

TRANSPAC Meeting Summary Minutes

- MEETING DATE:** May 10, 2012
- ELECTED OFFICIALS PRESENT:** Julie Pierce, Clayton (Chair); Jack Weir (for David Durant, Vice Chair), Pleasant Hill; Mark Ross, Martinez; Bill Shinn, Concord; Karen Mitchoff, Contra Costa County; Kristina Lawson, Walnut Creek; Ron Leone, Concord
- PLANNING COMMISSIONERS PRESENT:** Bob Armstrong, Clayton; Diana Vavrek, Pleasant Hill; John Mercurio, Concord
- STAFF PRESENT:** Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Eric Hu, Pleasant Hill; Tim Tucker, City of Martinez; Steve Goetz, Contra Costa County; Martin Engelmann, CCTA, Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, TRANSPAC.
- GUEST PRESENT:** Tom Biggs, Vice President, Atkins North America
- MINUTES PREPARED BY:** Marilyn Carter, TRANSPAC Staff

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

Chair Pierce convened the meeting at 9:00 a.m. with a quorum

- 1. Pledge of Allegiance/Self Introductions – Completed**
- 2. Public Comment – None**

On behalf of the TRANSPAC TAC, Barbara Neustadter requested that two urgency items be added to the agenda. It was agreed that the items would be added following Item 4.

ACTION: Add two urgency items to agenda. Mitchoff/Shinn/Unanimous

CONSENT AGENDA

- 3. Approval of the April 12, 2012 minutes – Mitchoff/Shinn/Unanimous**

END CONSENT AGENDA

4. Presentation on the SR-4 Integrated Corridor Analysis (SR4-ICA) presented by Tom Biggs, Vice President, Atkins North America

Barbara Neustadter introduced Tom Biggs, Vice President of Atkins North America. Mr. Atkins stated that with regard to the SR-4 Integrated Corridor Analysis, the following items were considered: 1) there was a need to consider adding definition to the I-680/SR-4 interchange, 2) there was a need to consider projects in other parts of the county that were more transit related, and 3) there was a need to consider how to measure whether MTSOs should be consistent across the RTPC boundaries. He stated that the process began in November 2011, the draft report has been issued, and comments from TRANSPAC TAC have been received.

Mr. Biggs stated that the SR-4/I-680 interchange was a key focus in the analysis. SR-4 has adequate capacity for the foreseeable future. Four alternatives were considered regarding the method in which to introduce HOV lanes in the eastbound direction of travel. The conclusion was that the baseline works better than the four alternatives which were evaluated.

Another bottleneck was noted in the eastbound direction of travel in the area of the San Marco Boulevard interchange. The evaluation regarding mitigation of this bottleneck is known as Scenario 5. The recommendations from TRANSPAC TAC were no changes to the baseline scenario, but that Scenario 5 be established as a project in Contra Costa County and that it be added to the county's Comprehensive Transportation Plan.

Member Mitchoff inquired if TRANSPLAN would be cooperating in the funding, since the project is outside of TRANSPAC's jurisdiction. She stated that it is only fair that TRANSPLAN participate financially. Ms. Neustadter advised that it is a possibility to request TRANSPLAN to participate in the funding.

Mr. Biggs continued by describing in more detail the Scenario 5 project, which is the construction of a new mixed-flow lane from SR-242 to San Marco Blvd. In Central County the evaluation included a set of criteria involving quantitative measures of cost effectiveness, qualitative measures including system continuity and improvement of multi-modal access, mobility and reliability, and Sustainable Community Strategy (SCS) goals.

For Central County for the time period 2015-2020, the ranking of projects was identified as (1) SR-4 eastbound widening from I-680 to Willow Pass Rd (East) and SR-4 westbound widening at Willow Pass Rd (East) to I-680, (2) Central County ITS Installations (which are surveillance cameras which measure speed, volume and communication to motorists) and (3) Martinez Ferry Service and Intermodal Station.

For Central County for the time period 2020-2030, the ranking of projects was identified as (1) I-680/SR-4 Interchange Improvements (2) Parallel Arterial Improvements (3) Pacheco Boulevard Widening, and (4) Alhambra Ave Safety Improvements.

The cost of these projects in today's dollars (both short-term and long-term), is approximately \$730 million. He stated that the costs for West County projects were higher, but it should be noted that those improvements included transit investments in the I-80 corridor.

The final Integrated Corridor Analysis is expected to be published by the end of June. Mr. Biggs expressed appreciation for the cooperation and efforts of all involved for the excellent collaboration on the project.

Member Armstrong inquired about the 2020-2030 breakdown and whether it takes into consideration the coming online of the Concord Naval Weapons Station. Mr. Biggs responded that the available documentation for the Concord Naval Weapons Station has been considered carefully. Mr. Kuzbari added that it is difficult to establish a timeline for the Naval Weapons Station activities, and it is important to have balance and coordination of the western and eastern parts of the corridor. Member Leone added that the latest news regarding the Naval Weapons Station is that there is a possibility of acquiring some of the land as early as eight months from now.

Martin Engelmann commented that this process is a big step for TRANSPAC and West and East Counties because it allows CCTA to prepare for the 2014 Countywide Transportation Plan update.

Chair Pierce thanked Mr. Biggs for his presentation.

ACTION: Report accepted. Shinn/Lawson/Unanimous

URGENCY ITEMS

A. Request of the City of Pleasant Hill for Advancement of Measure J Strategic Plan Funds.

Eric Hu advised that the Geary Road Project is a joint project with the City of Pleasant Hill and the City of Walnut Creek to construct sidewalk enhancement, bike lanes and overall road improvements on Geary Road from Putnam Blvd. to just west of Pleasant Hill Road. It also includes intersection modifications at Pleasant Hill Road and Geary Road, and Putnam Blvd. to Geary Road. It was noted that there is currently a sight visibility issue at the northwest corner, which creates urgency for the improvement to be constructed earlier. The Geary Road project is scheduled to be under construction by the end of 2013, and the northwest corner safety issue should be addressed by the end of 2012. The City of Pleasant Hill sought two additional grants to help fund the project.

A new concrete sidewalk will be constructed on the west side of Pleasant Hill Road between Diablo View south through the northwest corner of the curve, and connect to the existing sidewalk on the north side of PH Road near Palos Verdes Shopping Center. The existing free right turn lane at the northwest corner will be eliminated and a landscape median area will be constructed. An 8-foot sidewalk will be constructed at the location of the existing free right turn lane which will allow pedestrians and cyclists to safely get around the intersection. A signal-controlled right turn lane will be constructed.

Mr. Hu stated that a speed survey was done for the existing southbound free right turn lane and the 85th percentile speed measure was 42 miles per hour. The sight visibility there is for only 30 miles per hour, so safety is a real concern.

The project is scheduled to go out to construction in September 2012. Mr. Hu noted that the gateway feature on the provided documents will be funded with City of Pleasant Hill dollars, and the Measure J portion will be used for the usual landscape improvements.

Jack Weir added that it is important to make the crosswalks safe. He believes that the urgency is legitimate. A copy of the request is attached hereto as Exhibit "A".

**ACTION: Approved request for advancement of Measure J Strategic Plan funds.
Weir/Mitchoff/Unanimous**

B. Request for Measure J Strategic Plan Amendment for City of Clayton.

Barbara Neustadter advised that the urgency item from the City of Clayton is a request to move unexpended funds to address issues of significance regarding pavement. The Marsh Creek Road (old) Overlay is complete, and the City requests to take \$41,223.74 in unexpended funds from that project, and through a Strategic Plan amendment, transfer the funds back to the FY13 Marsh Creek Road Upgrade project. A copy of the request is attached hereto as Exhibit "B".

**ACTION: Approved request for Measure J Plan Amendment for City of Clayton.
Pierce/Weir/Unanimous**

A discussion was then held regarding the widening of Pine Hollow Road and Member Pierce advised that the ultimate plan is to widen it all the way to Mitchell Canyon Road.

5. Appointment of TRANSPAC TAC representative as an alternate to CCTA Technical Coordinating Committee (TCC)

Barbara Neustadter advised that TRANSPAC's representatives to the TCC include: Ray Kuzbari, City of Concord, Tim Tucker, City of Martinez, and Eric Hu, City of Pleasant Hill. John Greitzer, Contra Costa County, has been TRANSPAC's TCC alternate until transferred to the County Water Agency. This issue was discussed at the April 26, 2012 TAC meeting which recommended the appointment of Jeremy Lochirco, City of Walnut Creek, to fill the alternate position.

ACTION: Approved. Lawson/Shinn/Unanimous

6. 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)

Chair Pierce reported on the CCTA Administration and Projects Committee meeting. Topics included Highway 4, and some of the last bids have finally been awarded. Legislation items included SB 1149, which is Senator DeSaulnier's bill. SB 1149 would create a revised Joint Policy Committee with a directly elected commission of 15 members having oversight capacity over the four regional agencies: Air Board, BCDC, MTC and ABAG. It would also have veto authority over the agencies. The Joint Policy Committee was created 11 years ago by Senator Torlakson to represent the four regional agencies and at that time there was not much definition of the job, except that it was to address tensions among the four regional agencies. It was decided by the APC to take a watch position on this bill, which has since passed through two committees.

Mark Ross added that he believes there is some merit to the bill in that it has oversight and veto power of the budgets only; the 15 members cannot overturn directives. There is currently no accountability for the Joint Policy Committee and he believes that it should be amended.

Chair Pierce added that she has met with Senator DeSaulnier and there has been some discussion of amending the bill. There is flexibility, but the bill is on the fast track. It has passed through two major committees, is headed for Appropriations, and there is only a 50% vote needed.

Member Mitchoff stated that the way in which Senator DeSaulnier presented this bill was disrespectful. The issues that were brought to his attention could have been worked out. The bill was introduced February 21, 2012, and he changed it last week. It does not speak well for the process and she objects to the creation of another agency because there will be competing interests. She continued by stating that there are respected members in our elected body in this county that could have assisted.

Chair Pierce advised that the Caldecott Tunnel is on budget. More of the contingency funds have been used than hoped for, but the project is still under the original estimated costs. The project is actually ahead of schedule.

Chair Pierce continued that the APC has looked at the preliminary budget for the Congestion Management Agency, and that it is on track financially. She advised that another item discussed was establishing a better policy on competitive and discretionary funds to replace program Measure C or Measure J funds. This idea originated from Randy Iwasaki regarding how to use STIP funds from other agencies and use those dollars to supplant already programmed Measure J funds for projects, so that Measure J project funds can be programmed for other projects that don't qualify for grant funds. It is a matter establishing a policy and being more creative on leveraging funds.

Martin Engelmann gave the report for the Planning Committee. He advised that the first Task Force meeting for real time ridesharing has been scheduled. He stated that it is again time for growth management checklist submission and reminded everyone to obtain approval for the current checklist cycle. The revised growth management element for the Measure J model is required. There has been a lot of discussion about the One Bay Area Grant program. The Contra Costa Transportation Livable Communities (CCTLC) funds and the Pedestrian/Bicycle Trail Facilities (PBTF) funds are programmed and will start allocations.

Barbara Neustadter commented that she was in the audience at the Planning Committee meeting. She added that an extensive staff report contained in the Planning Committee packet regarding how to work through receipt and expenditure of CC-TLC funds was helpful, and that all of TRANSPAC's recommended projects were funded. She stated that TRANSPAC TAC had issues with the direction of the OBAG grant, most of which have been discussed by the CCTA.

ACTION: Report received

7. SB 375/SCS Report by Martin Engelmann, CCTA Deputy Executive Director, Planning

Martin Engelmann reported that MTC and ABAG will approve the Preferred Alternative for the Sustainable Community Strategy, for a minus 10% reduction over 2005, and are working on the policy strategies to get to 15%. This will go into a draft EIR this summer. He added that the big question is whether the Air Resources Board will approve the Sustainable Communities Strategy and approve the MTC 15% reduction for 2035. The full board meeting of the MTC on May 23 will address the transportation land use alternative.

He continued that CCTA was pleased that all of its projects are in the Transportation Regional Plan. The other topic was the \$44 million on One Bay Area Grant fund, which is federal money that comes down through MTC and is coming through the Congestion Management Agency. The funds can be used for TLC, bikes, local streets and roads, maintenance and also for Safe Routes 2 School. MTC has advised that 70% of the \$44 million must go to Priority Development Areas, and the rest can go anywhere else. Only 8% of the urbanized land is in a Priority Development Area, so 70% of the money must go to 8% of land, which includes Concord Naval Weapons Station. It was requested that MTC remove the 70%/30% requirement, but the request was rejected. Another requirement was that local jurisdictions would be required to amend General Plans for the Complete Streets Act of 2008. MTC originally required an ordinance and general plan amendment; however, the edict that it would allow adoption of a resolution came on Monday, May 7. Therefore, the requirement now is that local jurisdictions only adopt a resolution for Complete Streets.

The HCD compliance has been completed for Measure C, but has been deleted in Measure J. He added that the latest housing numbers are coming in quite low and CCTA is not expecting a lot of issues except for Martinez, whose numbers are high.

Chair Pierce added that regarding the requirement to have the housing element approved, she heard yesterday from senior staff at ABAG that there will be a commitment from ABAG staff to help local jurisdictions get HCD approvals.

Chair Pierce added that many of the numbers in the 2007-2014 housing elements will go unfulfilled in this particular cycle, and because the next cycle is significantly lower, those numbers will roll over into the new cycle. She commented that in the One Bay Area Grant funding, the local streets and roads total discretionary funds are the same as in past cycles. So the 70/30 split is in addition to those numbers. Therefore, local streets and roads funds are not being lost; the dollar number is the same.

Member Mitchoff inquired as to whether Southern California and other California areas are having the same issues. Chair Pierce responded that everyone is inventing their own. Mr. Engelmann added that with regard to OBAG, it is federal money and every Metropolitan Planning Organization (MPO) is different; the funds go to the county and the county decides what to do with the money.

ACTION: Report received

8. 511 Contra Costa and TRANSPAC Staff Report

Lynn Overcashier welcomed everyone to Bike to Work Day today. 511 Contra Costa (511CC) has been and is a host for Energizer Stations, working collaboratively with the Bay Area Bike Coalition. She shared with the group that the Bicycle Commuter of the Year is Curtis Corlew from Antioch, who was recommended by Corinne Dutra-Roberts with 511CC. He commutes to Los Medanos College, where he is a professor, and has his graphic arts students develop their own Bike to Work Day posters.

Shadelands Transportation Fair was another event hosted by 511CC, working with employers to promote commute alternatives for that area. In an informal survey of the almost 200 participants, approximately 100 responded as to whether a shuttle system from the Pleasant Hill BART Station to Shadelands would be utilized. The results of the survey were that 50% of the people said they would use a shuttle. 511CC staff are working with Ron Gerber, the City of Walnut Creek Economic Development Director and staff for better access options to Shadelands.

Safe Routes 2 School is moving ahead. 511CC staff have met with all 12 superintendents of Central and East County School Districts. Some superintendents refused to allow the promotion of biking or walking to school (primarily in East County) because there are no sidewalks accessing some of those schools. However, teaching the children bike rules of the road and safety for their own biking is acceptable. Therefore, it will be difficult to quantify the results of having given the training because actual on-site counts will be unavailable. She added that some middle schools have video classes and are always looking for projects as are some of the continuation schools. Staff is considering integrating some of the video component (which was only to have been a high school project) into middle schools as well.

Chair Pierce asked that 511CC share responses from the districts to all members because relationships between schools and cities are sometimes not optimal and information is rarely shared. Ms. Overcashier responded that now that the meetings with superintendents have occurred, the next step is to meet with TAC members to share the information learned from the school districts.

Barbara Neustadter then reported on TRANSPAC activities. The Line 20a Call for Projects was sent out on time on April 25, which was a little ahead of schedule. The applications are due back by May 30, and are expected to arrive at TRANSPAC sometime in July.

Regarding the TRANSPAC agenda procedure, Ms. Neustadter commented that under "Agency and Committee Reports," the Project and Status Report issued by the Transportation Authority has been referenced as an electronic attachment as an "experiment." She asked for feedback from the members regarding this procedure and it was agreed that the electronic version (as opposed to a paper version) worked for everyone.

Ms. Neustadter added that Item 8(2) on the agenda contains the documents relative to MTC's Update on the proposed One Bay Area Grant – Cycle 2, STP/CMAQ funding.

ACTION: Report received

9. TAC Reports by Jurisdiction

Martinez – Tim Tucker reported that PG&E is removing its overhead lines and power poles on the TLC project. He added that a public workshop will be held on May 23, 2012, regarding the Court Street overcrossing project.

Walnut Creek – Jeremy Lochirco announced that the Southbound HOV lane project is moving forward and that a joint meeting with the neighborhood association and CCTA will be held at the end of May.

ACTION: Information received

10. Correspondence/Copies/Newsclips/Information

ACTION: Information received

11. Agency and Committee Reports

ACTION: Information received

12. For the Good of the Order

ACTION: None required

13. The meeting was adjourned at 10:30 a.m. Since the Urgency Items were presented at today's meeting, the June meeting will be cancelled. Therefore, the next meeting is scheduled for July 12, 2012, at 9:00 a.m. in the City of Pleasant Hill Community Room, unless otherwise determined.