

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC MEETING NOTICE AND AGENDA THURSDAY, MAY 14, 2009 9:00 AM TO 11:30 AM in the COMMUNITY ROOM CITY OF PLEASANT HILL CITY HALL 100 GREGORY LANE PLEASANT HILL (925) 969-0841

**A gentle reminder reminder from Chair Ross
IT'S BIKE TO WORK DAY!**

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

2. Public Comment

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

3. CONSENT AGENDA

Approval of the April 16, 2009 minutes (attachment)

END CONSENT AGENDA

4. Presentation on the “sooner, cheaper” version of improvement to the I-680/SR-4 Interchange Lane - 30 minutes (attachment)

For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach (see attached Measure J Strategic Plan fact sheet). In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The

result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista (see attached Measure C 2005 Strategic Plan fact sheet). Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a “sooner, cheaper” alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the “missing” 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

The Transportation Authority asked its consultants, URS Corporation in concert with Fehr and Peers to assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange.

Messrs. Kelsey and Sathiamurthy of URS Corporation will present the options for construction of the 3rd Eastbound Lane from Milano Way/Glacier Drive west of the Interchange to just east of the Port Chicago Highway Eastbound on/off ramp.

While funding remains elusive, the identified options are significantly cheaper and funding may be obtainable sooner than full Interchange reconstruction.

The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009. Hopefully, this action will open a path for a rephrasing of project construction.

ACTION: With thanks to Susan Miller and Hisham Noeimi, Transportation Authority staff as well as Scott Kelsey and Ramesh Sathiamurthy of URS Corporation and as determined

5. Proposed Central County 2009 Strategic Plan Programming Update - 30 minutes (attachment)

At the request of the Transportation Authority, the TRANSPAC TAC has been working on a proposal to revise Central County project programming for the 2009 Measure J Strategic Plan Update. This Update is required to revise currently planned Measure J expenditures to reflect lower than previously anticipated sales tax and bond revenues. As a result, the Authority had requested that each subregion revise its programming to meet new targets by delaying expenditures to beyond 2015. The Authority has requested the submission of this information by May 27, 2009 (see annotated March 2, 2009 letter from Bob McCleary in packet).

At its April 23, 2009 meeting, the TAC completed a recommendation on project programming that is in the packet for TRANSPAC review and action. Please note that unlike the development of the 2007 Bond List (in the packet for background); this financial programming exercise has been developed in the Authority’s Strategic Plan format. Shaded projects on the Strategic Plan pages are committed projects. Please note that upon completion of the Strategic Plan, some project program years may have fluctuated based the Authority’s assessment of its cashflow requirements and the requests of other RTPCs. Please note that color of money (bond money or cash) is not to be proposed by the RTPCs. The Authority’s general perspective is that large projects are expected to be funded with bond dollars and smaller projects with Measure J cash and that unless revenues take an additional significant downturn, projects are to be funded in the year programmed in the Strategic

Plan. The Authority's Chief Financial Officer is responsible for the decision on which projects will go into the September bond sale.

The Authority requested that programming be completed in 2004\$. TRANSPAC's programming target is \$103.521M (2004\$). The revised programming adds to a 2004\$ programmed amount of \$100.254M leaving an unprogrammed balance of \$3.267M (2004\$) as a partial hedge against the real possibility of a lowered programming target given the current economic situation. Note that the proposal programming in escalated dollars is in the packet behind the 2004\$ version.

At the same TAC meeting, Authority staff advised that the current Strategic Plan 90% project cap may have to be tightened significantly to account for even lower revenue projections and increased financing costs. In anticipation of that possibility, the TAC has developed a priority funding order for project categories and some projects to assist Authority staff in maintaining TRANSPAC project priorities should a tighter expenditure cap be imposed by the Authority.

The proposed funding order assumes that Category 1 arterial projects, followed by Category 2 BART and Capitol Corridor projects are the highest priority projects for which funding should be maintained. These projects are the hardest to fund from other sources. Category 3 includes project development funding for State Highway projects that are considered viable candidates for STIP funding should the current STIP lockout for all RTPCs except TRANSPLAN be lifted in 2014 as currently planned or in later STIP cycles if so determined. Category 4 projects are proposed to be available for fund reprogramming and to be capped as necessary to meet Authority financial requirements.

1. Major Streets: Traffic Flow, Safety and Capacity Improvements (aka arterials)
2. BART and Capitol Corridor categories
3. SR 242 Clayton Road SB Off Ramp and NB On Ramp, Willow Pass Road Ramp Reconstruction
4. I-680 SB Carpool lane gap closure, I-680/SR 4 interchange, Marina Vista Interchange

ACTION: Approve proposed Measure J Strategic Plan, the proposed priority funding order, and/or as revised/determined

6. Review of Draft 2009-10 TRANSPAC Budget – 20 minutes (attachment)

As in the past, the proposed draft budget is built on City of Pleasant Hill COLA, established step increases and updated benefit rates for TRANSPAC's share (50%) of the Administrative Assistant position. This is the second year of the two-year contract approved with Neustadter Associates in 2008. At that time, TRANSPAC approved a consultant rate increase based on the City of Pleasant Hill 2008-2009 3.5% percent management COLA increase for each contract year. Please note that the 3.5% increase has not been assumed in the proposed 2009-10 budget.

The attached budget charts include the 2008-09 budget and changes (second column) from the 2008-09 budget in the third column.

While a final accounting of the 2008-09 budget year usually does not occur until beginning of the new fiscal year, contingency funds (\$4,647) have not been used. As a result, it may be possible to combine the "interest" line item and available 2008-09 "rollover" funds to decrease the 2009-2010 budget bottom line. The TRANSPAC Manager requests authorization to consult with the Chair if there is an opportunity to add any available funds to decrease the 2009-2010 budget bottom line and to recalculate jurisdiction formula costs prior to the issuance of invoices.

The TRANSPAC TAC reviewed the draft budget in the packet at its April 23, 2009 meeting and recommended approval to TRANSPAC.

Action: Adoption of the TRANSPAC 2009-10 Budget, authorization for the Chair and TRANSPAC Manager to consult, and if possible, decrease local jurisdiction formula amounts and/or as determined

- 7. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant) [attachments]**

“Items approved by the Authority on April 15, 2009 for circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest”, the minutes of the March 18, 2009 CCTA Board meeting and a CCTA staff report on AARA funding for local streets and roads in the packet. An oral report on the special April 23, 2009 CCTA is expected under this item.

- 8. Reports from Staff and Committees - information - 10 minutes (attachment)**

a) 511 Contra Costa report by Lynn Overcashier, Program Manager

ACTION: As determined

- 9. Correspondence/Copies/Newsclips/Information - 5 minutes**

4/21/09 Chair Ross TRANSPAC April status letter CCTA Chair Viramontes; S.F. Chronicle: 5/4/09 “Peninsula cities want high-speed rail tunnel; 4/15/09 “State fines, cites BART for worker’s death (packet inclusion requested by Bob Armstrong); 4/15/09 “Antioch approves eBART plans”; 4/27/09 “All-electric cars about to be resurrected”; County Connection March 2009 Fixed Route Operating Statistical Reports; April 30, 2009 CCTA Project Status Report.

- 10. For the Good of the Order – 10 minutes**

- **Amin Abuamara, Hisham Noeimi and Jack Hall have requested that a collective “Thank You” be conveyed to TRANSPAC for its recognition of the work on the stimulus package by these Authority staff members**
- **The investment recommendation from the RM2 Policy Advisory Committee will be presented for action at the June TRANSPAC meeting**

- 11. Adjournment. The next TRANSPAC meeting is scheduled for June 11, 2009 at 9 am in the Community Room, City Hall, City of Pleasant Hill unless otherwise determined.**