

TRANSPAC

Transportation Partnership and Cooperation Meeting Notice and Agenda

THURSDAY, JUNE 9, 2016

9:00 A.M. to 11:00 A.M.

Pleasant Hill City Hall – Community Room
100 Gregory Lane, Pleasant Hill

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 TRANSPAC 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.

ACTION ITEMS

3. **CONSENT AGENDA**
 - a. **Approve May 12, 2016 Meeting Minutes**

ACTION: Approve minutes and/or as revised/determined.

Attachment: May 12, 2016 Minutes

END CONSENT AGENDA

4. **REQUEST FOR APPROPRIATION OF 2016 MEASURE J FUNDS FOR CONTRA COSTA COUNTY TRAILS – RUDGEAR ROAD TO MARSH DRIVE.** The East Bay Regional Park District (EBRPD) requests an appropriation of Measure J Program 13, Pedestrian, Bicycle or Trail Facilities funds in the amount of \$500,000 for the 2016 Contra Costa County Trails – Rudgear Road to Marsh Drive Trail Rehabilitation project. The appropriated funds will be used to finance the construction phases of the project as outlined in the funding allocation request form. The ultimate project will rehabilitate approximately 11.85-miles of paved regional trails in central Contra Costa County from Rudgear Road in Walnut Creek to Marsh Drive in Concord as described in the scope of work.

The TAC had considered the EBRPD request at its meeting on May 26, 2016 and unanimously recommended Board approval.

ACTION: Approve the appropriation request for Measure J Program 13, Pedestrian, Bicycle or Trail Facilities funds in the amount of \$500,000 for the East Bay Regional Park District's 2016 Contra Costa County Trails – Rudgear Road to Marsh Drive Trail Rehabilitation project, and forward to the Contra Costa Transportation Authority (CCTA) Board of Directors for approval.

Attachment: Letter to CCTA dated April 19, 2016 from Tiffany Margulici, EBRPD Grants Manager.

- 5. 511 CONTRA COSTA TDM PROGRAM UPDATE.** At its meeting on May 12, 2016, the TRANSPAC Board evaluated TRANSPAC's continued management of the 511 Contra Costa TDM Program and considered rescinding approval and authorization of Master Cooperative Agreement Between City of Pleasant Hill and Contra Costa Transportation Authority for the 511 Contra Costa Program for Fiscal Year 2016/2017. The Board unanimously approved the submittal of a notification letter to the City of Pleasant Hill to rescind approval and authorization of the Master Cooperative Agreement. The matter will be considered by the CCTA Board at its next meeting.

ACTION: As determined.

Attachment: None

- 6. DISCUSSION OF MANAGING DIRECTOR POSITION.** Authorization is requested to contact prior applicants, discuss scope of position, and set date and possible committee for interviews.

ACTION: As determined.

Attachment: None

- 7. REQUEST A CALL FOR PROJECTS FOR MEASURE J LINE 20a FUNDING.** At the September 10, 2015 meeting, the Board authorized the TAC to distribute the *Draft Line 20a (Additional Transportation Services for Seniors and People with Disabilities) Call for Projects* to interested parties for review and comment. At its meeting on September 24, 2015, the TAC considered draft program documents. The TAC has since approved revisions to those documents, which are being submitted to the Board for authorization for a Call for Projects for the two-year cycle of Line 20a funds.

ACTION: As determined.

Attachment: To be distributed separately

INFORMATIONAL ITEMS

8. **TRANSPAC CCTA REPRESENTATIVE REPORTS:** Reports on June 2016 CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).
9. **ITEMS APPROVED BY THE AUTHORITY FOR CIRCULATION TO THE REGIONAL TRANSPORTATION PLANNING COMMITTEES (RTPCs) AND RELATED ITEMS OF INTEREST**

Attachment: Letter to RTPCs from Randell H. Iwasaki dated May 18, 2016 for the May 18, 2016 Board Meeting.

10. **TAC ORAL REPORTS BY JURISDICTION:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.
 - TRANSPAC Status Letter dated May 13, 2016
 - TRANSPLAN – Meeting Summary dated May 11, 2016
 - SWAT – No Report
 - WCCTAC – No Report
 - County Connection – **Fixed Route and LINK reports** may be downloaded at: <http://cccta.org/public-meetings/agendas/os-May-2016>
 - **CCTA Project Status Report** may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>
 - The **CCTA Board** agenda for the June 15, 2016 meeting is not yet available.
 - The **CCTA Administration & Projects Committee (APC)** agenda for the June 2, 2016 meeting may be downloaded at: <http://us7.campaignarchive2.com/?u=da082ef52bc2b59f993a15a89&id=9c19d9511f&e=165eabfa65>
 - The **CCTA Planning Committee (PC)** agenda for the June 1, 2016 meeting may be downloaded at: <http://us7.campaignarchive1.com/?u=da082ef52bc2b59f993a15a89&id=9fce39eaa9&e=165eabfa65>
11. **AGENCY AND COMMITTEE REPORTS, IF AVAILABLE**
12. **FOR THE GOOD OF THE ORDER**
13. **ADJOURN / NEXT MEETING**

The next meeting is scheduled for July 14, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

TRANSPAC Meeting Summary Minutes

MEETING DATE: May 12, 2016

MEMBERS PRESENT: Ron Leone, Concord (Chair); Karen Mitchoff, Contra Costa County (Vice Chair); David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative; Loella Haskew, Walnut Creek; and Mark Ross, Martinez

PLANNING COMMISSIONERS PRESENT: Dave Bruzzone, Clayton; Carlyn Obringer, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

STAFF PRESENT: John Cunningham, Contra Costa County; Eric Hu, Pleasant Hill; Jeremy Lochirco, Walnut Creek; and Tim Tucker, Martinez

GUESTS/PRESENTERS: Peter Engel, Program Manager, Contra Costa Transportation Authority (CCTA); Susan Miller, Director of Projects, CCTA; Leo Scott, Gray Bowen Scott

MINUTES PREPARED BY: Anita Tucci-Smith

1. Convene Meeting/Pledge of Allegiance/Self Introductions

The meeting was convened at 9:00 A.M. by Chair Ron Leone; Director Haskew led the Pledge of Allegiance, and self-introductions followed.

2. Public Comment

There were no comments from the public.

CONSENT AGENDA

3. Approve April 14, 2016 Minutes

On motion by Director Ross, seconded by Director Pierce to adopt the Consent Calendar, with the amendment from BART on Page 3, as follows: *Ms. Foletta highlighted the other projects involved with the funding category and reported that ~~\$8.8~~ \$6.5 million remained to be programmed in the category. The motion carried by the following vote:*

Ayes: Bruzzone, Haskew, Mitchoff, Pickett, Pierce, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: Durant, Obringer

END OF CONSENT AGENDA

- 4. UPDATE ON I-680 SOUTHBOUND EXPRESS LANE PROJECT.** I-680 Southbound Carpool Lanes Completion/Express Lanes Project – Contra Costa Transportation Authority (CCTA) staff will provide an update on the project, assisted by Leo Scott of Gray Bowen Scott. This presentation will also include a brief update on the I-680/SR-4 Phase 3 Project. *(Susan Miller, CCTA Director of Projects – Information Only)*

Susan Miller, Director of Projects, CCTA, and Leo Scott, Gray Bowen Scott, the Project Manager, reported they were working jointly with Contra Costa County on an Express Lane project with the Metropolitan Transportation Commission (MTC). She explained that an Express Lane utilized carpool HOV lanes with a toll option. The price to enter would be set diametrically based on operation and conditions; open access would be achieved where possible, although there would be restricted access or buffer zones in some areas. The thrust of Express Lanes would be to make the best use of the existing transportation system. The primary goal would be to improve mobility so that by approving operations in the existing carpool lanes and closing gaps in the system would improve travel time and reliability. Noting that additional capacity was available, she stated Express Lanes would free up the general purpose lanes and offer a more reliable trip, when needed. She added that people in all walks of life used Express Lanes.

The current plan for the Bay Area would be to build 550 miles of Express Lanes by 2035, which would add to lanes on I-680 southbound. Four agencies had the authority to implement and operate the lanes; MTC, Alameda County Transportation Commission, Sunol Joint Powers Authority, and Valley Transportation Authority. Express Lanes currently in process were identified and the next step would be to work on the environmental document.

Leo Scott, Gray Bowen Scott, presented a PowerPoint and explained that the idea behind the Express Lanes were that by the toll, the lane could be filled to capacity and maintain the operation of the full freeway. He noted that the opening could be in 2020 when there would be capacity, and in 2040 there would still be available capacity in the corridor to sell. He identified over-utilized lanes and stated in order to make the lane operate well from a design standpoint, they had started with the assumption that it would be a continuous access facility where someone could opt to get into and out of the corridor, although because of the demand and travel power, the operation would degrade because drivers traveled as far as they could and got out at the last minute possible, which was usually in an area of the freeway where everyone else wanted to do the same thing, which slowed traffic. To address that concern, a buffer (double wide stripe) would be introduced to control the movement so that the movement would be allowed where the general purpose lanes were less congested.

Mr. Scott acknowledged that introducing the buffer did not work for every on-ramp or off-ramp on the freeway, and used a map to show where there would be congestion and backups.

Director Haskew suggested that the Express Lanes were not express because of slow drivers, and the barrier of the double white stripes would, in her opinion, be a non-barrier in that people would move in and out of that lane. She was skeptical that the concept would work.

Mr. Scott stated that would happen less in the morning commute because the speeds were a lot greater. The buffer had to be introduced given the peak periods.

Chair Leone asked how the lanes would be enforced and noted that single riders were in those lanes and they were not supposed to be. He also asked about SR-242 and Concord's contention that it would result in the loss of an HOV lane. He asked how many cars currently utilized the HOV lane from SR-242, and Mr. Scott stated they were working on that request and would have that information next week.

Further with respect to SR-242, the Chair recognized the hope that there would be some improvements in that stretch with the buffer, although he suggested that people would be stuck in the general purpose lanes coming from SR-242 and their commute would slow down.

Mr. Scott agreed that would occur if the drivers continued to drive that rate unless they chose a different route. He noted that a meeting had been scheduled with Chair Leone and those issues would be addressed at the meeting. He explained that in 2020 with HOV lane completion and no Express Lane, there would be an increase in speeds; in 2020 with a continuous access lane there would be a negative aspect in the case of the HOV driver given more movement in and out of those areas. With a separate buffer there would be an improvement in speeds for everyone.

As with I-580 Express Lanes, which had just opened, there was a new switchable tag required of carpools to identify their status as a carpool because the system would assume that being in the lane they would be a toll payer, which was different from the way it was today, and which would cut down on violators not paying a toll. Without a tag, there would be a charge by license plate and throughout the corridor there would be readers and antennae that would be processed by the FastTrack Customer Service operation. The CHP would now shift from single occupants not paying to single occupants that were not a carpool; there were two areas where the CHP could sit and observe, and each antenna would indicate the status of the vehicle per the tag and the CHP would have to identify them. He noted that the CHP preferred to be in the No. 1 general purpose lane. As to enforcement, he stated there were switchable tags, license plate recognition, and increased CHP presence to specifically enforce the Express Lanes. As to the number of passengers in a vehicle, the CHP would have access to a database that told them based on a visual of the car whether there was a need to pull the car over to check its status on the tags. He clarified that the accuracy of heat seeking technology to verify vehicle occupancy had yet to be used given that the level of technology was not yet available.

Director Ross asked about the break points in the charges for the HOT lanes and asked if it was possible to give a discount to an area that had a sales tax measure, and Mr. Scott stated that would be possible but he would have to work through the Board to achieve that. He stated that currently each facility was in the limits of the County except for the Sunol grade.

Mr. Scott advised with respect to schedule that they were currently working on the design and the environmental and were looking to get out to construction in the 2017 timeframe, and likely would not be open until 2019, which was also happening on the south segment. While the infrastructure was in place, there was a tremendous amount of softer testing and communications that had to take place, which would require six months prior to opening.

Chair Leone expressed concern for those unfamiliar with the area and anticipated questions as to how to get out of the lanes. He asked if signage would be included to appropriately inform the traveling public, and Mr. Scott explained they would work through that signage with Caltrans.

Mr. Scott added that out-of-area travelers would be billed through license plate readers as a single occupant. He referred to MTC's vision to create a network that was entirely connected to be able to travel from Martinez to San Jose without having to get out of the lane. Ideally for the lanes to work well for multi-passenger trips, there needed to be a connected network in the overall system.

Bob Pickett asked about the switchable FasTrack transponders; it was noted that one should not get rid of the current transponder; FasTrack could be called to decommission the transponders after the purchase of a switchable device.

Mr. Pickett expressed concern that some of the current off-ramps would be unavailable with the Express Lanes, such as Treat Boulevard in Walnut Creek. He asked about the impacts to local circulation if people could not get off at Treat and were getting off at North Main Street instead, which might change traffic patterns on local streets, and Mr. Scott stated that the overall throughput in the corridor would be improved which would draw traffic off the streets, and while the introduction of the buffers would change travel patterns, there would be no negative impacts on city streets.

Mr. Pickett added that as a traveler on southbound I-680 most mornings, 20 to 30 percent of the HOV vehicles were single occupants.

Mr. Scott stated that in the new scenario those people would be paying to stay in that lane and or be pulled over and cited. On the question of the cost of enforcement, it was noted that the toll would pay for the enforcement. It was also reportedly more economical for the CHP to enforce on overtime than to pay for additional personnel.

Director Ross was pleased to hear some equality with northbound travel and equality with the HOV occupancy number on bridges, which Director Pierce commented would mean 3 plus on the freeways as well because it was dictated by Caltrans.

Mr. Scott explained that the problem was currently compounded by the fact that all clean air vehicles were allowed to be in the lane, which significantly reduced the revenue needed to operate the lane, and there had been conversations about 2 plus/3 plus questions and how to treat clean air vehicles.

Chair Leone asked about the barrier itself, and was advised that there would be reflectors in the middle and while the stripes would not be raised they would be felt. He stated that the City of Concord still had some questions, and he noted the unforeseen consequence of social equity because Express Lanes would limit access. Given the income disparity in the region, he suggested that by limiting access to the lanes in the Concord area would make it prohibitive to those who had a lesser income. He was concerned with the loss of access and noted the argument that those in the area were already paying for the road and access was being limited.

Director Haskew questioned the suggestion of limited access, noting that at some point there was no limit to access to an HOV lane, which was like any other freeway entrance, and drivers would have to take the roads as they were and make the choice of where to go based on the conditions.

Chair Leone suggested the difference was that if trying to get on an HOV lane for SR-242, a driver would have to sit in traffic for two miles which would slow down the commute.

On the discussion, Director Pierce explained that Ms. Miller and Mr. Scott would identify the actual time saving difference between the delay of the two miles in getting over to the access point and taking I-680/SR-4 if there was a time difference.

Director Durant stated that while he understood the concern, the data did not support the conclusion and if there was a reasonable rational way to make a change with a lesser set of consequences it would have been considered.

Chair Leone understood the rationale and appreciated having the meeting to iron out the concerns. He requested data on the number of people currently using the HOV lane coming from SR-242.

Director Durant suggested that limited look would not be the right analysis for the question because it was not just what would happen to those within those two miles, but also whether it would free up the general flow lanes to make the flow better.

Carlyn Obringer commented that for some people who lived towards Clayton, whenever there was an accident on Highway 4, there was an overflow of vehicles coming down Kirker Pass Road, which was another consequence to consider with respect to how Highway 4 impacted people -- how many people were forced onto Kirker Pass Road and SR-242.

Director Ross suggested that every city could get unintended consequences and the data had to support the conclusions.

Susan Miller appreciated the input and comments which better prepared the CCTA for the public messaging.

5. Update on the Transportation Expenditure Plan (TEP). *(Information Only)*

With respect to the ongoing discussions of the TEP, Director Durant explained that there had been progress. He highlighted the last special CCTA Board meeting on May 11, and described some of the unresolved issues as performance standards, certain agricultural mitigation issues, the Urban Limit Line (ULL), and growth management.

Director Mitchoff stated with respect to the 30-acre exemption on the ULL, that the stakeholders had proposed that could not be done without a vote unless it was for a public benefit, and did not want any residential or commercial built in that area, which the County opposed. While some stakeholders suggested the 30 acres was a loophole, she stated it was not.

Chair Leone asked if there could be a compromise, to which Director Durant noted there had been a discussion of treating the County differently. He stated that next week was the deadline to submit the Final Transportation Expenditure Plan to the cities and the County, hopefully with enough time to allow discussions and to do the appropriate level of polling to see how the revised measure would poll if going to the ballot.

Director Mitchoff explained that the proposal had gone from a 25-year measure to a 30-year measure offering a little over half a billion dollars more in revenue, and adding to the SR-242/SR-4 corridor in particular for improvements, as well as more money for I-680/SR-4, and for virtually everything else. She acknowledged that voters wanted to see improvements to the roadways.

Director Durant suggested there would be other opportunities if the TEP did not make the ballot this year, although the concern was what the environment would be later on and because the big capital projects under Measure J would be completed in a year or so. He added that by extending to 30 years, there would be more money for categories such as *Transportation for Seniors and People with Disabilities*, and *Pedestrian, Bicycle and Trail Facilities*, among others.

Director Pierce reported that the BART measure had also been a big discussion and noted that to do any improvements there would have to be a new train control system, which was at least \$150 million in cost, along with the replacement of the existing fleet with new cars and retaining some of the old cars. She explained that not all parties were on board with the new train car contribution and questioned what would happen with the \$300 million designated for new cars, stating that Contra Costa County voters should be able to determine how that money was going to be spent. She suggested there might have to be some other way of augmenting the system to get people where they needed to go, which might not be by BART. She described some of the suggestions that had not previously been offered such as additional parking spaces or a parking structure, although if there was no capacity on the trains she did not know what could be done. She stated the TEP could be rewritten and be approved but did not have to go back for a vote because mutual consent had been added.

Director Durant highlighted some of the other issues that had been discussed at the meeting on May 11, including the SR-239 project between Central Valley and East County, and while the environmental community opposed it, there was a recommendation at the meeting to reword the language so that the project was not explicitly excluded.

Director Mitchoff added that while there was not enough money to build the project there were funds available to study the SR-239 project.

Director Pierce stated that the money would allow a connector between the Byron Airport and Byron Highway that bypassed Camino Pablo; safety improvements on Vasco Road to encourage the use of multi-occupant vehicles; and safety improvements to the existing Byron Highway that provided the back door to the I-5/205/580 corridor with better shoulders and turn lanes. She noted that the issue with respect to the Byron Highway was outside the ULL.

With respect to the *Major Streets and Complete Streets Project Grants* category, Director Durant stated it had been constructed so that there would be Complete Streets investment on all projects funded through the program wherever possible. He agreed to the concept of an agricultural mitigation policy for any extensions of the ULL or development outside the ULL, and there were additional policies in terms of the Growth Management Program (GMP). With respect to hillside development, ridgeline protection, policies to protect wildlife corridors, and a prohibition of development in Priority Conservation Areas, that collection of policies was still open for consideration and the conversation would continue.

Director Pierce stated that the language had been written to require agencies to have policies in place if initiating a project within their planning area, which included land inside the community and which had been clarified to be outside the jurisdiction's boundaries and outside the ULL, although there may still be issues. She clarified that would mean outside the city limits; the agricultural policy did not apply inside the city limits; applied to 25 acres or less, with the suggestion that it applied to irrigated areas. She added that the *Bus and Non-Rail Transit Enhancements* category would refer to buses only in West County.

Director Durant added that there would be a public Oversight Committee and a request had been made to allow one seat for labor on the Committee, although there had been a request for two labor seats for the Central Labor Council and the Building Trades. The CCTA Board had approved only one labor seat on the Oversight Committee.

6. Evaluate TRANSPAC's Continued Management of the 511 Contra Costa TDM Program and Consider Rescinding Approval and Authorization of Master Cooperative Agreement Between City of Pleasant Hill and Contra Costa Transportation Authority for the 511 Contra Costa Program for Fiscal Year 2016/2017

Director Durant explained that 511 Contra Costa served TRANSPAC and TRANSPLAN, and had been a source of concern for the City of Pleasant Hill for many years. In the last decade the City had talked about ceasing to be the fiscal agent for 511 Contra Costa and having 511 employees being employees of the City of Pleasant Hill. Now that the problem with respect to CalPERS had been resolved and 511 Contra Costa pensions had been protected, he suggested it was time to discuss whether there was a better or different way to conduct the Transportation Demand Management (TDM) program and other work performed by 511 Contra Costa. Whether the CCTA could absorb the program or whether there was a way to outsource it, ultimately the CCTA would develop a methodology of having the services provided.

Director Pierce stated the 511 Program was being run somewhat independently; the employees were technically the employees of the City of Pleasant Hill, but were not being overseen by Pleasant Hill; the oversight was loosely TRANSPAC'S; and with the retirement of the Program Manager and the resolution of the CalPERS situation, it was time to look at other options, which would be to contract the 511 Program out to someone else to run.

Director Pierce explained that one of the tasks of the TRANSPAC Managing Director was to oversee the 511 Program or talk to the CCTA to see if it would run the program and potentially provide services to the rest of the County, which other RTPCs might not be interested in doing. She had been talking with CCTA staff and the concept would be that CCTA would take over the 511 Contra Costa role in-house, with exactly the same dollars, and CCTA would contract out the program. Peter Engel, as CCTA's Program Manager, would oversee the contract to make sure that the program was properly run. The CCTA had a consultant who could run the program, which could be added to that consultant's contract. What would happen to 511 Contra Costa employees was a concern that had not yet been resolved. She noted that Corinne Dutra-Roberts had represented to her that she was now vested in PERS and could retire at any time. The other employees were younger and needed more time.

Peter Engel, CCTA Program Manager, explained that the subcontractor would be Stantek, the Project Manager for many of CCTA's projects. He noted that Stantek had been doing TDM work related to Treasure Island development, working for the San Francisco County Transportation Authority. His biggest concern was for a seamless transition given that the 511 Program was an ongoing program that was currently making plans for school assemblies for next year, and Stantek had indicated that it would talk to the existing 511 Contra Costa employees as necessary. He added that they have had discussions with Ms. Dutra-Roberts and it looked as if there could be a smooth transition.

Director Pierce stated that all 511 Contra Costa assets and equipment would be transferred, the monies allocated to the region and immediate 511 Program would go to the new program, and it might cost less to do that, which would keep the programs worth keeping in place given that they were very popular with the schools. It would also mean that TRANSPAC would no longer have the responsibility for PERS, and while it would have to continue to pay the PERS payments to employees with PERS benefits, there would be no additions to that liability. East County and Central County would still be covered.

Mr. Engel stated that Ms. Dutra-Roberts and her counterparts with SWAT and WCCTAC met monthly and have had discussions and held money back to conduct a strategic plan given the need to look at a countywide program, and would go through that process over the next year. There were still outstanding funds in the contract with Pleasant Hill and appropriate notifications would need to be made to address that issue, which might occur after July 2016. If so directed, he would work with the City to transfer the 511 Program as expediently as possible, and in June submit a proposal to the CCTA Board to have Stantek execute the program.

The TRANSPAC Board was being asked to send a letter to the City of Pleasant Hill that TRANSPAC no longer wanted to have the 511 Contra Costa Program under TRANSPAC. Director Durant was tasked with composing that letter.

On the question, Director Haskew asked what that would leave TRANSPAC in terms of operation, and Director Pierce explained that an Executive Director would still be needed for TRANSPAC, which was still a Joint Powers Authority (JPA), and nothing in that regard would change except the scope for an Executive Director.

Director Haskew did not oppose the recommendation and suggested it made more sense to have a countywide program.

On motion by Director Pierce, seconded by Director Durant to submit a notification letter to the City of Pleasant Hill, to be prepared by Director Durant, to Rescind Approval and Authorize a Master Cooperative Agreement Between City of Pleasant Hill and Contra Costa Transportation Authority for the 511 Contra Costa Program for Fiscal Year 2016/2017. The motion carried by the following vote:

Ayes: Bruzzone, Durant, Haskew, Mitchoff, Obringer, Pickett, Pierce, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: None

7. Discussion of the TRANSPAC Budget for 2016/17

Director Pierce noted that the TRANSPAC Budget for 2015/16 had been approved by the Board at its March 10, 2016 meeting, and part of that was the thought to hire someone to serve in the capacity of an Executive Director to do the work that Barbara Neustadter used to do, making sure that there were ideas that needed to be pursued. She stated that she, Anita Tucci-Smith, and CCTA staff had been doing that job, and Ms. Tucci-Smith had been preparing the agenda packets and supporting the TAC, as well as the Board. She explained that Ms. Neustadter had always been on the lookout for grants, and other things needed to be managed by an Executive Director.

For the TRANSPAC Budget for 2016/17, Director Pierce recommended duplicating the 2015/16 budget, and for 2016/17 putting together a Request for Proposal (RFP) and revisit the responses to the last RFP, potentially connecting with those previous candidates to see if they might be interested on a part-time basis; potentially a consultant who worked for another firm and one that was knowledgeable about the CCTA’s programs. She recommended that the budget for 2016/17 duplicate the 2015/16 budget, and noted that for the TRANSPAC Budget for 2017/18 there might need to be adjustments.

On motion by Director Mitchoff, seconded by Director Haskew to approve the TRANSPAC Budget for 2016/17, consistent with the Budget approved for 2015/16. The motion carried by the following vote:

Ayes: Bruzzone, Durant, Haskew, Mitchoff, Obringer, Pickett, Pierce, Ross, Vavrek, Leone
Noes: None
Abstain: None
Absent: None

8. 511 Contra Costa Reports

There was no 511 Contra Costa Report.

- 9. TRANSPAC CCTA Representative Reports:** Reports on the May 2016 CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

The reports had previously been provided.

10. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items

CCTA Executive Director Randell H. Iwasaki's Report dated April 20, 2016 had been included in the Board packet.

11. TAC Oral Reports by Jurisdiction

There were no reports.

12. Agency and Committee Reports

The available reports had been included in the Board packet.

13. For the Good of the Order

Director Ross announced a ground breaking ceremony in the City of Martinez for the Alhambra Creek Bridge on Friday, May 20, 2016 at 10:00 A.M.

Chair Leone reported that the Concord City Council had voted to select Lennar to be the Master Developer for the first phase of the development of the Concord Naval Weapons Station property.

14. Adjournment

The meeting was adjourned at 11:08 A.M. The next meeting of the Board is a regular meeting on June 9, 2016 at 9:00 A.M. in the City of Pleasant Hill Community Room, unless otherwise determined.



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

April 19, 2016

Brad Beck
Senior Transportation Planner
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

**SUBJECT: Request for Appropriation of 2016 Measure J Funds
Contra Costa County Trails – Rudgear Road to Marsh Drive**

Dear Mr. Beck:

The East Bay Regional Park District (EBRPD) requests an appropriation of Measure J Program 13, Pedestrian, Bicycle or Trail Facilities funds in the amount of \$500,000 for the 2016 Contra Costa County Trails – Rudgear Road to Marsh Drive Trail Rehabilitation project. The appropriated funds will be used to finance the construction phases of the project as outlined in the attached funding allocation request form.

The ultimate project will rehabilitate approximately 11.85-miles of paved regional trails in central Contra Costa County from Rudgear Road in Walnut Creek to Marsh Drive in Concord as described in the attached scope of work. EBRPD is currently in the process of finalizing the project plans and construction documents. The total project cost is estimated at \$500,000 and will be funded with Measure J funds.

PROJECT DESCRIPTION

Contra Costa County Trails, Rudgear Road to Marsh Drive - Rehabilitate approximately 625,000 square feet of paved regional trails in central Contra Costa County including the Iron Horse Regional Trail from Rudgear Road in Walnut Creek to the Marsh Drive in Concord, a section of the Contra Costa Canal Trail from Cowell Road to Willow Pass Road in Concord and a section of the Briones to Mount Diablo Regional Trail from San Luis Road to Sheppard Road in Walnut Creek. The project includes the application of approximately 50,000 linear feet of hot crack fill, 10,000 square feet of asphalt leveling course and the removal and replacement of approximately 60,000 square feet of asphalt. Approximately 357,000 square feet of the trail will be treated with a Type I slurry seal and approximately 202,000 square feet with Type II Micro Surfacing. Finally, approximately 12,000 square feet of aggregate base shoulder backing will be installed along portions of the trails.

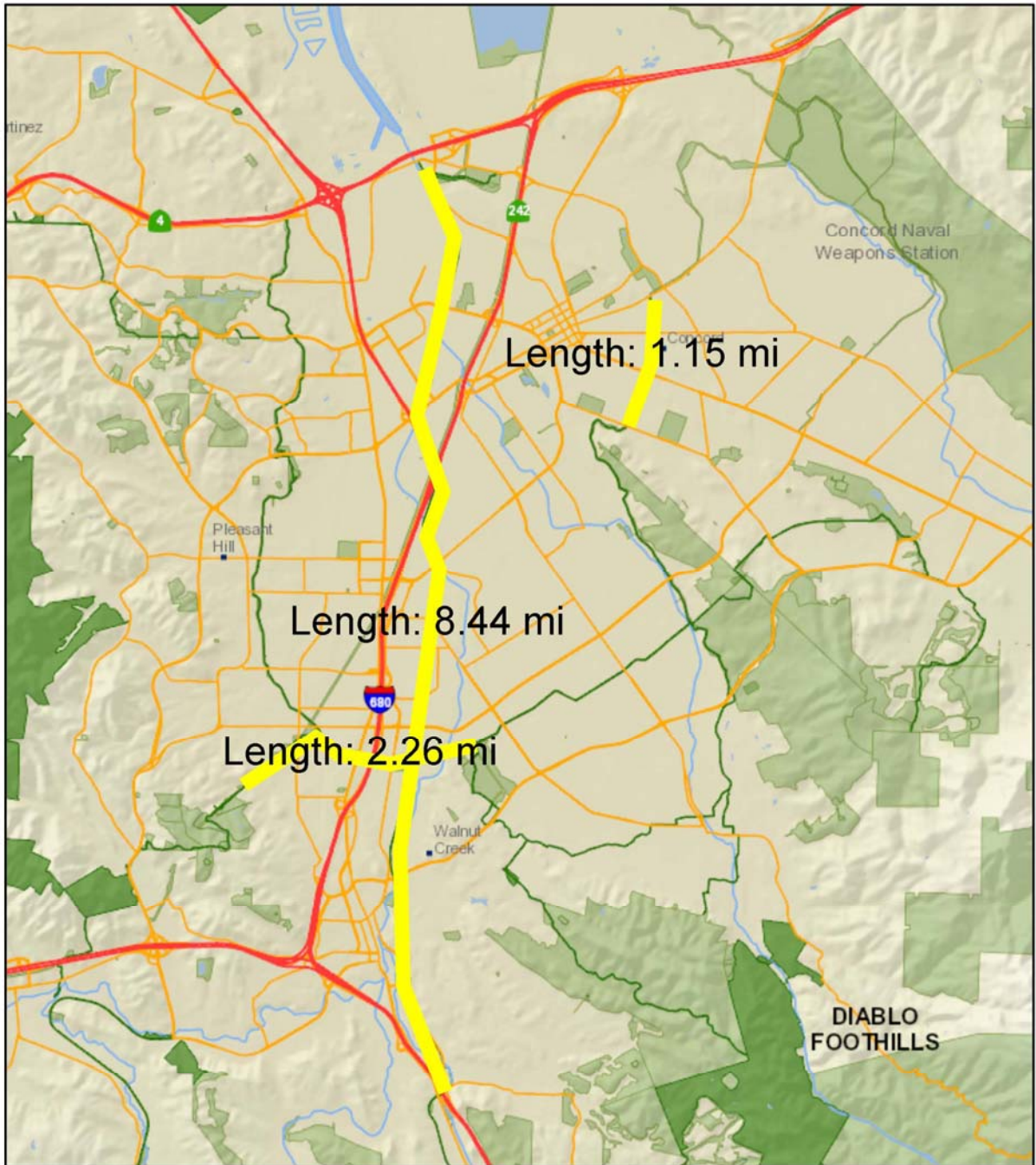
Board of Directors

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MAPS

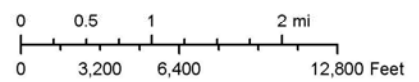


Contra Costa Trails, 2016 Measure J



Printed: April 14, 2016

1:76,800



East Bay Regional Park District.
Site managed by GIS Services.



BUDGET

#	Trail	Square Feet	Estimate
1	Apply Hot Crack Fill	50,000	\$45,000
2	AC Leveling Course	10,000	\$20,000
3	Remove and Replace AC	60,000	\$130,000
4	Type I Slurry	357,000	\$115,000
5	Type II Micro Surfacing	202,000	\$125,000
6	Double Seal	40,200	\$5,000
7	Shoulder Backing	12,000	\$60,000
	Total		\$500,000

OPERATION AND MAINTENANCE

The project is operated the East Bay Regional Park District. This sections of trail is operated and maintained by the park rangers and maintenance and skilled trades crews centered out of the Pacheco Corporation Yard in Martinez. All of these crews are funded as part of the District’s annual budget. This rehabilitation project will extend the life of the trail and aid in its maintenance.

FUNDING

<i>Source</i>	<i>Amount</i>
Total project cost †	\$500
Requested CC-TLC funds	\$500
Other committed funding 1 ‡	\$000
Other committed funding 2 ‡	\$000
Unfunded balance	\$000

PROPOSED SCHEDULE

<i>Phase</i>	<i>From</i>	<i>To</i>
Preliminary Design & Planning		Complete
Design		Complete
Environmental Clearance		Complete
Right-of-Way		Complete
Construction	January 2017	December 2017

If you need any further information, please contact acting Grants Manager Tiffany Margulici at tmargulici@ebparks.org or 510-544-2204.

Sincerely,



Tiffany Margulici
 Grants Manager



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

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Tom Butt
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Janet Abelson

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Don Tatzin

Robert Taylor

Randell H. Iwasaki,
 Executive Director

2999 Oak Road
 Suite 100
 Walnut Creek
 CA 94597
 PHONE: 925.256.4700
 FAX: 925.256.4701
 www.ccta.net

MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC
 Lisa Bobadilla, SWAT
 Jamar Stamps, TRANSPLAN, TVTC
 John Nemeth, WCCTAC
 Ellen Clark, LPMC

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

Date: May 18, 2016

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its May 18, 2016, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Adopt Amendment No. 1 to the 2016 Measure J Strategic Plan.** Staff sought approval of Resolution 16-15-P, which adopts Amendment No. 1 to the 2016 Measure J Strategic Plan. Amendment No. 1 reprograms \$17,050,000 in Measure J funds from Interstate 680 (I-680) Direct Access Ramps (Project 8003) to I-680 Corridor Reserve – Southwest County (New Project 8007), and \$600,000 from Transit Oriented Developments (TOD) Supporting Improvements at Central County Bay Area Rapid Transit (BART) Stations (Project 10001-02) to a new project titled Pleasant Hill Parking Structure Elevator Renovation (New Project 10001-07). **Resolution 16-15-P.** *The Authority Board approved Resolution No. 16-15-P adopting Amendment No. 1 to the 2016 Measure J Strategic Plan.*
- 2. FY 2016-17 Preliminary Budget for the Contra Costa Transportation Authority and Congestion Management Agency (CMA).** Staff presented the preliminary Authority Budget for FY 2016-17. Any comments or adjustments to the Preliminary Budget will be incorporated into the Proposed Budget to be considered in June, following a public hearing on the matter. *The Authority Board approved the FY 2016-17 preliminary budget for the Contra Costa Transportation Authority and Congestion Management Agency.*

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

May 13, 2016

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – May 12, 2016

Dear Mr. Iwasaki:

At its meeting on May 12, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received an update on the I-680 Southbound Express Lane Project from Susan Miller, CCTA Director of Projects, and Leo Scott of Gray Bowen Scott.
2. Received an update on the Transportation Expenditure Plan (TEP) by TRANSPAC's CCTA Representatives Julie Pierce and David Durant.
3. Approved a letter to the City of Pleasant Hill to rescind approval and authorize a Master Cooperative Agreement between the City of Pleasant Hill and Contra Costa Transportation Authority for the 511 Contra Costa Program for Fiscal Year 2016/2017.
4. Approved the TRANSPAC Budget for 2016/2017.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Ron Leone
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill)

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

May 11, 2016

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority (“CCTA”)
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee special meeting on May 11, 2016.

Contra Costa Transportation Authority (“CCTA” or “Authority”) Development of Draft Transportation Expenditure Plan (“TEP”). TRANSPLAN had further discussion on the Draft TEP with CCTA staff and Gray Bowen Scott (“GBS”). Based on that discussion, TRANSPLAN would like to provide the following comments:

1. Category 8, Improve Traffic Flow along SR-242/SR-4: TRANSPLAN recommends the following allocation:
 - a. East County’s allocation – \$64 million (from \$78 million).
 - b. Allocate remaining \$14 million within East County to Category 16, Community Development Transportation Program.
2. Category 10, East County Corridors: TRANSPLAN recommends the following (original language below from 5/6/2016 GBS letter – *Supplemental Review of the Draft TEP (dated April 29, 2016) Additional Issues and Recommendations*):

East County Corridor (Vasco Rd and/or Byron Highway Corridors) ----- \$117m

This category is intended to provide funding to complete a new 2-lane limited access roadway connection between Vasco Road and the ~~Byron~~ Byron Highway connecting to the Byron airport as well as safety improvements to both the Vasco Road and Byron Highway Corridors to facilitate economic development and to provide better connectivity and goods movement between eastern Contra Costa and the Interstate 5/205/580 corridors in Alameda and San Joaquin counties. The Authority shall provide funding to construct a new 2-lane “limited access” connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the ~~Byron~~ Byron Highway (including a railroad grade separation) to improve safety and access to the ~~Byron~~ Byron Airport and to facilitate economic development and to improve an improved access for goods movement in Eastern Contra Costa County. For the Vasco Road corridor, the Authority shall provide funding for safety and other improvements oriented at facilitating the use of high-capacity transit and/or high occupancy carpools ~~and discouraging the use of single occupancy vehicles~~. To the greatest degree possible, local funds generated by this measure shall be used to leverage additional regional, state and/or federal funds for these projects.

Prior to the use of any local sales tax funds to implement improvements to either or both of these corridors, the Authority must find that the project(s) includes measures to prevent growth outside of the Urban Limit Lines (ULL). Such measures might include, but are not necessarily ~~be~~ limited to, limits on roadway access in areas outside the ULL, purchase of abutters' rights of access, preservation of critical habitat and/or the permanent protection / acquisition of agricultural and open space or performing conservation measures required to cover this project under the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP) ~~will satisfy this last requirement.~~ With the exception of the new connection between Vasco Road and the Byron Highway, funding from this category shall not be used to construct new roadways on new alignments. The Authority will work with Alameda and/or San Joaquin Counties to address project impacts in those jurisdictions. Advance Mitigation Program eligible project.

3. Growth Management Program: TRANSPLAN requests the Authority consider deleting language "*prohibiting development in designated 'non-urban' Priority Conservation Areas.*" Land development that's allowed by right within the applicable zoning (e.g. single-family home, accessory buildings, etc.) is technically "development" and should not be prohibited. In addition, TRANSPLAN would like clarification on if existing general plan, conservation plan or other such policies and policies for "blue-line creeks" would qualify as compliant with the proposed new Growth Management Compliance Checklist requirement.

Thank you for the opportunity to provide input on the subject item. Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

Enclosure

c: TRANSPLAN Committee T. Grover, CCTA
L. Bobadilla, SWAT/TVTC J. Townsend, EBRPD
A. Tucci-Smith, TRANSPAC D. Dennis, ECCRFFA
J. Nemeth, WCCTAC