

11. 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)

- Items approved by the Authority on May 18, 2011 for Circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest
- May 18, 2011 CCTA Executive Director's Report
- April 20, 2011 CCTA meeting minutes



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MEMORANDUM

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

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

Date: May 19, 2011

Re: Items approved by the Authority on May 18, 2011, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its May 18, 2011 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **State Route 4 Widening Project – Somersville Road to SR160 (Project 1407/3001): Segment 2 (Project 1407/3001) – Letter of No Prejudice.** Staff requests approval to amend the Letter of No Prejudice (LONP) request for Segment 2 from the \$22.984 million approved by the Authority on March 16, 2011, to a revised amount up to \$29.284 million, an increase of \$6.3 million. *The Authority approved Resolution 11-07-P, Rev. 1, and authorized the Executive Director to submit the LONP request to the CTC. (Resolution 11-07-P, Rev. 1)*

2. **State Transportation Improvement Program (STIP)**

2010 STIP & STIP Transportation Enhancement (TE) Projects Delivery. Staff provided the APC with an overview of the STIP projects status and delivery, and discussed alternative strategies for monitoring and delivery of projects. *Staff recommended improved reporting on STIP project delivery, including quarterly reports by project sponsors to the Authority in addition to monthly reports to the TCC. Staff will defer a recommendation on changes to the approach for programming STIP-Transportation Enhancement projects pending additional discussions with the TCC, MTC and other CMAAs, and review of Operations and Maintenance funding commitment prior to programming future STIP funds to projects. The Authority also approved support of sponsor's allocation extension requests and a "watch" approach for the Hercules Rail Station project.*

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2012 STIP Schedule. The California Transportation Commission is expected to release the 2012 STIP fund estimate this summer. *Staff reviewed the timeline for upcoming call for projects and 2012 STIP Schedule. The Board accepted the report and directed staff to prioritize Measure J projects for the 2012 STIP.*

3. **Authorize Allocation of \$2.47 Million in Funding Through MTC's Safe Routes to School Program to the Regional Transportation Planning Committees (RTPCs), and Authorize Authority Staff to Submit the General Program and Project Descriptions to MTC for Amendment into the 2011 TIP.** In April, the Authority adopted an approach to allocating the \$2.47 million in federal CMAQ funds available to Contra Costa through MTC's Safe Routes to School (SR2S) program. This approach allocates these funds among the subregions and asks the RTPCs to identify programs and projects that meet federal and MTC requirements. Each RTPC has developed a conceptual framework for programs and projects that are eligible for federal funding. Staff seeks Authority authorization for staff to enter these general program and project descriptions into MTC's Fund Management System (FMS) for amendment into the 2011 Transportation Improvement Program (TIP). *The Authority authorized allocation of \$2.47 million in federal SR2S funding to the RTPCs, and authorized staff to enter the general program and project descriptions into MTC's FMS by the May 26 deadline for TIP Amendment 11-09.*
4. **Transmittal of Recommended Project List to MTC for Inclusion in the 2013 Regional Transportation Plan (RTP).** In response to the 2013 Regional Transportation Plan (RTP) Call for Projects issued by MTC on February 14, 2011, Authority staff has worked with the RTPCs and project proponents to develop a comprehensive list of projects for submittal to MTC. To receive future State or federal funding, a project must first be included in the RTP. Projects that impact the capacity of the transportation system must be listed separately in the RTP. The RTP also includes programmatic categories for projects that do not impact the capacity of the transportation system (e.g. pavement rehabilitation, safety projects, pedestrian/bicycle enhancement projects, etc.). *The Authority approved Resolution 11-18-G authorizing the submittal of the proposed 2013 RTP project lists to MTC for inclusion in the RTP. (Resolution 11-18-G)*
5. **Comments on the Notice of Preparation (NOP) for a Draft Environmental Impact Report on the Proposed New Farm Project.** On April 26, 2011, the Contra Costa County Department of Conservation and Development (DCD) released an NOP for the New Farm Project, which is located in Tassajara Valley outside of the County's adopted Urban Limit Line (ULL). At its meeting on May 4th, the Planning Committee reviewed the NOP under Agenda Item 8.1 – Correspondence, and directed staff to prepare a draft comment letter for review by the full Board. *The Authority reviewed the draft comment letter and authorized changes to the letter as outlined by staff, and authorized transmittal of the letter to the County prior to the May 26 deadline for comments.*



EXECUTIVE DIRECTOR'S REPORT
May 18, 2011

Assembly Member Bonilla: April 12, 2011

I met with Assembly Members Bonilla and Valadao to discuss Caltrans indirect cost rates. Assembly Member Valadao, in particular, indicated he had concerns about what he considered the high indirect costs that Caltrans was charging. I followed up the meeting with a fact sheet outlining the items that made up the indirect costs.

Self Help Counties Coalition Meeting and Legislative Reception: April 12, 2011

I attended the Self Help Counties Coalition meeting and legislative reception in Sacramento, during which I had the opportunity to meet with CTC Commissioner Jim Earp about the importance of the SR-4 Bypass Projects being funded with CMIA savings.

METRANS Advisory Board Meeting: April 19, 2011

METRANS is a University Transportation Center run as a partnership between USC and CSU Long Beach and funded by US DOT and Caltrans. It conducts applied transportation research focusing on goods movement and logistics. As a board member, I have the opportunity to provide input to the research program. Professor Maged Dessouky gave the advisory board an update on his research, which includes a project very similar to the Authority's dynamic ridesharing project. He indicated the project team is looking for a partner to deploy the technology to link riders with rides, so we will follow up with that.

I-680 Express Lane Tour: April 19, 2011

Authority staff arranged a tour of the Alameda I-680 Express Lanes. Commissioners Abelson, Calloway and Pierce participated, along with WCCTAC Chair Roy Swearingen, WCCTAC Executive Director Christina Atienza and TRANSPAC Manager Barbara Neustadter. The tour included a drive along the I-680 Express Lane facility and a presentation/discussion at the Traffic Operations Center in Oakland with the I-680 Express Lane Executive Director Frank Furger and Albert Yee from MTC.

MTC CMIA Savings Meeting: April 22, 2011

Staff participated in a teleconference for the purpose of developing criteria and then narrowing down a list of projects to be considered for funding from CMIA savings. The three projects considered the most appropriate for this funding are (1) the SR4 Bypass Freeway Conversion - Phase 1 Sand Creek Interchange; (2) SR4 Bypass Freeway Conversion - Phase 2 Laurel to Sand Creek Road; and (3) I-680 Auxiliary Lane Project, Segment 2.

Congressman John Garamendi Visit to the Caldecott Fourth Bore project: April 26, 2011

Ross Chittenden and Caltrans hosted Congressman Garamendi and Brian Hooker, Josh Franko and Caleb Cavazos of his staff on a tour of the Caldecott Fourth Bore project. Congressman Garamendi expressed his appreciation to both CCTA and Caltrans for efforts on the project, and expressed interest in returning to the site for significant events and milestones.

Strategic Highway Research Program 2 (SHRP 2) Technical Coordinating Committee: April 27 - 28, 2011

I am currently the Vice Chair of the SHRP 2 TCC for renewal, having previously served for five years as the Chair. The projects are moving from research to implementation, and a number of them may have

application in our region. Where appropriate, I have asked for demonstrations to be conducted here. For example, one of the technologies developed by SHRP was the use of precast concrete panels to help speed up the renewal process. This technology is being used in the I-680 rehabilitation project. The research ranges from new performance-based specifications to non-destructive testing tools to railroad agreements, all of which will help speed up the rapid renewal process of our transportation system.

ITS World Congress Board of Directors (ITSWCBOD) Meeting: May 9 - 10, 2011

I attended the ITSWCBOD meeting in Vienna, Austria. The Board had the opportunity to visit the site of the 2012 ITS World Congress, including the locations for the exhibitions and demonstration site. The next day we were greeted by the Deputy Mayor of the City of Vienna. We also heard reports from last year's event in Busan, Korea and what to expect at this year's event in Orlando Florida. We reviewed the strategic goals for the Orlando Florida event to be held in October. We also heard reports on the progress of the 2012 Vienna and 2013 Tokyo events.

Briefings with CTC Commissioners Bobby Alvarado and Jim Ghielmetti, CMIA Savings: May 13, 2011

Commissioners Frazier and Taylor, Ross Chittenden and I held separate briefings for CTC Commissioners Alvarado and Ghielmetti on CCTA's proposal for reprogramming of CMIA savings to projects in Contra Costa. The emphasis is for immediate funding for the SR 4 Bypass Freeway Conversion project and consideration of the I-680 Auxiliary Lane project as additional CMIA savings become available.



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Authority Board Meeting MINUTES

MEETING DATE: April 20, 2011

MEMBERS PRESENT: Janet Abelson, Genoveva Calloway, David Durant, Jim Frazier, Federal Glover, Dave Hudson, Karen Mitchoff, Nancy Parent, Julie Pierce, Karen Stepper, Don Tatzin, Robert Taylor, Amy Worth

STAFF PRESENT: Randell Iwasaki, Amin AbuAmara, Brad Beck, Arielle Bourgart, Randall Carlton, Ross Chittenden, Erick Cheung, Peter Engel, Martin Engelmann, Jack Hall, Matt Kelly, Susan Miller, Hisham Noeimi, Stan Taylor (Authority Counsel), Danice Rosenbohm (Executive Secretary)

MINUTES PREPARED BY: Danice Rosenbohm

A. CONVENE MEETING: *Vice Chair Tatzin* convened the meeting at 6:05 p.m.

B. PLEDGE OF ALLEGIANCE:

C. PUBLIC COMMENT:

Ralph Hoffmann, representing the Contra Costa County Senior Mobility Action Council, commented that while gasoline prices were rising, California taxes on gasoline had remained constant since 1996. He said that he believed that if gas taxes had risen, people would be using public transit more. Mr. Hoffmann stated that public transit was vital for the mental and physical health of seniors.

Chair Durant arrived at 6:10 p.m.

Commissioner Frazier arrived at 6:18 p.m.

D. PUBLIC HEARING: The Authority will hold a public hearing to receive input on projects for inclusion in the 2013 Regional Transportation Plan. The Contra Costa Transportation Authority (CCTA) is preparing to submit projects and programs for inclusion in the Regional Transportation Plan (RTP). The transportation projects and programs that are included in the RTP will be eligible to receive regional, State and federal funding over the next three decades. CCTA will coordinate the project and program submittals from all of the jurisdictions in Contra Costa County. Members of the public are invited to comment (See Agenda Item 3.B.7)

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ACTION: *Commissioner Glover* moved to authorize staff to monitor the project submittal process and prepare the final project list for Authority consideration and approval in May, seconded by *Commissioner Tatzin*. The motion passed unanimously, 11-0.

DISCUSSION:

Martin Engelmann, Deputy Executive Director of Planning, provided an overview of Metropolitan Transportation Commission's 2013 Regional Transportation Plan (RTP) and status of the Call for Projects.

Mr. Engelmann stated that as Contra Costa's Congestion Management Agency, CCTA was responsible for coordinating project submittals and assisting with public outreach. He said that staff would be working with project sponsors, the Regional Transportation Planning Committees (RTPCs), and transit operators to respond to the Call for Projects. He explained that the RTP would include large, capacity-increasing projects that affect air quality, and that projects not in the RTP would not be eligible for future State or federal funding. Mr. Engelmann stated that because funding for the RTP was limited, following the Call for Projects MTC would evaluate which projects to include in the financially constrained element of the RTP.

Mr. Engelmann also explained that the 2013 RTP was unique in that qualified projects needed to meet Greenhouse Gas Emissions targets set by the California Air Resources Board for 2020 and 2035. In addition to including *Policy, Action, and Financial* elements, the RTP must also include a *Sustainable Communities Strategy (SCS)* element, newly required under SB 375 to include climate protection goals. Mr. Engelmann noted that the Bay Area's goal for 2020 had already been met.

Hisham Noeimi, Engineering Manager, stated that staff had been working with the RTPCs over the last two months to revise project lists in the existing RTP, and that staff expected to enter all projects in the MTC database and submit the final *Committed, Financially-constrained, and Vision* project lists for Authority approval in May. Mr. Noeimi provided detail on each of the three lists, and explained that due to very limited available funding projected in the RTP, many of the projects would need to be included on the Vision list. He said that because the lists would be updated again in four years, it was important to focus on capacity-increasing projects that would take place in the next five to seven years.

Mr. Engelmann reviewed the planning process and timeline. Comment letters received from SWAT, TRANSPAN, the Alamo Improvement Association, and Contra Costa Health Services on the 2013 RTP, as well as the PowerPoint presentation were distributed as meeting handouts.

Chair Durant opened the public hearing.

PUBLIC COMMENT

David McCoard, representing the Sierra Club, stated that new highway construction was very expensive. He said that construction funding during these difficult economic times would better be spent on public transit, to make transit more attractive to those who own their own vehicles,

and more accessible and affordable for those who do not. Mr. McCoard's comment letter to the Authority was distributed as a meeting handout.

Kate Looby, Director for the Local San Francisco Bay Sierra Club Chapter, highlighted five objectives crafted by the Sierra Club for the Bay Area's RTP, related to (1) Climate Protection; (2) Smart Growth and Sprawl Prevention; (3) Effectiveness in Achieving Policy Goals; (4) Environmental Justice, and (5) Transparency and Accountability. Ms. Looby stated that the Sierra Club would like to see a free bus pass program for middle and high school students, no new freeway lanes, and investment in transit capital projects only. Lastly, Ms. Looby stated that the Sierra Club recommended a single source for information related to transportation project and program fund sources and expenditures for MTC, the nine county Congestion Management Agencies, transit operators and city and county public works agencies. The Sierra Club objectives were distributed as a meeting handout.

Commissioner Tatzin stated that Highway 4 in eastern Contra Costa County was one of the worst commutes in the Bay Area, and that Contra Costa voters had approved improving roadways. Additionally, he said that an expansion of eBART was underway, which may not be cost effective on a per passenger basis. He asked if Ms. Looby was opposing both projects. Ms. Looby responded that while she had limited authority, the Sierra Club would likely oppose any additional capital projects that would take away funding and resources from transit.

Aron DeFerrari, volunteer member from the Alamo Improvement Association, stated that the Alamo Improvement Association had submitted a letter to Contra Costa County District 3 Supervisor Mary Piepho asking the County to refrain from submitting to MTC any new projects that would widen Alamo's main roads and intersections. The letter and Supervisor Piepho's response were distributed as meeting handouts.

Ralph Hoffmann, representing the Contra Costa County Senior Mobility Action Council, highlighted seven suggestions for cost savings and revenue enhancements, which included (1) add-on fines for ticketed single occupant vehicles on spare the air days; (2) consolidation of Contra Costa's transit agencies; (3) marketing public transportation; (4) increased gas taxes; (5) consolidation of the Metropolitan Transportation Commission and the Bay Area Air Quality Management District; (6) consolidation of Contra Costa Transportation Authority and the Senior Mobility Action Council; and (7) funding for the Senior Volunteer Bus Program.

Dave Campbell, Program Director for the East Bay Bicycle Coalition, highlighted his organization's list of Bikeway projects as outlined in their letter dated April 7, 2011, which was included in the Authority agenda packet.

John Chapman, representing Greenbelt Alliance and East Bay Community Foundation, suggested that the following be considered when evaluating projects: (1) saving cities money - focusing growth in priority and in-fill areas of development; (2) creating more jobs - investing in workforce housing close to job centers and transportation options; (3) leveraging funding benefits - focusing development around transit-oriented development areas to attract grants; and (4) improving the environment - directing transportation investments to reduce vehicle miles traveled.

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Sally Germain, a CAC member representing the League of Women Voters of Diablo Valley and Bay Area, suggested that MTC and the Authority consider new projects on the same basis as committed projects not yet constructed.

Sabrina Merlo, representing TRANSFORM, thanked Randy Iwasaki and Martin Engelmann for presenting the Initial Vision Scenario recently to a group of non-governmental community organizations, and discussion about adding the Bicycle and Pedestrian and Safe Routes To Schools programs to the county's Vision list. Ms. Merlo asked the Authority to consider how well the projects serve the future of Contra Costa County.

The public hearing was closed. There were no questions or comments by the Authority. The Authority then took action on Agenda Item 3.B.7.

1.0 APPROVAL OF MINUTES: Authority Minutes of March 16, 2011.

ACTION: Commissioner Abelson moved to approve the Minutes of March 16, 2011, seconded by *Commissioner Tatzin*. The motion passed unanimously, 11-0.

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

ACTION: Commissioner Mitchoff moved to approve the Consent Calendar excluding Item 2.A.13 and 2.B.1, seconded by *Commissioner Glover*. The motion passed unanimously, 11-0.

Chair Durant stated that he had received a request for Public Comment from Ralph Hoffmann, representing the Contra Costa County Senior Mobility Action Council, on Agenda Item 2.B.1, and that staff had requested that Agenda Item 2.A.13 be removed from the Consent Calendar for discussion.

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 February 2011. This report provides detail of invoice paid by vendor. Staff Contact: Randall Carlton

2.A.3 Monthly Cash and Investment Report for February 2011. The Authority's Investment Policy calls for this monthly report on investment activity. Staff Contact: Randall Carlton

2.A.4 Proposed Actions to Various Funding Resolutions. Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date or reflect actual construction bid amounts, or be terminated if the activity that was funded has been completed. Recommended changes are summarized. Staff Contact: Susan Miller

2.A.5 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

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- 2.A.6 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 is attached. Staff Contact: Susan Miller
- 2.A.7 Cities of Pleasant Hill and Walnut Creek – Geary Road Improvements Project-Phase 3 (Project 24007).** The Cities of Pleasant Hill and Walnut Creek are requesting an appropriation of \$1,054,000 for Environmental Studies and Design for the Geary Road Improvements Project-Phase 3. **Resolution 11-09-P, Cooperative Agreement No. 24C.05.** Staff Contact: Amin AbuAmara
- 2.A.8 City of Orinda – Moraga Way Rehabilitation and Improvements (Project 1625/1625SW).** The City of Orinda has requested transferring \$61,763.96 of design funds to construction. **Resolution: No. 10-10-P, Rev.1** Staff Contact: Jack Hall
- 2.A.9 Legislation.** Approval of APC recommendations pertaining to State policy matters and proposed State legislation. The Authority may take action on these or any items related to the Authority's legislative objectives. Staff Contact: Arielle Bourgart
- 2.A.10 I-680 Auxiliary Lanes – Segment 2, Sycamore Valley Road to Crow Canyon Road (Project 1106S2) - Authorization to execute Agreement No. 317 with Mark Thomas & Company, Inc. for Plans, Specifications and Estimate (PS&E) final design services.** Staff seeks authorization to enter into Agreement No. 317 with Mark Thomas & Company in the amount of \$3,705,000 to perform Final Design services (Plans, Specifications and Estimate) for the I-680 Auxiliary Lanes, Segment 2 in San Ramon and Danville. Staff Contract: Susan Miller
- 2.A.11 State Route 4 Widening Project (Projects 1406 & 1407/3001).**
- 2.A.11.1 Status Update.** Staff will present a PowerPoint update on the status of the State Route 4 Widening Project. Staff Contact: Susan Miller
- 2.A.11.2 Somersville Road to SR160 (Project 1407/3001) – Authorization to perform Advertisement, Award and Administration (AAA) Activities for the Hillcrest Avenue to SR160, Segment 3B Project.** Staff seeks authorization for the Authority to perform AAA Activities for the Hillcrest Avenue to SR160, Segment 3B Project. Staff Contact: Susan Miller
- 2.A.13** *Removed from Consent Calendar*
- 2.B Planning Committee:**
- 2.B.1** *Removed from Consent Calendar.*
- 2.B.2 Exchange of Federal Funds between the Dornan Avenue and Nevin Avenue Projects in Richmond.** The City of Richmond has asked the Authority to approve the exchange of

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federal funds available through the CMA Block Grant program. In this exchange, \$500,000 in federal funds programmed in FY 2012 would be transferred from the Nevin Avenue Improvement Project (BART to 19th Street) to the Dornan Avenue/Garrard Blvd. Tunnel Rehabilitation Project. When Cycle 2 CMA Block Grant funds become available, \$500,000 would be programmed from Richmond's share of Local Streets and Roads Shortfall funds to the Nevin Avenue project. The original federal funding for the Dornan Avenue/Garrard Blvd. Tunnel lapsed in May 2010. Exchanging the funds would enable the City to construct the project. *Staff Contact:* Brad Beck

- 2.B.3 Approval of Cooperative Agreement 18CO.01 between Sonoma County Transportation Authority (SCTA), CCTA, and Transportation Authority of Marin (TAM) to Conduct a Dynamic Ridesharing Pilot Program.** In 2010, CCTA successfully competed for a \$500,000 Dynamic Ridesharing grant through MTC's *Climate Initiatives Program*. The pilot program will explore opportunities for encouraging more carpooling through the use of smart-phone applications ("apps") that can enable spontaneous ridesharing. To launch the program, MTC has approved a total of \$1.5 million to be shared among SCTA, CCTA, and TAM, with SCTA as the lead agency. Federal funds for the pilot program will flow from Caltrans through SCTA to CCTA. The cooperative agreement formalizes the roles and responsibilities of each party in conducting the work and the process for seeking reimbursement of costs incurred. *Staff Contact:* Martin Engelmann
- 2.B.5 Circulation of Draft Fiscal Year (FY) 2011-12 Congestion Management Agency (CMA) Budget.** Staff has prepared a draft Fiscal Year 2011-12 CMA budget for review by the Public Managers' Association (PMA) in April 2011. The Contra Costa Congestion Management Agency (CMA) was established through a JPA between CCTA and the 20 local jurisdictions. The CMA performs certain Authority planning functions, namely: the Measure C/J Growth Management Program (GMP), and the Congestion Management Program (CMP). The final CMA budget will be adopted in June 2011 as part of the full Authority budget. *Staff Contact:* Martin Engelmann
- 2.B.6 Approval of Consultant Agreement No. 322 with DKS Associates to Perform Congestion Management Program (CMP) Traffic Monitoring.** In response to RFP 11-1, the Authority received proposals from six qualified consultant teams. Following review of these proposals by Authority staff and the review panel, three teams were invited to interview. Based on the interviews held on Monday, April 4, the selection committee chose DKS Associates to lead the 2011 Congestion Management Program Traffic Monitoring effort. The selection decision was presented to the Planning Committee at the Wednesday, April 6 meeting for approval. *Staff Contact:* Matt Kelly

End of Consent Calendar

- 2.A.13 Corridor Mobility Improvement Account (CMIA) – Project Cost Savings Call for Projects.** The California Transportation Commission (CTC) has issues a 2011 CMIA Cost Savings Call for Projects to identify projects to receive funding as a result of bid savings on previously programmed CMIA

projects. Staff seeks concurrence from the Authority on the projects to submit in response to the call. Staff Contact: Ross Chittenden

ACTION: Commissioner Stepper moved to approve prioritization of the three projects as outlined by staff, seconded by *Commissioner Frazier*. The motion passed unanimously, 11-0.

DISCUSSION:

Randy Iwasaki stated that there was a Call for Projects for the Corridor Mobility Improvement Account (CMIA) due to a bid savings, and that staff had done an excellent job of identifying a list of three eligible projects for approval and prioritization by the Authority.

Ross Chittenden flagged a meeting handout outlining the projects reviewed by the APC on April 7th which meet the CTC's Project Cost Savings Call for Projects criteria as performance enhancing projects deliverable to construction with the 2012 timeline. He explained that there was approximately \$75 million currently available for programming, and that the savings number was expected to grow as more bids are opened by Caltrans. Mr. Chittenden noted that the SR4 Bypass Freeway Conversion had been broken into two projects, and that based upon the delivery schedule staff recommended prioritization as follows: (1) SR4 Bypass Freeway Conversion Phase 1, Sand Creek Interchange; (2) SR4 Bypass Freeway Conversion Phase 2, Laurel to Sand Creek; and (3) I-680 Auxiliary Lanes Project Segment 2.

Commissioner Stepper commented that while the I-680 Auxiliary Lanes Project had been around since Measure C, based upon project readiness she would support staff's recommendation for prioritization of the three eligible projects.

- 2.B.1 Approval of Cooperative Agreement 60.00.14 with the City of Pleasant Hill for Allocation of Funds from Measure J Program 20a – Central County Additional Transportation Program for Seniors and People with Disabilities.** The Measure J Expenditure Plan establishes the Central County Additional Transportation Services For Seniors and People with Disabilities program (Program 20a) at 0.5 percent of sales tax revenues. As a sub-regional program, the funds are programmed by TRANSPAC. At its December 9, 2010 meeting TRANSPAC took action on programming a portion of available funds to the City of Walnut Creek for operation of its senior volunteer bus program and to the City of Pleasant Hill for replacement of its senior bus vehicle. Funding was allocated for these purposes in January by Resolution 11-02-G. Cooperative Agreement 60.00.14 would allow the Authority to disburse payment to Pleasant Hill once the vehicle purchase has been made. *Staff Contact: Peter Engel*

ACTION: Commissioner Mitchoff moved to approve Cooperative Agreement 60.00.14 with the City of Pleasant Hill to receive Measure J funding, seconded by *Commissioner Pierce*. The motion passed unanimously, 11-0.

DISCUSSION:

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Ralph Hoffmann, representing the Contra Costa County Senior Mobility Action Council, stated that a significant portion of bus operating costs were spent on operator salaries and benefits and that it made sense to have volunteer bus programs for those who do not have Regional Transit Connection (RTC) cards and do not drive. Mr. Hoffmann said that he objected to approval of the agreement with Pleasant Hill, as other cities should have volunteer bus programs as well.

Peter Engel, Program Manager, stated that Program 20 was a Measure J sub-regional funding source, and that the allocations were a result of a specific request that was made to TRANSPAC for programming of the Central County Additional Transportation Services for Seniors and People with Disabilities funds. Mr. Engel said that there had been discussion about Pleasant Hill possibly working with Martinez on shared service, however other Central County cities were welcome to make similar requests.

As a representative of TRANSPAC, *Commissioner Pierce* noted that funding each year was extremely limited, and that TRANSPAC tried to select a project that would provide the greatest benefit.

3.0 MAJOR DISCUSSION ITEMS:

3.B.7 2013 RTP "Call for Projects." MTC released a "call for projects" for the 2013 Regional Transportation Plan (RTP) on February 14, 2011 and requested that the CMAs support the public outreach process. In response to the "call," the Authority requested that the Regional Transportation Planning Committees (RTPCs) and Transit Operators submit their 25-year financially-constrained project list to CCTA by April 22th. For a transportation project to receive State or federal funding or approvals, it must first be included in the RTP. Staff will provide a status report on the process and an updated timeline for project submittals to MTC. As part of the public outreach process, a *Public Hearing will be held at the regular Authority Board meeting on Wednesday, April 20, 2011, at 6:00 p.m. Staff Contact: Martin Engelmann*

(Action on Agenda Item 3.B.7 was taken immediately following the Public Hearing, Agenda Item D.)

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee:

4.A.9 Legislation. Presentation and discussion of SB 14 (Wolk, DeSaulnier, et al.) and SB 15 (DeSaulnier, Wolk), both pertaining to State budget/fiscal reform. The Authority may take action on these bills or any items related to the Authority's legislative objectives. Staff Contact: Arielle Bourgart

ACTION: Commissioner Frazier moved to adopt a "support in concept" position on both SB 14 and SB 15, seconded by Commissioner Hudson. The motion passed 10-0-1, with Commissioner Abelson abstaining.

DISCUSSION:

Arielle Bourgart, Director of Government and Community Relations, stated the APC had recommended a discussion of SB 14 and SB 15. She said that the bills were being sponsored by *California Forward*, a coalition of business, labor and community and civic organizations around the state, and that Senator DeSaulnier was the author of SB 15 and co-author of SB 14.

SB 14

Ms. Bourgart stated that the concept behind SB 14 was to change the State budget process to a performance-based model, where the discussion begins with program goals, desired outcomes, past accomplishments, and targets, ultimately directing funding toward priority outcomes.

Ms. Bourgart explained that the proposed budget process was intended to provide legislators with qualitative information about the programs they're funding, and that it had been tried by some agencies with mixed results. She described the process, and outlined some of the arguments for and against the proposal.

Ms. Bourgart stated that the legislation's direct impact on transportation was difficult to gauge. She noted that due to the gas tax swap and Prop 22, Caltrans was essentially out of the budget process and that there were no exemptions for any agencies in the bill. Ms. Bourgart stated that the Authority could choose to take a position on SB 14 on the basis of "good governance".

Commissioner Pierce stated that the APC had discussed concerns about the success of SB 14, due in part to a lack of continuity in personnel, but it also recognized that the approach had been successfully used by many for years. She said that the concept of good governance was always positive.

SB 15

Ms. Bourgart stated that SB 15 would require the Governor to submit a budget for two fiscal years, and to provide revenue and expenditure projections for three years beyond the budget year. The projections would then be updated and presented to the legislature every year, with the intent being to demonstrate the long-range implications of spending decisions.

She also stated that SB 15 would provide for performance measurements (cross-referencing the provisions of SB 14) in the Governor's budget, as well as anticipated

revenues, the legislation necessary to implement the budget, and a five-year capital infrastructure and strategic growth plan. Should projected expenditures exceed revenues, the Governor's budget would include either recommendations as to where new revenues would be derived or how expenditures would be reduced, and documentation of the anticipated impact on the economy.

Ms. Bourgart outlined some of the arguments for and against the legislation, and stated that the Authority might choose to support the bill on the basis of consistency with legislative objectives and the Authority's mission as an agency, as well as increased productivity on the alternating years when the budget would not be discussed. She stated that one of the bill's sponsors indicated that SB 15 would promote fiscal responsibility and accountability, and therefore could be viewed by the Authority as another "good governance" bill.

Commissioner Abelson stated that the City of El Cerrito had implemented a two-year budget, however due to the volatility of revenues it proved to be very difficult and lasted only one cycle.

Commissioner Stepper said that while impacts to the Authority were not clear, she was concerned about the Authority spending time on bills primarily based on the concept of good governance.

Chair Durant stated that the City of Pleasant Hill had done two-year budgeting with five and ten year forecasts since 1999 with great success. He said that two to four times per year the 2-year, 5-year, and 10-year projections were reviewed, and that discipline and accuracy of the data were critical to the process.

Commissioner Frazier said that the bills were a positive starting point of a plan for change.

Commissioner Hudson said that he had been watching a number of bills, and that SB 310 (Hancock) seemed to have potential tax implications for PDAs. Ms. Bourgart responded that the bill would be discussed by the APC in May.

- 4.A.12 FY 2011-12 Salary and Benefits.** The Administrative Code calls for a resolution each year to establish approved Authority staff positions, salary ranges and benefits for the upcoming fiscal year. In conjunction with the resolution, results and considerations from the 2011 Salary and Benefits Study will be presented and discussed. The Koff & Associates study examined Authority salaries and benefits compared against thirteen other public agencies. Staff is seeking policy direction on salary range adjustments to include in the resolution for consideration by the Authority. **Resolution 11-11-A**
Staff Contact: Randall Carlton

ACTION: Commissioner Pierce moved to approve Resolution 11-11-A, seconded by Commissioner Abelson. The motion passed unanimously, 11-0.

DISCUSSION:

Randall Carlton, Chief Financial Officer, stated that traditionally in April the Authority approves a Salary and Benefits Resolution, establishing positions, salary ranges and benefits for the upcoming fiscal year beginning on July 1. Additionally, approximately every three years the Authority conducts a study comparing staff salaries and benefits against other public agencies.

Mr. Carlton stated that this year's study, done by Koff & Associates, measured the Authority's compensation plan against thirteen other agencies. The study found the positions of Finance Manager and Director of Government & Community Relations to be more than five percent below market median, and recommended salary range adjustments to bring them to within 5 percent of median. Other than these two positions, Mr. Carlton stated that the study confirmed that the Authority's compensation package as a whole was competitive and within market.

Mr. Carlton stated that the Salary and Benefits Study was reviewed by the APC in April, and that it was recommended that the FY 2011-12 Salary and Benefits Resolution include range adjustments for the two positions found to be below market median by more than 5 percent, and a medical opt-out benefit of \$300 for employees who are covered under another health plan. Mr. Carlton stated that no other changes to employee compensation or benefits were proposed, and that the APC and staff recommended approval of Resolution 11-11-A.

Mr. Carlton explained that the Salary and Benefits Resolution included position ranges only, and that employee salary increases, based upon employee performance, job expansion, and financial considerations, were given at the discretion of the Executive Director.

Commissioner Pierce emphasized that the medical opt-out benefit could represent a cost savings to the Authority, and reiterated that with the exception of the two positions, the APC recommended no other salary range increases.

Commissioner Abelson asked whether the study examined only salaries or total compensation. Mr. Carlton responded that both the salary ranges and total compensation were studied and found to be within market.

Commissioner Stepper complemented Mr. Carlton and Koff & Associates for their work on a very expeditious and comprehensive Salary and Benefits Study.

A number of Commissioners offered suggestions related to employee parking, which will later be explored by the APC, and commented on resources available at Contra Costa Centre.

4.B Planning Committee

- 4.B.4 Contra Costa Safe Routes to School Program and Approach to Allocating SR2S Funds from MTC.** The Authority has the responsibility for allocating the \$2.47 million in federal CMAQ funds that MTC has set aside for Safe Routes to School (SR2S) programs and projects in Contra Costa. Discussions are currently underway with the SR2S Task Force and the RTPC managers to determine how these funds could be allocated. The Task Force recommended that the Authority try to use these funds for another project and use freed-up Measure J funds for SR2S purposes. Measure J funds are somewhat more flexible and can be used to fund projects smaller than the \$500,000 minimum that MTC imposed, or a lower minimum of \$250,000 that MTC allows for other CMAs. Staff will meet with the Task Force again to discuss funding issues and options. *Staff Contact:* Brad Beck

ACTION: Commissioner Stepper moved to approve the SR2S program approach as outlined by staff, seconded by Commissioner Hudson. The motion passed unanimously, 11-0.

DISCUSSION:

Brad Beck, Senior Transportation Planner, stated that Contra Costa had approximately \$2.5 million in funds provided by MTC for the Safe Routes to Schools (SR2S) program, for CMAQ-eligible programs or projects of a minimum of \$500,000.

Mr. Beck stated that staff had met with the Safe Routes to Schools task force, RTPC managers and members of the City-County Engineers Advisory committee to develop an approach for allocating the available CMAQ funding. He explained that while MTC had set a minimum size of \$500,000 for each CMAQ-funded project in Contra Costa, they had tentatively agreed to allow a \$250,000 minimum.

Mr. Beck summarized the discussions with local and RTPC staff, including some of the options and local match issues considered. He also outlined the next steps, schedule, and recommendations which were summarized in a meeting handout as follows:

1. Ask the RTPCs to recommend how to allocate their share of CMAQ funds available through MTC's SR2S program;
2. Base this share 50 percent on population within the subregion and 50 percent on K-12 enrollment;

3. Ask the RTPCs to recommend projects or programs that can meet the Caltrans and MTC requirements and that are either (a) a stand-alone program or project, or (b) an already federalized project that can exchange some or all of its local funds with other SR2S projects for the CMAQ funds;
4. Set a minimum request for SR2S funds of \$250,000 (the minimum program or project size would be \$282,500)
5. Set aside funds, if needed, from the SR2S Master Plan contract to help oversee and support programs or projects funded through MTC's SR2S program.

A brief discussion about eligible types of programs and projects, approach, and potential "bundling" of projects followed.

Randy Iwasaki stated that the process was similar to the Recovery Act. He said that staff would be working with the RTPCs to develop program policies and guidelines for the upcoming CC-TLC Ped/Bike & Trails Program for Authority consideration that would ensure flexibility and equity.

Mr. Beck stated that the Authority was being asked to approve the outlined approach, and that following approval by the RTPCs, actual projects would be submitted for Authority consideration and approval in May.

Public Comment

Barbara Neustadter, representing TRANSPAC, stated that the RTPC managers had requested that the Authority consider requests to use comparable amounts of Measure J funds, from the CC-TLC, PBTF or other programs, for sidewalk gap closures and other small SR2S projects (as noted in the meeting handout). Ms. Neustadter said that because the RTPCs realized the difficulty of using the federal funds (for projects), she suspected that the RTPCs would use the funding programmatically. Ms. Neustadter said that the RTPCs were asking if they could use the amount of money allocated to them from Measure J for sidewalk gap closures and small infrastructure improvements around schools, and that her understanding from the staff report was that this would be permissible.

- 4.B.8 SB 375 Implementation Update.** Authority staff is continuing to work with local jurisdictions on a response to the Initial Vision Scenario released by ABAG/MTC last March 11. Staff has drafted a preliminary response for review and discussion. *Staff Contact:* Martin Engelmann

ACTION: (None taken - Information item only.)

DISCUSSION:

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Martin Engelmann, Deputy Executive Director for Planning, stated that staff had drafted a letter to ABAG and MTC transmitting comments on the Initial Vision Scenario (IVS) that was presented at the March 16th Authority Board Meeting by ABAG and MTC staff. He noted that the draft letter, which was reviewed by the Planning Committee and the Planning Directors of Contra Costa, was distributed as a meeting handout.

Mr. Engelmann reviewed the draft letter to MTC and ABAG, which provides policy-level comments based upon review by the Planning Directors and recommended next steps for development of the Sustainable Communities Strategy scenarios. He said that because the IVS was an unconstrained forecast, there was significant concern about the housing and jobs growth assumptions in the IVS as well as inconsistencies in the way that the growth was allocated. He stated that more realistic forecasts were attached to the draft letter to ABAG and MTC.

Mr. Engelmann noted that *Commissioner Pierce* and *Representative Worth* would be presenting the IVS at the Mayors' Conference on May 5, being hosted by the City of Oakley.

A brief discussion ensued, with the Authority providing direction to staff on revisions to the letter.

Mr. Engelmann noted that the IVS was being reviewed by the local jurisdictions and that staff would be working with them to follow-up on more detailed feedback on the IVS to be provided to ABAG and MTC at a later date.

5.0 CORRESPONDENCE AND COMMUNICATIONS: None**6.0 ASSOCIATED COMMITTEE REPORTS:**

6.1 Central County (TRANSPAC): *Report of March 10, 2011*

6.2 East County (TRANSPLAN): *Report of March 10, 2011*

6.3 Southwest County (SWAT): *Report of March 7, 2011*

6.4 West County (WCCTAC): *Report of March 25, 2011*

7.0 COMMISSIONER AND STAFF COMMENTS:

7.1 Chair's Comments and Reports

7.2 Commissioners' Comments and Reports

Commissioner Hudson commented on the impacts of AB 710 and SB 310 on a proposed restaurant in San Ramon.

Representative Parent stated that the City of Pittsburg would be having a Pitt-Crit event on May 7th beginning at 9:00 a.m. with the opening of the farmers market, a bike racing event. She noted that the City of Pittsburg had arranged for shuttles between the Baypoint BART station and downtown Pittsburg for the event, and welcomed all to attend.

She also said that on April 25th the City of Pittsburg would be opening its electric charging stations which were located in downtown Pittsburg and at City Hall.

Commissioner Calloway said that she had attended the California Transportation Forum in Sacramento on February 22nd, and that the event was very informative.

Commissioner Frazier stated that the City of Oakley would be hosting the Mayors Conference on May 5th, and invited all to attend.

7.3 Executive Staff Comments

8.0 CALENDAR: May/June/July 2011

9.0 **CLOSED SESSION:** The Authority will hold a closed session regarding public employee appointment, employment, performance evaluation or dismissal pursuant to Government Code Section 54957. Title: Executive Director

10.0 RECONVENE IN OPEN SESSION

The meeting was reconvened in open session. *Chair Durant* reported that during the closed session the Authority had approved an amendment to the Executive Director's contract, extending the term to five years.

ACTION: *Chair Durant* reported that the motion to approve the amendment was made by *Commissioner Mitchoff*, seconded by *Commissioner Taylor*, and that it passed unanimously, 11-0.

Randy Iwasaki thanked the Authority, and also noted that the California Transportation Awards 2011 event would be held at the Sacramento Convention Center on June 15th.

11.0 ADJOURNMENT to Wednesday, May 18, 2011, at 6:00 p.m.

The meeting was adjourned at 9:14 p.m. to May 18, 2011, at 6:00 p.m.