2012 to Fiscal Year 2013, seconded by *Commissioner Tatzin*. The motion passed unanimously, 10-0.

DISCUSSION: Brad Beck, Senior Transportation Planner, stated that in June, the Authority reprogrammed \$900,000 in MTC's TLC funds from the Hercules New Town Center project to the Downtown Lafayette Pedestrian, Bicycle, and Streetscape Improvements Project (\$400,000) and the Moraga Downtown Streetscape Project (\$500,000).

Mr. Beck said that because the Town of Moraga advised that it must decline its share of the TLC funding, the Authority needed to find an alternative use for the funds or they would be lost. He explained that the Town had been unable to identify an eligible project that could complete the local assistance project by the February 2012 deadline.

Mr. Beck outlined provisions of a swap previously approved by the Authority, whereby the City's Public Works Department agreed to give \$500,000 in Cycle 2 pavement rehabilitation funds to the Redevelopment Agency, the sponsor of the Nevin Avenue project, replacing some of the redevelopment funds allocated to it.

Mr. Beck said that staff recommended that the Authority reprogram the \$500,000 from the Moraga project to Richmond's Nevin Avenue project,

allowing the City to keep all of its pavement rehab funds for rehabilitation of pavement within the City as intended. Additionally, he said that staff also recommended that the Nevin Avenue project be reprogrammed from FY 2012 to FY 2013, to help ensure that the project meets its funding and development deadlines. Mr. Beck noted that both the Redevelopment Agency and MTC staff were amenable to the change.

Mr. Beck stated that while the Planning Committee approved staff's recommendation, it also discussed what would happen to the federal funds if the project sponsor, the Richmond Redevelopment Agency, was dissolved by State law. He said that staff had confirmed that because the City of Richmond was the actual recipient of the federal funds, the funds would go first to the City of Richmond for allocation to either to the Redevelopment Agency or its successor City department.

5.0 CORRESPONDENCE AND COMMUNICATIONS:

- 5.1 Letter from Solano Transportation Authority dated October 4, 2011 regarding comments on the OneBayArea grant guidelines. *(Related to September 21, 2011 Authority Agenda Item 4.B.7.)*

Representative Worth said that she had received a letter from Steve Heminger that indicated that the schedule would be adjusted to allow for comments.

- 5.2 Letter from MTC dated October 6, 2011 regarding the Authority's comments on the OneBayArea grant proposal. *(Related to September 21, 2011 Authority Agenda Item 4.B.7.)*

Commissioner Pierce said that she had spoken to Daryl Halls, Executive Director of Solano Transportation Authority regarding the OneBayArea grant proposal, and that it was important that Solano and Contra Costa County remain firm and consistent in their approach.

Randy Iwasaki added that at a recent CMA Directors' meeting, Steve Heminger thanked the Authority for its letter commenting on the OneBayArea grant proposal.

Randy Iwasaki flagged a letter from TRANSPLAN Committee dated October 13, 2011 to the Authority regarding the City of Pittsburg's compliance with the Measure J Growth Management Program, which was distributed as a meeting handout.

Mr. Iwasaki stated that at the September Planning Committee and Authority Board meetings, the Authority approved continuance of a "watch" position on the City of Pittsburg's compliance with the Measure J Growth Management

Program, action taken on the one year anniversary of the City's first-year payment of local street maintenance and improvement funds, based upon the City's compliance during Fiscal Year 2009-10.

During FY 2010-11, the City of Pittsburg did not participate in a Regional Transportation Mitigation Program approved by TRANSPLAN, and the Authority held in abeyance the "off-year funds" and so notified the City.

Mr. Iwasaki said that TRANSPLAN has requested that the Authority send a status update letter to the City of Pittsburg, reiterating the conditions for compliance conveyed last March. He suggested that the letter also advise that the Authority would await the results of the lawsuit that was subsequently filed by TRANSPLAN and the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) against the City of Pittsburg.

Also distributed as a meeting handout was a letter from the Authority dated October 14, 2011 to the Natural Resources Agency of support for the Refugio Creek Greenway and Restoration Project and California River Parkways Grant application.

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (TRANSPAC): (Meeting of October 13, 2011 canceled.)
- 6.2 East County (TRANSPLAN): *Report of October 13, 2011 was distributed as a meeting handout.*
- 6.3 Southwest County (SWAT): (Meeting of October 3, 2011 canceled)
- 6.4 West County (WCCTAC): Meeting of September 30, 2011 canceled.)

7.0 COMMISSIONER AND STAFF COMMENTS:

- 7.1 Chair's Comments and Reports
- 7.2 Commissioners' Comments and Reports

Commissioner Pierce noted that a final decision on the schedule for the SCS was made earlier in the day, and that adoption of a preferred scenario for the SCS, approval of the Regional Housing Needs Assessment numbers, and release of the OneBayArea grant were now scheduled for May 2012.

Commissioner Taylor requested an update from *Commissioner Pierce* on the status of her election as Vice Chair of ABAG. *Commissioner Pierce* responded

City/County Clerks were to return ABAG ballots to ABAG by Oct 31st, and that ballots would be counted on November 2nd.

7.3 Executive Staff Comments

Randy Iwasaki reviewed his Executive Director's report. He also reported that planning was underway for a Caldecott Tunnel Break-Through Ceremony in December. Mr. Iwasaki said that other upcoming groundbreaking events included the SR4 East Widening Segment 2 groundbreaking in January, followed by the SR4 Bypass groundbreaking in the spring.

8.0 CALENDAR: November, December 2011/January 2012

9.0 ADJOURNMENT to Wednesday, November 16, 2011, at 6:00 p.m.

The meeting was adjourned at 6:50 p.m. to Wednesday, November 16th at 6:00 p.m.



EXECUTIVE DIRECTOR'S REPORT
November 16, 2011

Caldecott Tunnel Tour: October 13, 2011

Ken Dami, Public and Government Affairs from Tesoro Refinery, Stephanie Andersen, Executive Director from Community Focus, Mala Subramanian, Authority General Counsel from Best Best & Krieger, Bill Gray, Gray-Bowen and Company, Inc., and CCTA staff toured the Caldecott Fourth Bore construction project.

Caldecott Tunnel Tour: October 14, 2011

I was asked by Mike Metcalf, Town of Moraga, to set up a tour of the Caldecott Tunnel for Town council and staff. Town Council members, Ken Chew, Howard Harpham, Mayor Karen Mendonca, and Town Manager Jill Keimach all toured the Caldecott Fourth Bore construction project. Paul Meyer, Executive Director, American Council of Engineering Companies of California (ACEC) and Janet Frazier also joined the tour.

511 Contra Costa: October 14, 2011

Lynn Overcashier and Corinne Dutra-Roberts gave interested CCTA staff a briefing of how 511 Contra Costa operates within Contra Costa County.

ITS World Congress: October 15 – 19, 2011

Hisham Noeimi, Martin Engelmann, and I attend the 18th World Congress on Intelligent Transport Systems in Orlando, Florida. There were approximately 8,000 attendees. I attended several plenary sessions and moderated a session on Adaptation Due to Climate Change. I invited speakers from the UK, China, and the USA to participate. Martin Engelmann spoke about the implementation of SB 375 at a carbon foot printing session.

Consulting Agreement with Michael R. Halverson: October 18, 2011

We entered into a Letter Agreement not to exceed \$10,000 with Michael R. Halverson to assist the Projects Department perform an organizational assessment. This engagement is in anticipation of the release of the Program Management RFP and will include recommendations that will enhance opportunities for CCTA employee professional growth and career development. The major deliverable is a revised scope of work statement for the RFP.

Dennis Cuff Interview: October 20, 2011

Ross Chittenden and I were interviewed by Dennis Cuff, Contra Costa Times, regarding MTC's application to the CTC for the Bay Area Express Lanes Network. We answered questions about why this is an important issue for the Bay Area, what information was included in the application, and why.

Institute of Transportation Studies Advisory Board Meeting: October 21, 2011

I am a member of the Advisory Board for the Institute of Transportation Studies. There are three University of California campuses involved: UC Berkeley; UC Davis; and UC Irvine. The meeting was held in Irvine at the University Club. The campuses are performing a variety of research projects in the sustainability area that may be beneficial to Contra Costa.

State Legislative Program Kickoff Meeting: October 25, 2011

We held a meeting with Mark Watts, Smith, Watts, & Martinez, the Authority's legislative advocate, to kick off our state legislative program. We were briefed by Mr. Watts about the situation in Sacramento, and provided him with several ideas that will require state legislation.

Transportation Sustainability Research Center (TSRC) Advisory Board Meeting: October 26, 2011

The TSRC held their annual advisory board meeting at the Richmond Field Station. Their focus areas are Advanced Vehicles and Fuels, Energy and Infrastructure, Goods Movement, Innovative Mobility, Transportation Systems Analysis, and Mobility for Special Populations.

California Transportation Commission (CTC) Meeting: October 26 – 27, 2011

Ross Chittenden attended both days of the CTC meeting. I attend on the second day of the CTC meeting for MTC's application of the Express Lane Network. Randy Carlton also attended the second day of the meeting to get a better understanding of various transportation issues. The MTC Express Lane Network application was introduced by MTC Vice-Chair Amy Worth and was approved with a near-unanimous vote. Caltrans informed the CTC and audience that sufficient Proposition 1B Bond proceeds are available to allocate to all shovel-ready projects through at least June 2012. The City of Richmond's Marina Bay Parkway Grade Separation Project (Measure J Project No. 9003) and the I-80 Integrated Corridor Mobility Project (Measure J Project No. 7005) received Proposition 1B allocations from the CTC. The CTC adopted the FY 2012-13 competitive State and Local Partnership Program which includes \$1 million for the I-680 Auxiliary Lanes Project (Measure C Project No. 9551).

Susan Bonilla Legislative Director Meeting: October 27, 2011

Randy Carlton, Ross Chittenden, and I met with Luis Quinonez, Assemblymember Susan Bonilla's Chief of Staff and Ana Rodriguez, Legislative Director, to talk about potential legislative initiatives for the upcoming session.

Presidio Parkway Tour: October 28, 2011

Ross Chittenden, Martin Engelmann, and I were invited to tour the Presidio Parkway project. We took a look at cut and cover tunnel construction as well as bridge construction. This was insightful because we will be constructing a cut and cover tunnel on State Route 4 Project 3B.

34th Annual Asian American Architects and Engineers Dinner: October 28, 2011

Martin Engelmann and I attended an evening presentation on the planning and organizing of international expos and sporting events. The speakers focused on the logistics and planning efforts that went into the upcoming World Cup races in San Francisco Bay.

Transit Communications and Wireless Applications Conference: November 1, 2011

I gave a presentation on a panel titled "Funding for New Transit Projects and Facilitating Future Growth." My topic was how to fund transportation projects. I used the SR 4 and eBART projects as my case study. Peter Engel and Jack Hall also attended a portion of the first day of the conference. The keynote session focused on the California High Speed Rail project, the value of communication projects at New York MTA, and development of rail telecom networks to maximize revenue opportunities. We also stayed for the session titled "Passenger Experience." Speakers focused on developments in passenger applications and how they can improve passenger experience.

American Road & Transportation Builders Association (ARTBA) Western Leadership Team Meeting: November 2, 2011

I was asked by the American Road & Transportation Builders Association to give insight and details on the half-cent sales tax and provide an update to CCTA's upcoming construction program. I spoke with ARTBA members from the western United States.

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