TRANSPAC Meeting Summary Minutes

MEETING DATE:	December 13, 2012
ELECTED OFFICIALS PRESENT:	Julie Pierce, Clayton (Chair); David Durant, Pleasant Hill (Vice Chair); Cindy Silva, Walnut Creek; Karen Mitchoff, Contra Costa County; Ron Leone, Concord; Mark Ross, Martinez; Loella Haskew, Walnut Creek
PLANNING COMMISSIONERS PRESENT:	Diana Vavrek, Pleasant Hill; Doug Stewart, Contra Costa County; John Mercurio, Concord
AGENCY STAFF PRESENT:	Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; John Cunningham, Contra Costa County; Deirdre Heitman, BART; Martin Engelmann, CCTA; Lynn Overcashier, 511 Contra Costa; Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, TRANSPAC
GUESTS PRESENT:	Randell H. Iwasaki, Executive Director, CCTA; Ivan Ramirez, CCTA; Jack Hall, CCTA
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.

1. Convene Meeting/Pledge of Allegiance/Self Introductions – Completed

Chair Pierce convened the meeting at 9:05 a.m.

2. Public Comment

Chair Pierce announced that a long-time supporter and partner in transportation in Central County, Mary Lou Laubscher, recently passed away. Chair Pierce stated that Ms. Laubscher was a valued member of the community and will be missed.

CONSENT AGENDA

3. Approval of the November 8, 2012 minutes – Durant/Mitchoff/Unanimous

END CONSENT AGENDA

(Item 5 was moved out of order so that a quorum vote could be taken while voting members were present.)

5. Expiration of TRANSPAC's Authority Member Term and Appointment of Representative for the February 1, 2013 through the January 2015 Period

Chair Pierce introduced the item for the reappointment or change to the Contra Costa Transportation Authority representative currently served by Vice-Chair Durant. In this election, only the elected official representatives may vote. It is the only item of TRANSPAC's actions on which planning commissioners are not allowed to vote.

Member Mitchoff moved that David Durant be reappointed as the representative to the Contra Costa Transportation Authority for the term of February 1, 2013 through January 2015.

ACTION: Approved. Mitchoff/Silva/Unanimous

Chair Pierce continued that because Kristina Lawson will no longer be the City of Walnut Creek's representative, a replacement of the second alternate for both David Durant and Chair Pierce is necessary. She advised that the alternate must be available at a minimum on the third Wednesday evening for Transportation Authority meetings, and it also is helpful to be available for the meetings that take place on the first Wednesday evening or the first Thursday morning. Member Leone volunteered to serve as the alternate, and a majority vote appointed him as the alternate.

ACTION: Approved. Mitchoff/Durant/Unanimous

4. Welcome to Randy Iwasaki, Executive Director, Contra Costa Transportation Authority

Chair Pierce introduced Randy Iwasaki, Executive Director of the Contra Costa Transportation Authority. Barbara Neustadter welcomed Mr. Iwasaki.

Mr. Iwasaki introduced Ivan Ramirez, the newest member of the Contra Costa Transportation Authority Team. Mr. Ramirez is a former employee of Caltrans and is a valued member of the team working on the Caldecott Tunnel. Mr. Ramirez has already been helpful in removing the arbitration clause in construction projects. This action has and will result in significant savings.

Mr. Iwasaki introduced Jack Hall, who prepared today's presentation.

Mr. Iwasaki presented "Bringing Mobility to Contra Costa County," which encompasses Current and Future Major Projects in Contra Costa County, State and Federal Funding Outlook, Self-Help Counties, and CCTA Strategy for Success.

- <u>Measure J Projects in Construction</u>

The Richmond Transit Village is almost finished. The I-680 Auxiliary Lanes saved about $1.5million on the bid.

- Caldecott Tunnel

The Caldecott Tunnel final tunnel lining is finished. The roadbed will begin in early May 2013, and will include a sidewalk and shoulder. Measure J is funding this construction contract. Approximately nine months ago the California Transportation Commission approved an additional $11 million from the Corridor Mobility Improvement Account (CMIA) and the Authority authorized another $13 million of Measure J (a total of $24 million) for the project. Caltrans approved the funding and currently (nine months later) the costs are $12-$31 million. Only $30 million is available ($25 million in Measure J in the contingency and $5 million in Toll).

The seven cross-passages are finished. The fourth bore will eliminate the bore switch and ultimately will make trips more reliable through the tunnel. Discussions have begun with Alameda County regarding providing its fair share of the tunnel costs.

The tunnel will be comprised of four lanes in both directions. In the future Caltrans and the California Highway Patrol will study a contra-flow concept for emergency evacuation situations, utilizing all four lanes.

- I-80 Integrated Corridor Mobility

This project will involve ramp metering and gantries to provide information on crossing the freeways, providing advisory speeds and to indicate locations of accidents. The idea is to take travelers off of I-80 when an accident occurs, direct them to side streets and then direct them back on to I-80 to harmonize the traffic.

- SR4 East Widening/eBART

This project includes a $1.3 billion investment in East County for the SR4 East Widening and eBART. When the project is complete a 20-minute savings in commute time will be realized. This corridor claims the worst commute time in the nation (using INREX data). The idea is to provide travelers another option: BART at Hillcrest.

The contractors working on this project are as follows: Segment Zero (the Loveridge Project) - O.C. Jones (quit on the last project). Segment 1 - Walsh from Chicago; there have been construction issues with cracking in the concrete, etc. All other segments of the work will be done by CC Myers/Bay City. With only one contractor, the issue of finishing one project before beginning another is alleviated.

- SR4 Widening/Sand Creek

The Sand Creek project was previously a part of the SR4 Bypass project. $33 million in CMI savings have been realized. This project now has massive girders in place on the abutments and is changing on a daily basis. The contractor is Bay Cities/CC Myers.

- I-680/SR4 Interchange

Design will begin soon. Part of the formula for success is to get the project ready to go to make it easier to obtain construction money. It is more difficult to secure funding if the project is in the environmental or design phase. This is a major construction project which is environmentally cleared. It fits into the new federal legislation for projects which are built in the right of way and are eligible for categorical exclusion to avoid a full-blown EIR. The widening of Highway 4 through the interchange will be taken from two lanes in each direction to three lanes, and then ultimately a fourth HOV lane will be built.

- SR4/242 Ramp Metering Study and Implementation Plan

Ramp metering is very controversial in Contra Costa County and other counties. It works well in San Diego and Los Angeles by helping the flow on the main line. Jack Hall is working on this project.

- I-680 Carpool Lane Gap Closure

This is a $125 million project which was thought to be fully funded. However it now looks as if it is not fully funded. The Bay Area Express Network has this project in Tier 1, which is fully funded, so it is assumed that the project will receive toll money. Contra Costa has gotten the short end on toll money.

The Board approved making the current HOV system a "High Occupancy Toll." A single occupant vehicle may pay a toll to use the HOV lane.

Member Mitchoff commented that it is up to elected officials to educate the public on why there will be a charge for those lanes – it is a charge for the privilege of the use of it.

Mr. Iwasaki continued that the northbound direction through Walnut Creek is problematic because of the obstruction of a large BART column which denies the width needed to put in two lanes. He added that a contra-flow system at the ends may work so that in the morning one lane would head southbound and the evening it would head northbound. Ross Chittenden is working on that issue.

- New State Route 4

The Authority worked with Caltrans to help expedite the relinquishment of State Route 4 Bypass which was built to State standards. Brentwood, Oakley and Antioch received old State Route 4. Those cities now do not need to go through the Caltrans encroachment process for any improvements. The cities involved waived the $5 million State of Good Repair money in order to move quickly.

- eBART Extension

The 11-mile extension study goes all the way down to Byron and looks at the project from user, cost, and technology perspectives. The project utilizes Diesel Multiple Unit technology.

- Trilink Study-State Route 239

This is a $14 million Pombo grant, which are federal funds. The grant came to Contra Costa County and the Authority took it over. Martin Engelmann has been working on an E-76 which is the document the federal government utilizes to authorize expending federal funds. The E-76 document has been delivered to headquarters in Sacramento and Caltrans is working on it.

The Trilink project will go from Tracy to Brentwood, and there are no preconceived notions of what it will look like. There is a connector to the Byron airport, so freight can be brought it.

Martin Engelmann advised they had been working behind the scenes and plan to go public with this project in March 2013.

- Central County Projects

The City of Martinez will advertise the Pacheco Boulevard Widening project in January 2013. David Durant worked on the Buskirk Avenue Widening project. These are all Measure C/Measure J projects.

- Measure J Capital Projects

Measure J funding is used to leverage other monies; almost 3 to 1 leveraging. This year more grant funds than measure funds are available in the budget. Measure money fluctuates – in good years it is approximately $75 million, and in poor years it is approximately $60 million. The process utilized is to bond against revenue stream in the future, bring the capital forward, and accelerate construction. For three projects in Contra Costa, 24% of revenue was lost but bids came in 25% lower which means that the project should be accelerated; purchasing power was not lost due to the recession.

- Future Funding Outlook

Martin Engelmann is working on MTC OneBayArea Grant program. This is not moving forward very quickly because it should be approached systematically. The other eight Bay Area counties have already gone out for a Call for Projects. But Contra Costa has not done that (with the support of the Board) because it is better to fully grasp the rules and to determine how the investment will change the face of Contra Costa. It is important to make sure the PDAs are ready for densification and to make sure the transportation system operates properly to support those Priority Development Areas. "Investments" are being made in the transportation system, instead of "earmarks."

CMIA allocations are ending in December 2012. STIP provides approximately $14 million a year. Vehicle registration fees provide approximately $2 billion a year, a 1% increase on the value of your car.

A top priority is a reduction in the threshold to pass a tax measure. In Alameda, the measure lost by 700 votes. Measure J in Los Angeles (an extension of Measure R) lost by .4%. As a result, a hard

look is being taken at reducing voter threshold to something lower than the super majority which is currently at 66.67%.

- Allocation on State Highways

Transportation is facing a similar "fiscal cliff" that the country is facing. These funding sources are falling off the cliff except for the measure programs.

- Self-Help Counties

These 20 counties contain 83% of the population.

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- CCTA Strategy for Success

The Board allows projects to be prepared to get ready to go. Specifications change, plans change, and criteria change. The theory is to ask for as much money as possible. The Contra Costa Transportation Authority accelerates projects forward and then funds, as opposed to a county such as Alameda which saves up the money and then funds the project.

Member Mitchoff asked if it is more costly to finance the projects. Mr. Iwasaki advised that it is better to identify the cost of the project today. His theory is that the faster a project is built, the faster the benefits are achieved. The total life cycle cost of the benefit is not calculated; the capital costs are the factors considered. Beneficial bid prices far outweigh delaying the project especially when inflation rises and the project ends up costing twice as much.

$225 million in bonds were sold for less money than anticipated, resulting in approximately $170 million in capacity and projects are ready to go to take advantage of those funds.

The Authority plans to hire a strategic consultant with polling ability to conduct interviews to determine ideas for future funding. Adding another half cent to the measure will be considered. The capital for the current bond measure will be expended by 2014.

Revenue projections show that on the project side 86% of the funding will be expended when the Caldecott Tunnel and State Route 4 are completed. Because interest rates are so low and debt service costs are so minimal, there is some "white space" in the strategic plan when funds are borrowed. Generally, all funds are slated to be expended to get the dollars on the street.

The short-term 3-year existing bond sale was refinanced resulting in a savings of almost $2 million in debt service costs. The rate is at 2.79%.

Karen Mitchoff thanked the Authority staff for all of the hard work they do.

John Mercurio commented that Class I trails are looked on more favorably now than ever, but there are no dedicated maintenance funds available. He stated that now might be a good time to look at cap and trade revenue to provide a statewide maintenance fund source for any agency that operates a Class I trail.

Mr. Iwasaki stated that a lot more funds are available to build and landscape the trails than for maintenance. There is an opportunity in the next measure to get a percentage for that. More and more people are using bicycles on the trails and potholes will become more and more of a problem. Opportunities are being considered in the next measure or on cap and trade.

Deidre Heitman advised that BART would like to have more bike lockers. Mr. Iwasaki stated that the only stipulation is that Measure J be identified on the lockers.

Mr. Iwasaki offered the assistance of the Contra Costa Transportation Authority to all elected officials for any project with which assistance is needed. The Authority can provide expertise in the areas of construction management and design, either through staff or through consultants.

Mr. Iwasaki encouraged the members to keep citizens apprised of the work being done on their roads and he encouraged members to put into newsletters the projects which are being constructed. Lynn Overcashier commented that most cities have newsletters and it is a good opportunity to advertise the projects in that manner. Chair Pierce requested that Authority staff forward press releases to cities for inclusion into websites and newsletters for more publicity.

ACTION: Report received

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 advised that representative reports are included in the packet.

Vice-Chair Durant commented that staff will to go forward with the San Joaquin Joint Powers Authority to do improvements on the rail system to feed the existing rail system in Contra Costa, and to move people better through the San Joaquin Valley and into Bakersfield.

ACTION: Reports received

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

Martin Engelmann advised that MTC's Plan Bay Area has been postponed and will be available in April 2013. The 2013 RTP has been postponed to June 2013. The Sustainable Communities Strategy has gone dark while the draft EIR is being worked on. OBAG will provide $48 million for repairing streets and roads, bicycle lanes, and Transportation for Local Communities; climate initiative funding is coming for Safe Routes to School. The Call for Projects will most likely be in February. MTC has allocated another $20 million to the Bay Region, and $2.8 million is available for promoting the PDAs.

Chair Pierce added that the delay of the SCS process also means that the Housing Element revisions are moved back to December 2014. The RHINA numbers will be approved at the same time as the SCS in June.

ACTION: Report received.

8. 511 Contra Costa and TRANSPAC Staff Reports

Lynn Overcashier announced the 10th anniversary of the San Francisco Bay Area 511 program. In 2005 the local TDM program in Contra Costa County was rebranded to piggyback on MTC's marketing efforts. She distributed the latest press release regarding the anniversary.

511CC is working with Martin Engelmann on the Realtime Rideshare program spearheaded by CCTA. A good prospect for the pilot program has been identified and more information will be reported in the new year.

511 CC held an Electric Vehicle Forum on December 5, 2012, and all jurisdictions in the county were invited. Seventeen people attended the Forum and many Central County cities were represented. A report will be distributed to TRANSPAC and TAC in the near future. A Bay Area Air Quality Management District representative attended the Forum and presented his perspective on technology and funding possibilities. This was the first of several forums to be conducted on this kind of technology. The program is evolving and opportunities for funding will become available to assist cities to apply for grants for electric charging stations or fleet vehicles.

Much of the funding for the Street Smarts program came from the Federal Safe Routes to School funding. However, Measure J 21a funding is also being used for infrastructure on school sites for improvements, access, pick-up and drop-off, and bike/ped infrastructure. Fourteen assemblies were conducted this fall with Mr. Beeps, the robotic car. Now that assemblies have been conducted in almost every Central and East County city, school principals are inquiring as to availability of the program. A script for K-5 has been used, and a secondary script for 4th and 5th graders is being developed.

The 511CC office just moved to a new suite on the first floor of the Terraces Building at 2300 Contra Costa Blvd. in Pleasant Hill. This office provides better and more utilitarian space for 511CC staff.

A Caltrans project to install lockers and racks at the Rudgear Park and Ride lot has been completed. Caltrans is now considering doing the same at other park and ride lots, as well as looking at installing electric vehicle charging stations.

Walnut Creek is assisting with access counts at the schools so that the Safe Routes to School requirements for the Street Smarts Program may be accomplished. 511CC is working hard on this program to prepare for the coming One Bay Area Grant. The District has allowed parent surveys, so access to every parent will provide invaluable information.

The Model TSM/TDM ordinance was last updated in 1997, and is in the process of being updated. This ordinance will be included in each city's general plan. 511CC is working to provide a model ordinance (which will work through the CCTA process) to be distributed to the jurisdictions no later than the end of next year.

The passage of SB 1339 requires all employers of 50 or more employees to comply with the requirement that pre-tax benefits be provided to all employees for anyone using transit or vanpools or bicycles. The Air District is working with MTC to determine the logistics and specifics of the requirement.

Corinne Dutra-Roberts announced that the federal grant for the Safe Routes to School was rolled out to the elementary schools and 511CC is now embarking on providing the program to the middle school portion. 511CC will be reaching out to the middle schools in Central and East County to offer the program and members will be receiving a copy of the letters which will be going to the middle schools.

Barbara Neustadter announced that in 2013 TRANSPAC TAC will begin work on ramp metering and incorporating sustainability into the countywide transportation plan. A consultant will be chosen to assist with the development of the next Action Plan.

ACTION: **Information Received**

9. TAC Reports by Jurisdiction

None received.

ACTION: None required

10. Correspondence/Copies/Newsclips/Information

No comments.

ACTION: None required

11. Agency and Committee Reports

No comments.

ACTION: None required

12. For the Good of the Order

ACTION: None required

13. The meeting was adjourned at 10:30 a.m. in memory of Mary Lou Laubscher. The next meeting is scheduled for February 14, 2013, at 9:00 a.m. in the City of Pleasant Hill Community Room, unless otherwise determined.