



Authority Board Meeting **MINUTES**

MEETING DATE: March 20, 2013

MEMBERS PRESENT: Janet Abelson, Newell Arnerich, Tom Butt, David Durant, Federal Glover, Dave Hudson, Karen Mitchoff, Julie Pierce, Kevin Romick, Don Tatzin, Robert Taylor

Ex-Officio Representatives: Myrna de Vera, Joel Keller, Amy Worth

STAFF PRESENT: Randell Iwasaki, Brad Beck, Randall Carlton, Ross Chittenden, Peter Engel, Martin Engelmann, Jack Hall, Susan Miller, Ivan Ramirez, Mala Subramanian (Authority Counsel), Danice Rosenbohm (Executive Secretary)

MINUTES PREPARED BY: Danice Rosenbohm

A. CONVENE MEETING: *Chair Abelson* convened the meeting at 6:01 p.m.

B. PLEDGE OF ALLEGIANCE

C. PUBLIC COMMENT: There were no public comments on items not on the agenda.

1.0 APPROVAL OF MINUTES: Authority Minutes of February 20, 2013.

ACTION: *Alternate Tatzin* moved to approve the Minutes of February 20, 2013, seconded by *Commissioner Glover*. The motion passed 10-0-1, with *Commissioner Romick* abstaining.

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

Chair Abelson requested that Agenda Items 2.A.10.1 and 2.A.10.2 be removed from the Consent Calendar for discussion.

ACTION: *Commissioner Arnerich* moved to approve the Consent Calendar excluding Agenda Items 2.A.10.1 and 2.A.10.2, seconded by *Commissioner Pierce*. The motion passed unanimously, 11-0.

2.A Administration & Projects Committee:

- 2.A.1. Monthly Project Status Report.** Staff Contact: Ross Chittenden
- 2.A.2 Monthly Accounts Payable Invoice Report for January 2013.** This report also includes the summary of payroll and benefits costs by organizational unit. Staff Contact: Randall Carlton
- 2.A.3 Monthly Cash and Investment Report for January 2013.** The Authority's Investment Policy calls for this report on investment activity for each month. Staff Contact: Randall Carlton
- 2.A.4 Listing of Construction Change Orders (CCOs) Greater than \$25k for Construction Contracts Less than \$15M, and Greater than \$50k for Construction Contracts Larger than \$15M.** Authority policy requires that this list be submitted to the APC for information. Staff Contact: Ivan Ramirez
- 2.A.5 Annual Acknowledgement of Respect in the Workplace Policy.** The Authority has an administrative policy to provide a work environment that encourages respect and freedom from harassment and discrimination. The policy requires that Commissioners and employees review this policy and sign an acknowledgment on an annual basis. Staff Contact: Randall Carlton
- 2.A.6 I-680 Auxiliary Lanes Project – Segment 2 (Project 1106S2) – Authorization to Execute Amendment No. 2 to Cooperative Agreement No. 90.11.18 (District Agreement No. 04-2439) with Caltrans for Construction and Construction Management Services.** Staff seeks authorization to execute Amendment No. 2 to Cooperative Agreement No. 90.11.18 (District Agreement No. 04-2439) to replace the Interstate Maintenance Discretionary (IMD) funds and remove the Measure C funds in an equal amount. Amendment No. 1 to Cooperative Agreement No. 90.11.18 was approved in January 2013 to provide Caltrans the ability to execute the construction contract for the project. Staff Contact: Susan Miller
- 2.A.7 State Route 4 Widening Project – Somersville Road to SR160 (Project 1407/3001) – Amendment No. 1 to Agreement No. 294 and Amendment No. 2 to Agreement No. 301 with PG&E for Utility Relocation.** Staff seeks authorization for the Chair to execute Amendment No. 1 to Agreement No. 294 in the amount of \$1,262.79 and Amendment No. 2 to Agreement No. 301 in the amount of \$209,563.30 with PG&E to cover

final relocation costs of their electrical and gas facilities within Segment 3A of the Project. Staff Contact: Susan Miller.

2.A.8 Railroad Avenue Station in Pittsburg (Project 2002).

2.A.8.1 Amendment No. 3 to the 2011 Measure J Strategic Plan. Amendment No. 3 programs \$500,000 to the Railroad Avenue Station in Pittsburg (new Project 2002) by deprogramming an identical amount from the Rail Extension to East County (eBART) project (Project 2001). **Resolution 13-02-P.** Staff Contact: Susan Miller

2.A.8.2 Concurrence with BART Regional Measure 2 (RM2) Allocation Request to the Metropolitan Transportation Commission (MTC). MTC requires the Authority's approval of BART's RM2 funding request of \$500,000 for final design of the eBART Project – Railroad Avenue Station (Project 2002). **Resolution 13-04-P.** Staff Contact: Susan Miller

2.A.10 Legislation

2.A.10.1 *Removed from the Consent Calendar for Discussion*

2.A.10.2 *Removed from the Consent Calendar for Discussion*

2.A.12 Fourth Quarter 2012 Investment Portfolio Review. The Authority contracts with PFM Asset Management for portfolio management services to invest the Authority's cash assets. Periodically the PFM portfolio manager provides the APC with a market update and status report on the Authority's investment portfolio, investment strategies and performance. Staff Contact: Randall Carlton.

2.B Planning Committee:

2.B.1. Approval of the City of Walnut Creek's Calendar Years (CY) 2010 & 2011 Growth Management Program (GMP) Compliance Checklist. The City of Walnut Creek has submitted its Calendar Years 2010 & 2011 GMP Checklist. An allocation of \$719,569 in 18 percent Local Street Maintenance and Improvement (LSM) funds will be paid out for FY 2011-12 subject to the Authority making a findings of compliance with the Measure J GMP. Staff Contact: Martin Engelmann

End of Consent Calendar

2.A.10 Legislation. Staff Contact: Arielle Bourgart

2.A.10.1 Legislative History. This item comprises an overview of proposed state legislation of interest or potential interest to the Authority. The attached matrix summarizes the content of specific bills, tracks their progress through the legislative process, and indicates the Authority's position on the bills, if taken, as well as the support or opposition of other agencies/entities. The Authority may take action to support, oppose or watch any bill listed on the Legislative History, or any state or federal legislation pertaining to the Authority's legislative program.

2.A.10.2 State Legislation—Items for Discussion and/or Action.

ACTION: Commissioner Mitchoff moved to accept the legislative reports provided in Agenda Items 2.A.10.1 and 2.A.10.2, with the addition of AB 1179 to be tracked on the legislative history matrix going forward, seconded by Commissioner Taylor. The motion passed unanimously, 11-0.

DISCUSSION: Commissioner Mitchoff said that she understood that the Administration and Projects Committee (APC) had a discussion regarding what legislation the Authority should be watching, but she did not see AB 1179 related to school siting and transportation issues. Commissioner Mitchoff said that AB 1179 was on both the California State Association of Counties and the MTC legislative platform, and because it was transportation-related the Authority should be tracking the bill.

Randy Iwasaki said that while staff received direction from the Authority to track bills that relate to or affect transportation, AB 1179 may have been overlooked and would be added to the legislative matrix and tracked going forward.

Representative deVera asked for clarification of when staff would report on its legislative policy and the cap and trade program. Randy Iwasaki responded that at the APC meeting on March 7th, the Authority's policy and strategy relating to state legislation was discussed by the APC, and Juanita Martinez from Smith Watts and Martinez LLC reported on the cap and trade program.

3.0 MAJOR DISCUSSION ITEMS: None

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee:

4.A.9 Regional Express Lane Network

4.A.9.1 Metropolitan Transportation Commission (MTC) Status Update. In October 2011, MTC secured authorization from the California Transportation Commission (CTC) to develop and operate a 270 mile Regional Express Lane Network. Staff from MTC will provide an update on progress and planned activities related to governance structure, implementation strategies and the Phase 1 conversion project. Staff Contact: Ross Chittenden

ACTION: None taken – information only

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that the purpose of the Regional Express Lane Network items was to update the Authority on progress to date, and to initiate additional work necessary in Contra Costa.

Mr. Chittenden stated that during 2011 the Authority discussed the approach to the regional express lane network, scheduled a number of informational sessions and tours of the existing southbound I-680 express lane over the Sunol Grade, and in September voted unanimously to submit a letter of support to the California Transportation Commission (CTC) for MTC's proposed approach for implementation and operation of the regional express lane network. Following authorization, MTC began work on the network.

Mr. Chittenden explained that MTC and the Bay Area Toll Authority (BATA) were working with the Congestion Management Agencies (CMAs) of the affected counties to establish a policy body that gives the CMAs a voice and equitable representation on the Bay Area Infrastructure Financing Authority (BAIFA).

Mr. Chittenden introduced Andrew Fremier, MTC's Deputy Executive Director for Operations. Mr. Fremier noted first that MTC was committed to collaboration with the CMAs, Caltrans, and the California Highway Patrol as was promised early in the process. He then gave a PowerPoint presentation on the Express Lane Network.

The presentation included an overview of the Bay Area Express Lane System, which includes 550 miles total, 270 miles for which MTC is responsible, how express lanes work, the benefits to carpools and buses, and why express lanes are necessary in the Bay Area.

Mr. Fremier noted that MTC was striving to make the system as seamless as possible, and was committed to working on uniform signing and policies relative to charging practices and business rules. He further explained that MTC would first convert existing HOV lanes into toll lanes, and would use the revenue generated to help close the gaps in the network.

Mr. Fremier highlighted complementary strategies, including the Freeway Performance Initiative, which he said was designed to take a look at corridors and develop good transportation management systems such as information signs, ramp metering where appropriate, and other forms of communication to aid the commuter in making commute decisions. He emphasized that MTC recognized the importance of coordination, and said that affected agencies meet monthly at the executive level and more frequently at the technical level, to discuss projects underway, policy and design issues, and messaging.

Mr. Fremier reviewed the project plans, including the Tier 1 conversions and network gap closure projects under construction and the BAIFA and Tier 1 timelines. He said that in addition to the Tier 2 construction projects, MTC also had authority for a third tier of projects, but because they were costly and very controversial, it was not focusing on them.

Mr. Fremier explained that BAIFA was a separate authority created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and plan, and develop and fund transportation and related projects. He said that it was later amended (in September 2011) to include the development, operation, and financing of express lane facilities. Mr. Fremier discussed the current and proposed membership of BAIFA. He said that its responsibilities included approval of phasing and financing plans, the design, procurement, installation and construction of the express lanes and toll system, the adoption of business rules, tolling and operating policies, operation and maintenance of the express lanes and toll system, and funding for the network.

The presentation was included as a meeting handout.

Alternate Tatzin asked whether trucks would be permitted to use HOT lanes. Mr. Fremier responded that while trucks were eligible for Fast Track accounts, they were not allowed to use the left lane; the CHP would be responsible for enforcement.

Commissioner Hudson asked about BAIFA Board membership. Mr. Fremier explained that the MTC Chair representative would change every two years, and that the BATA Oversight Chair, county representatives, and Business Transportation and Housing Appointee could change every two years.

Representative deVera asked about the impact of HOT lanes on bus transit schedules, and said that she was concerned about the buses being slowed down. Mr. Fremier explained that the HOT lanes were actively managed and that the HOT lanes could be changed to HOV access only if it became necessary. He added that if the HOV system degraded, dialogue would be necessary to determine a more efficient use for the lane and possibly difficult policy decisions for the BAIFA Board and Caltrans.

4.A.9.2 Interstate 680 – North Segment (I-680N) Express Lane Conversion - Request for Proposals (RFP). Staff requests approval to issue a RFP to scope, environmentally clear and design the I-680N Express Lane. The I-680N Express Lane project proposes to convert High Occupancy Vehicle (HOV) lanes to express lanes on southbound I-680 from near the Benicia-Martinez Bridge to near Livorna Road in Alamo, and northbound I-680 from the I-680/SR242 interchange to near the Benicia-Martinez Bridge. Staff Contact: Ross Chittenden

ACTION: *Alternate Tatzin* moved to approve the release of a Request for Proposals to scope and environmentally clear the I-680 North segment of the regional express lane network, with amendments regarding project governance and communications as discussed by the Authority, seconded by *Commissioner Romick*. The motion passed 10-1, with a “No” vote by *Commissioner Butt*.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that the proposed Request for Proposals (RFP) would scope and environmentally clear the I-680 North segment of the regional express lane network and provide a final design package for the express lane and

gap closure project. Mr. Chittenden stated that the Authority or Caltrans would issue a construction contract to build the HOV gap closure, install the signs, and complete other minor work necessary in the conversion area prior to turning the facility to MTC for commencement of the integration process. Mr. Chittenden noted that the Authority would not own or operate the network.

Mr. Chittenden said that the purpose of the project was to close the gap in the HOV network and dramatically improve the free-flow of I-680. He said that the MTC express lane segment south of Walnut Creek would be open by 2015.

Mr. Chittenden said that while the Planning Committee recommended opening and operating the HOV lanes for six months prior to conversion to express lanes, staff did not support the recommendation due to the expense of both HOV and express lane signing, as well as the potential for driver confusion that could result from an HOV lane that funnels into an express lane; therefore staff believes it makes sense to open the lane as an express lane. He noted that the High Occupancy Toll (express lane) revenues would fund the completion of the gap closure project, and that funding for the RFP contract would be from Regional Measure 2 funds.

Mr. Chittenden noted that the scope of services included in the Authority packet included a few clerical corrections.

Mr. Chittenden stated that there was significant interest in the contract and that staff expected a lot of competition for the work. He said that staff planned to conduct interviews in May, and would likely seek approval from the Authority in June to begin negotiations with the selected firm.

Commissioner Pierce suggested that public outreach be done early in the process, to make it clear that the work is necessary to close the HOV gap in the corridor, and that perhaps the public outreach should be added to the scope of services for the HOV gap closure. She also noted that the public should be made aware that the funds derived from the project remain in the corridor and would benefit the corridor.

Mr. Chittenden said that he agreed that public outreach was greatly needed, and that he was participating, along with representatives from Alameda, Solano, MTC and its consultants, and Caltrans on a recently-

formed communications team. He said that in addition to broad, region-wide education plans, the team needed to begin advocating to stakeholders along the corridor. Mr. Chittenden said that staff would be working with BAIFA to solidify the policy agreements to include such outreach.

Alternate Tatzin asked about the governance structure for the project, noting that it could be helpful information for the consultants. Mr. Chittenden responded that the project was extremely complicated, and that in addition to the transportation agencies involved, BAIFA and the California Highway Patrol were also involved. He said that in addition to standards that would come from Caltrans, other standards would be developed by the technical working group through the contract integrator.

Commissioner Butt said that he was concerned that the project would increase the mobility of automobile commuters and the capacity on the freeways which would induce growth, while those who must rely upon bus transit would endure longer commute times to travel relatively short distances. *Commissioner Butt* said that he needed to see some form of cost sharing to support the project.

Commissioner Hudson said that he disagreed with *Commissioner Butt*, and that the project was desperately needed because Contra Costa's buses were stopped in the lanes. Therefore he said that the project was extremely important to Bishop Ranch and all of Contra Costa, and was a very high priority for TRANSPAC and SWAT.

Mr. Chittenden stated that that the Authority's 2011 letter to MTC in support of the project did not include a cost sharing provision, and that the issue would be best addressed by the Authority's representatives on BAIFA. Mr. Fremier added that *Commissioner Butt's* comments and concerns over growth were consistent with the regional plan, and that MTC was focused on the core urban portion of the network and footprint for express bus and HOV.

Commissioner Arnerich said that he (like *Commissioner Butt*) had also raised a concern about social equity, but now believes that the project is needed and is a strong supporter of it. He thanked staff for answering his question about why the lane should be opened as an express lane.

Commissioner Durant said that he supported the project due to the greater need to move people through the area by multiple means of transportation.

A brief discussion regarding the Contra Costa I-680 HOV gaps, operational improvements and express lane conversions ensued.

4.A.9.3 I-680 North Segment (I-680N) Express Lane Conversion - Authorization to Request RM2 Allocation from MTC for Environmental Clearance and Plans, Specifications and Estimate (PS&E). Staff requests authorization to submit an allocation request to MTC in the amount of \$9.2 million for environmental clearance and PS&E. **Resolution 13-07-P.** Staff Contact: Ross Chittenden

ACTION: Commissioner Pierce moved to approve Resolution 13-07-P to authorize submittal of an allocation request to MTC for \$9.2 million in RM2 funds, seconded by *Commissioner Romick*. The motion passed 10-1, with a “No” vote by *Commissioner Butt*.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that Agenda Item 4.A.9.3 concerned approval of Resolution 13-07-P, an administrative action necessary for MTC’s consideration of an allocation request for \$9.2 million in RM2 funds.

4.A.11 FY 2012-13 Mid-Year Budget Revision for the Contra Costa Transportation Authority and Congestion Management Agency Resolution 12-13-A, (Rev. 1). Each year the Authority considers mid-year amendments to the budget based on updated revenues and expenditures for the fiscal year. Staff recommends the proposed changes to the FY2012-13 Budget. **Resolution 12-13-A (Rev. 1).** Staff Contact: Randall Carlton

ACTION: Commissioner Arnerich moved to accept the 2012-13 Mid-Year Budget report and approve Resolution 12-13-A (Rev. 1), seconded by *Commissioner Glover*. The motion passed 10-0-1, with *Commissioner Butt* abstaining.

DISCUSSION: Randall Carlton, Chief Financial Officer, provided an overview and PowerPoint presentation on the Proposed Mid-Year FY 2012-13 budget, which he said included a number of adjustments – both increases and decreases – to the annual budget which was approved by the Authority in June. Mr. Carlton said that the proposed Mid-Year Budget represented a net increase of \$139 million over the original FY 2012-13 Budget.

Mr. Carlton stated that unlike the local jurisdictions, the Authority's budget funded projects and programs that were delivered in partnership with other agencies and a staff of only 20 CCTA employees. He noted that there were no collective bargaining groups, and that CCTA staff salaries and benefits were less than one percent of the \$400 million budget.

Revenues

Mr. Carlton stated that projected revenues had been revised to \$122.9 million, down from \$149.2 million in the original budget. Significant factors included an increase from \$70.6 million to \$72.6 million to reflect the improved sales tax revenue forecast, and a decrease in grant revenues from \$77.7 million to \$49.4 million. Mr. Carlton explained that the Authority used available bond proceeds instead of grant revenue, which he said could be spent at a later time.

Mr. Carlton reviewed historical sales tax revenues from 2007, noting that while the Authority experienced a double-digit decline in sales tax revenues for two consecutive years, they had improved each year since 2010. He noted that the Authority had recently received a report from Economic and Planning Services (EPS), the consultant that the Authority uses for sales tax projections, and that that actual sales tax revenues appeared to validate the study. Mr. Carlton said that staff recommended an increase of 5.6 percent from the prior year actual sales tax revenues to \$72.6 million, due to strong improvements in the retail, new auto sales, and service station sectors.

Expenditures

Mr. Carlton said that staff recommended an increase in proposed expenditures from \$333.4 million in the original budget to to \$499.1 million. He said that factors included a decrease for Project Annual Expenditures due largely to the timing of projects, as well as increases in Programs for allocations by formula to Local Street Maintenance due to revised sales tax revenues, and Planning and Administration due to additional planned public outreach related to the 2014 Countywide Transportation Plan. Mr. Carlton explained that the most significant factor affecting the proposed revision to expenditures was a result of the 2012 bond issuance that was used to pay off the 2010 bonds, saving the Authority over \$2 million per year in interest costs. He also noted that Other Financing Sources category captured a number of budget transfers and included the funds used to pay off the 2010 bonds.

Mr. Carlton noted that the APC recommended approval of the FY 2012-13 Mid-Year Budget revision and approval of Resolution 12-13-A, Rev. 1, as well as the

conversion of the Authority's limited 3-year Senior Engineer appointment to a permanent full-time employee as requested by staff.

Mr. Iwasaki added that Ivan Ramirez, the Senior Engineer, was an extremely valuable member of the team whose contributions included already saving the Authority a significant amount of money.

Commissioner Arnerich noted that for the first quarter of last year, Danville's sales tax revenue exceeded its previous high achieved in 2007.

4.B Planning Committee

4.B.2 Unified Call for Projects for Cycle 2 Federal Funding. MTC's Resolution No. 4035, initially adopted in May 12, 2012, and finalized in November 2012, established the program architecture for the allocation of \$795 million in federal funds for FY 2012-13 to FY 2015-16. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for allocating a total of \$51.238 million in Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funding for Planning, Local Streets and Road Preservation, Transportation For Livable Communities, and Safe Routes to School. Staff Contact: Martin Engelmann

4.B.2.1 Allocation of \$2.745 Million in Cycle 2 Federal Planning Funds for Local Priority Development Area (PDA) Planning and Implementation. In November 2012, MTC established a \$20 million planning program that would flow to the nine Bay Area Counties to support local planning activities related to Priority Development Areas (PDAs). Based upon a modified "OBAG" formula, Contra Costa would receive \$2.745 million. As the designated Congestion Management Agency (CMA) for Contra Costa, the Authority has the option to administer the funds. Expenditure of the funds must be in accordance with the *PDA Investment & Growth Strategy* currently under development by the Authority and scheduled for review in April 2013.

ACTION: Commissioner Mitchoff moved to proceed with Option 2, where the Authority would provide individual grants to local jurisdictions through a single program administered by the Authority, and authorize staff to notify MTC through transmittal of the proposed letter, seconded by *Alternate Tatzin*. The motion passed unanimously, 11-0.

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, stated that there was approximately \$51 million in Cycle 2 Federal funding available through MTC over the next four years. He said that allocation of the funds to the nine Bay Area counties was determined by MTC through Resolution 4035 (adopted by MTC in May 2012, subsequently modified in November 2012), and that staff had been working diligently to prepare for the release of the Call for Projects in an effort to get the funding out to Contra Costa's jurisdictions in accordance with the resolution.

Mr. Engelmann stated that there was \$2.745 million in Cycle 2 Federal Planning Funds available through the OneBayArea Grant (OBAG) program which would help the CMAs with the planning of their Local Priority Development Areas (PDAs). He highlighted the three options available to local jurisdictions for accessing the funds, and said that the Planning Committee recommended Option 2, whereby the Authority, as Contra Costa's Congestion Management Agency (CMA), would provide individual grants to local jurisdictions through a single program administered by the Authority.

Mr. Engelmann noted that a set of criteria for the selection of the projects would be included in the PDA Investment and Growth Strategy, which had been circulated to the various committees and would be brought to the Authority for approval in April.

Mr. Engelmann said that staff was also seeking authorization to notify MTC of the Authority's selected option through transmittal of the draft letter which was included in the agenda packet.

Commissioner Arnerich noted that while he supported the selection of Option 2, Danville did not have a PDA, BART, nor was it near a transit hub, and therefore could be considered a "donor".

4.B.2.2 Call for Projects for the OneBayArea Grant (OBAG) Program. As the Congestion Management Agency (CMA) for Contra Costa, the Authority has the responsibility of overseeing the allocation of certain federal funds available through the Metropolitan Transportation Commission (MTC). In May of 2012, MTC adopted Resolution No. 4035 which, among other things, created the OneBayArea Grant (OBAG) program. The purpose of the OBAG program is to fund transportation investments that reward jurisdictions that produce housing and focus transportation

investments in Priority Development Areas (PDAs) while providing more funding and flexibility to counties. Working with the PDA Working Group, made up of local staff and representatives of development and advocacy groups, and consultants, staff has prepared a proposed process and criteria for selecting projects and programs for funding through OBAG.

ACTION: Commissioner Romick moved to approve the proposed process for the selection of projects for funding through the OBAG program and release of the OBAG Call for Projects, seconded by *Alternate Tatzin*. The motion passed 10-0-1, with *Commissioner Arnerich* abstaining.

DISCUSSION: Mr. Engelmann stated that there was \$45.2 million in federal funding available through the OneBayArea Grant (OBAG) program for projects and programs in Contra Costa through FY 2015-16. He said that initially there was a limited amount of funding for Local Streets and Roads, but because MTC had changed the requirements, the amount of funding had increased significantly to \$16.6 million, the maximum amount that the Authority could allocate for Local Streets and Roads. Mr. Engelmann explained that 70 percent of the OBAG funds were required to be spent in or in “proximate access” to Priority Development Areas (PDAs), and that the Authority was required to conduct an open public process. Mr. Engelmann stated that the Call for Projects was issued on March 8th, the criteria was developed and fully-vetted, and that projects were due April 19th. He said that after CMA administration costs, the remaining \$24 million would be allocated to Transportation for Livable Communities (TLC) or bike-ped projects that serve PDAs.

4.B.2.3 Release Safe Routes to School (SR2S) “Call for Projects” to the Regional Transportation Planning Committees (RTPCs) and Program Managers.

Approximately \$3.3 million in federal funding is available through MTC for SR2S programs. As with the OBAG program, the CMAs have accepted delegation of the program selection process. Working with a committee comprised of transportation managers and SR2S program managers from around Contra Costa, Authority staff has developed a policy framework for allocating the funds to the RTPCs based upon K-12 student enrollment. During April and May, the SR2S Program Managers will assemble a list of high priority SR2S programs that they will forward to the RTPCs for adoption. The Authority is responsible for submitting a list of proposed projects to MTC by July 31, 2013.

ACTION: Commissioner Romick moved to approve the release of the Safe Routes to School Call for Projects, seconded by Commissioner Glover. The motion passed unanimously, 11-0.

DISCUSSION: Mr. Engelmann stated that there was approximately \$3.3 million in Cycle 2 federal CMAQ funding available for Safe Routes to School (SR2S) projects, which he said represented an increase due to the addition of an extra year. He explained that staff had been working with a SR2S oversight committee, comprised of transportation managers and the SR2S program managers from around Contra Costa to develop a policy framework for allocation of the funds among the four regional committees. Mr. Engelmann said that the Call for Projects was issued on March 8th, and that following review by the RTPCs, the Authority would be responsible for submitting a list of proposed projects to MTC by July 31st.

4.B.3 SB 375/SCS Implementation Update. Staff Contact: Martin Engelmann

ACTION: None taken – information only

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, provided an update on SB 375 and implementation of the Bay Area’s first Sustainable Communities Strategy (SCS). He said that MTC planned to release the Draft 2013 Regional Transportation Plan (RTP) on March 22nd, and that the Draft EIR would be released on March 29th.

Mr. Engelmann stated that MTC staff would present the Draft Plan Bay Area to the Authority at its meeting on April 17th, and that a public workshop would be held on April 22nd at the Marriott Hotel in Walnut Creek at 6:30 p.m. He noted that comments on both the Draft Plan and Draft EIR were due to MTC by May 16th, which would allow the Authority the opportunity to review and discuss comments at its meeting on May 15th prior to forwarding them to MTC by the May 16th deadline.

5.0 CORRESPONDENCE AND COMMUNICATIONS:

5.1 Letter dated February 28, 2013 from Contra Costa Council RE: Proposed I-680 HOV direct Access Ramps.

Mr. Iwasaki noted that staff had worked closely with Contra Costa Council to get a letter of support for the direct access ramps, which would help buses get in and out of Bishop Ranch faster and more safely.

- 5.2 Letter dated February 25, 2013 from the San Francisco Bay Chapter of the Sierra Club RE: SR 239.

Mr. Iwasaki noted that he had a conversation with an environmental activist in which he clarified that the Authority would be studying *all options* in the corridor, and not only a possible highway between Tracy and Brentwood.

- 5.3 *Agency Comment Request* dated March 6, 2013 RE: Tassajara Parks (previously New Farm) from Contra Costa County Department of Conservation and Development; Received March 8, 2013.

Mr. Iwasaki commented that the request from Contra Costa County related to Tassajara Parks could test the Authority's Growth Management process.

An article, "Pittsburg Puts More Money Toward Future BART Station", posted on March 18, 2013 in the Contra Costa Times was distributed as a meeting handout.

6.0 ASSOCIATED COMMITTEE REPORTS:

- 6.1 Central County (**TRANSPAC**): Report of February 14, 2013
- 6.2 East County (**TRANSPLAN**): *Meeting of March 14, 2013 canceled*
- 6.3 Southwest County (**SWAT**): Report of March 4, 2013
- 6.4 West County (**WCCTAC**): *Meeting of February 22, 2013 canceled*

7.0 COMMISSIONER AND STAFF COMMENTS:

- 7.1 Chair's Comments and Reports

Chair Abelson reported that she, the Vice Chair, and Authority staff had taken a legislative trip to Washington DC which she thought was very productive. She said that the group visited Congressman Miller, Congressman McNerney, and Congressman Garamendi, the head of American Public Transit Association (APTA), and Chief Operating Officer and US Deputy Secretary John Pocari.

Chair Abelson noted that the group utilized transit while in Washington DC.

Chair Abelson said that she found the visit with ITS America most interesting, which led to her attend the ITS America Smart Parking Symposium 2013, which was held in Berkeley on March 18-19.

Commissioner Romick commented that the group also discussed Congress's success in getting longer-term Surface Transportation legislation (six years instead of two), and also discussed the implementation of Buy America and some of the problems related to the uncertainty of the lineage of materials.

7.2 Commissioners' Comments and Reports

Commissioner Butt said that he found the agenda packets to be unwieldy, and suggested that the Authority's website include links to related attachments in the Committee packets that are not repeated in the Authority packet.

Commissioner Hudson noted that he had met with Congressman Mike Thompson who was very interested in the Hercules Intermodal Transit Center.

7.3 Executive Staff Comments and Reports

Mr. Iwasaki reviewed his Executive Director's report, also noting that due to mild weather which has allowed construction to progress swiftly, staff hoped for an early opening of the Sand Creek Interchange on December 18th.

8.0 CALENDAR:

8.1 Meeting Calendar: April, May, June 2013

Chair Abelson noted that because July APC meeting date (first Thursday of the month) falls this year on the Fourth of July holiday, the APC would discuss an alternative meeting date.

8.2 Calendar of Upcoming Events

9.0 ADJOURNMENT to Wednesday, April 17, 2013, at 6:00 p.m.

The meeting was adjourned at 8:06 p.m. to Wednesday, April 17th at 6:00 p.m.

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