



## Authority Board Meeting **MINUTES**

**MEETING DATE:** October 16, 2013

**MEMBERS PRESENT:** Janet Abelson, Newell Arnerich, Tom Butt, Federal Glover, Dave Hudson, Ron Leone, Mike Metcalf, Karen Mitchoff, Julie Pierce, Kevin Romick, Robert Taylor

Ex-Officio Representatives: Myrna de Vera, Joel Keller

**STAFF PRESENT:** Randell Iwasaki, Amin AbuAmara, Brad Beck, Randall Carlton, Ross Chittenden, Martin Engelmann, Jack Hall, Brian Kelleher, Matt Kelly, Susan Miller, Hisham Noeimi, Ivan Ramirez, Linsey Willis, Mala Subramanian (Authority Counsel), Danice Rosenbohm (Executive Secretary)

**MINUTES PREPARED BY:** Danice Rosenbohm

---

**A. CONVENE MEETING:** *Chair Abelson* convened the meeting at 6:06 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 Meeting Minutes of September 18, 2013.

*ACTION: Commissioner Pierce* moved to approve the Authority Meeting Minutes of September 18, 2013, seconded by *Commissioner Romick*. The motion passed 10-0-1, with *Commissioner Metcalf* abstaining.

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

*ACTION: Commissioner Pierce* moved to approve the Consent Calendar, seconded by *Commissioner Mitchoff*. 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 Accept Monthly Accounts Payable Invoice Report for August 2013.** The accompanying report provides a listing of invoices paid in alphabetical order by

vendor or payee name for the month of August 2013. Staff Contact:  
Randall Carlton

**2.A.3 Listing of Contract Change Orders (CCOs) Greater than \$25k for Construction Contracts Less than \$15M, and Greater than \$50k for Construction Contracts Larger than \$15M.** CCOs are used during a project's construction phase to adjust the construction price to reflect agreed-upon changes in the plans, schedule, or in the working conditions that the contract was originally based upon. Authority policy requires that this list be submitted to the APC for information. Staff Contact: Ivan Ramirez

**2.A.4 Quarterly Project Funding Plans – Major State Highway Projects.** The quarterly report on the status of ongoing consultant project-related contracts as well as on key project funding issues is attached. Staff Contact: Susan Miller

**2.A.5. Legislation.** The Authority's federal lobbying firm, Keystone Public Affairs, has provided a general update on the government shutdown and sequestration. The Authority may take action on any item state or federal legislation pertaining to the Authority's legislative program. Staff Contact: Linsey Willis *(Note: A US Department of Transportation summary of positions affected by a lapse in annual appropriations was distributed as a meeting handout.)*

**2.B Planning Committee:**

**2.B.1. Approval of the City of Pleasant Hill's Calendar Years (CY)s 2010 & 2011 Growth Management Program (GMP) Compliance Checklist.** The City of Pleasant Hill has submitted its Calendar Years 2010 & 2011 GMP Checklist. An allocation of \$453,991 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

**2.B.2 Approval of the City of Martinez' Calendar Years (CY)s 2010 & 2011 Growth Management Program (GMP) Compliance Checklist.** The City of Martinez has submitted its Calendar Years 2010 & 2011 GMP Checklist. An allocation of \$458,886 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

**2.B.3 Approval to Extend the Deadline for Submittal of the CYs 2010 & 2011 GMP Compliance Checklist based upon a Statement of Progress Received from the City of Hercules.** To receive FY 2011-12 and FY 2012-13 Measure J 18 percent Local Street Maintenance and Improvement (LSM) Funds, local jurisdictions must submit a Compliance Checklist indicating that all of the requirements of the GMP

have been met for the reporting period of CY 2010 & 2011. To date 19 of 20 local jurisdictions have submitted completed Checklists. In accordance with adopted Authority policy, to remain eligible to receive LSM funds, as well as certain other funds as specified in the Measure J Expenditure Plan, local jurisdictions that are unable to fulfill the GMP requirements and submit a Checklist by June 30<sup>th</sup> have the option to submit a "Statement of Progress" to the Authority, indicating progress made towards compliance, remaining issues, and a schedule for achieving compliance. The City of Hercules has submitted a Statement of Progress requesting additional time to complete its Measure J Growth Management Element (GME). Staff recommends that the Authority approve the City's request for a schedule extension. Staff Contact: Martin Engelmann

**2.B.4 FY 2013-14 Allocation of Measure J Central County Additional Transportation Programs for Seniors and People with Disabilities (Program 20a) Funding.**

Approval would allocate \$249,943 of Measure J Central County sub-regional program funds to programs which provide transportation services to seniors and people with disabilities in Central County. The projects were considered and approved by TRANSPAC on September 12, 2013. **Resolution 13-39-G.** Staff Contact: Peter Engel

**2.B.5 Approval of FY 2013-14 Measure J Allocation for the Central County Safe Transportation for Children Program (Sub-Regional Program 21a).**

The Measure J Expenditure Plan establishes the Central County Safe Transportation for Children Program (Program 21a) at 0.5 percent of sales tax revenues. As a sub-regional program the funds are programmed by TRANSPAC. At its September 12, 2013 meeting, TRANSPAC took action on programming a portion of available funds to Central County 511 Contra Costa program for the provision of various programs and projects that will improve children's safety in getting to and from school. **Resolution 13-47-G.** Staff Contact: Peter Engel

**2.B.6 Revision of Resolution 12-47-G Repair and Rehabilitation of Delta-de Anza and Marsh Creek Trails.**

In July 2012, the Authority approved Resolution 12-47-G which allocated \$500,300 in Measure J Program 13 funds for the repair and rehabilitation of the Delta-de Anza and Marsh Creek Trails. Complex subgrade conditions have kept the project sponsor, the East Bay Regional Park District, and the owner of the right-of-way, the Contra Costa Water District, from coming to agreement on how to rehabilitate one segment of the project. As a result, the Park District is requesting a change in the scope outlined in the funding resolution to fund the repair of a different segment of the Delta-de Anza Trail. **Resolution 12-47-G, Revision 1.** Staff Contact: Brad Beck

- 2.B.7 Adoption of Amended Cooperative Agreements 12W.04 and 13W.02 and Funding Resolution 13-50-G.** The City of Richmond has requested changes to the cooperative agreements that the Authority reviewed and approved in July 2012 for allocation of Measure J Programs 12 (CC-TLC) and 13 (PBTF) funds. These changes are consistent with language that was reviewed and approved by Authority counsel and incorporated into previous agreements with BART and Contra Costa County. In addition, Authority staff is asking for the approval of a funding allocation resolution for Richmond Transit Village (Phase II): Nevin Avenue, BART to 19th Street (Project 120006). This resolution will allocate funds previously set aside in the CC-TLC / PBTF Programming Plan for the Plans, Specifications and Estimates phase of the project. **Resolution 13-50-G.** Staff Contact: Brad Beck
- 2.B.8 Adoption of Resolution 13-48-G Authorizing Application for Funding for the PDA Planning Grant Program.** To receive federal funding for a project or program, MTC requires agencies to adopt a resolution of local support. The resolution commits the agency to provide the matching funds required by federal law and to comply with the procedures, delivery milestones and funding deadlines specified in MTC Resolution No. 3606. As a recipient of federal STP funds for the PDA Planning Grant Program, the Authority must adopt a resolution of support that conforms to MTC guidelines. **Resolution 13-48-G.** Staff Contact: Brad Beck
- 2.B.10 Preliminary Review of the Calendar Year 2012 & 2013 Measure J Growth Management Program (GMP) Biennial Compliance Checklist.** The next GMP compliance reporting period will cover Calendar Years (CY) 2012 & 2013. The full Measure J Checklist will be released to local jurisdictions in early 2014. Staff recommends that the Planning Committee delegate the detailed discussion of the Measure J Checklist to the Growth Management Program Task Force. Concurrently, the Authority's Citizen's Advisory Committee is also review the Checklist. Staff Contact: Martin Engelmann

#### End of Consent Calendar

### 3.0 MAJOR DISCUSSION ITEMS:

- 3.B.11 Presentation on the SR 239 Draft Feasibility Study.** A draft Feasibility Study for the State Route (SR) 239 Corridor is available on the *TriLink239.org* website. Staff and consultants will provide an overview of the Feasibility Study at the full Authority Board meeting on October 16, 2013. Staff Contact: Martin Engelmann

*ACTION:* Commissioner Glover moved to accept the SR 239 Draft Feasibility Study report, seconded by Commissioner Arnerich. The motion passed 10-1, with a “No” vote by Commissioner Butt.

*DISCUSSION:* Martin Engelmann, Deputy Executive Director for Planning, stated that the County had procured a \$14 million federal grant under SAFETEA-LU in 2005 for a State Route 239 (SR 239) Feasibility Study, after which the study administration was transferred to CCTA in January 2012. He introduced key players, including the Team Leader and Project Manager, Steve Morton from Parson’s Transportation Group, and David Earley, from the Planning Center/DC&E, who gave a PowerPoint presentation on the SR 239 Feasibility Study.

Mr. Earley provided background information and described the steps that were taken in the study, which included building a 10-county traffic model, developing potential route options, examining implementation scenarios, and engaging stakeholders and the public. He said that the study findings revealed that SR 239 would improve connectivity and relieve congestion, support local job growth, enhance goods movement, improve roadway safety and emergency access, and reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Emissions.

Mr. Earley outlined the Feasibility Study review, approval, and implementation steps. He noted the Draft Feasibility Study had been published and that comments were being accepted through October 31<sup>st</sup>. In the interim, Mr. Earley said that the Feasibility Study was being presented to study area Councils and Boards, after which a Final Feasibility Study would be prepared and presented to the Policy Advisory Committee, which is comprised of elected officials from the various participating agencies, for approval in December of this year.

Mr. Earley said that once the Feasibility Study is accepted, a more formal planning process – including engineering and environmental studies – would take approximately five years, after which funding would be sought, right-of-way obtained, and construction could begin in approximately the year 2024.

*Commissioner Hudson* said that the presentation did not include any mention of the Byron Airport, its potential commercial use or economic viability. Mr. Earley responded that the airport connector, which would connect to the airport from both Vasco Road and Tracy, was a priority project within the study. He noted that the project would allow for additional job generation at the airport, but that the area around the airport was outside the Urban Limit Line.

*Commissioner Metcalf* asked how the transit options related to BART's plans. Mr. Earley responded that the team had been studying a transit option which would include bicycles and pedestrians, and was evaluating a potential alignment that would connect in the north or northwest to an extension of eBART, other rail service, or bus rapid transit, into Tracy.

*Commissioner Arnerich* said that he appreciated the clear and concise presentation and that moving forward was the right thing to do.

*Commissioner Pierce* said that she agreed with *Commissioner Arnerich*, and that it was important to invigorate the economy of eastern Contra Costa County so residents need not commute outside the region.

*Commissioner Pierce* asked if the team was prepared for additional traffic on State Route 4. Mr. Earley responded that the issue would require further study, however because the State Route 4 Bypass was still under construction, conditions would continue to improve over time and the Bypass should have sufficient capacity for additional traffic.

*Commissioner Pierce* asked Authority staff to investigate whether capacity could be added on State Route 4 in the future, to avoid the potential for a traffic bottleneck.

Ross Chittenden, Deputy Executive Director for Projects, noted that the SR4 Bypass alignment could accommodate up to eight traffic lanes – four in each direction – with room for transit in the median.

*Commissioner Mitchoff* stated that the Buchanan Airport in Concord would never expand and that the County was planning for the Byron Airport to grow, due in part to access to Interstate 5.

*Commissioner Butt* said that it seemed counterintuitive that building a freeway could reduce VMT and GHG emissions. Mr. Earley responded that the study looked at the same amount of growth and development (with and without SR 239), and that shorter trip lengths resulted in an overall reduction of VMT and GHG emissions.

*Commissioner Butt* noted that when traffic is relieved on a highway more people tend to use it, and that the project could induce growth in Tracy. He stated that a project expected to have profound impacts on traffic in a region should be

coupled with other planning strategies to ensure a jobs-housing balance and discourage sprawl.

*Commissioner Romick* stated that TRANSPLAN had been studying the project for a number of years and trying to identify ways to increase roadway services in the vicinity of the airport to promote job growth. He said that anything that could be done to concentrate jobs in the region would be beneficial.

*Commissioner Romick* asked how much of the planning process would be covered by the initial \$14 million investment. Mr. Engelmann referred to the Implementation Steps slide and noted that approximately \$4 million had already been committed for the Planning Feasibility Study and Project Initiation Documents segments of the process. He said that the Program Environmental Clearance/Route Adoption and Environmental Document would consume approximately \$11 million, leaving approximately \$6 million for preliminary engineering/final design and Right-of-Way/Utilities. Therefore, Mr. Engelmann said that it was unlikely that much funding would remain for construction.

*Alternate Leone* stated that he supported the project. He asked about any plans for connections east from State Route 4 toward Stockton. Mr. Earley responded that there were none, and because the highway was constrained by the delta, there was limited capacity for improvement. He noted also that because the earmark in the federal legislation specified study parameters from Brentwood to Tracy, the team was precluded from studying it.

*Commissioner Glover* stated that the project was discussed by the Contra Costa County Board of Supervisors thirteen years ago when he became a County Supervisor and it was part of his district. He said that the County's vision was to remove the cul-de-sac and have a free-flowing roadway, and more importantly to create jobs. He noted that the Byron Airport had always been a part of that vision, and that Representative Ellen Tauscher was a key advocate. He said that the federal funding made available to Contra Costa for the study was in part due to her support, as well as that of the cities and neighboring communities.

*Commissioner Glover* also noted that since joining the MTC Board six years ago, the route was now recognized as a Route of Regional Significance and that the project would be conducive for goods movement. He thanked CCTA, and said that he was hopeful the Authority would see additional funding in the future.

*Commissioner Hudson* noted that there were three subdivisions already under construction in the area and that building could not be prevented. He said that the issue was about goods movement and creating jobs.

*Commissioner Taylor* noted that he had learned that the Byron Airport already owns the air space and is cleared for jets.

*Commissioner Pierce* said that project was consistent with all of the planning that had been done in Contra Costa for over ten years, and agreed the issue was about bringing good jobs to East County. She added that the \$14 million would get the project shovel-ready.

The presentation was distributed as a meeting handout.

#### 4.0 REGULAR AGENDA ITEMS:

##### 4.A Administration & Projects Committee:

**4.A.6 Granting Authority to Executive Director to Resolve Claims Made Against the Contra Costa Transportation Authority Not Exceeding Twenty Five Thousand Dollars (\$25,000).** State laws allows for the Board to delegate decisions related to claims of damages made against the Authority to the Executive Director. This would be a more efficient method of rejecting, accepting or compromising for settlement of such claims. **Resolution 13-37-A.** Staff Contact: Randall Carlton

*ACTION:* *Commissioner Arnerich* moved to approve Resolution 13-37-A authorizing the Executive Director to resolve small claims made against the Authority, seconded by *Commissioner Romick*. The motion passed unanimously, 11-0.

*DISCUSSION:* No verbal staff report was provided, as a motion to approve the item was made immediately. *Chair Abelson* commented that the City of El Cerrito also allows its staff to settle small claims of \$25,000 or less.

**4.A.7 Resolution Fixing the Employer's Contribution under the Public Employees' Medical and Hospital Care Act. Resolution 13-46-A.** A resolution is required by CalPERS to change the Authority's medical contribution levels. Historically, Authority contributions have been based on the lowest cost HMO plan (currently Kaiser). Effective January 1, 2014 Anthem Blue Cross Bay Area will be the lowest cost HMO plan. Therefore, Authority contribution rates may be adjusted downward due to the lower cost HMO plan. Staff Contact: Randall Carlton



*ACTION:* Commissioner Mitchoff moved to approve Resolution 13-46-A reducing the Authority's healthcare contribution amounts, seconded by Commissioner Arnerich. The motion passed unanimously, 11-0.

*DISCUSSION:* Randy Carlton, Chief Financial Officer, stated that current policy limits the Authority's healthcare benefit contribution amount to 95 percent of the lowest cost HMO plan, which historically has been the Kaiser Bay Area plan. Mr. Carlton explained that beginning January 1<sup>st</sup>, a new HMO plan – Anthem Blue Cross Select – would be the lowest cost HMO plan, and that CalPERS required notification by Authority Resolution to make the new rates effective for 2014. He noted that the new rates would reduce the amount the Authority contributes by \$347 per month to \$23,282, and said that employees were informed of the new rates prior to the open enrollment period to allow them to make an informed choice among the offered health plans for the new calendar year.

*Commissioner Mitchoff* asked when staff would be presenting the total compensation (salary and benefits) study. Mr. Carlton responded that staff planned to present the results of the study to the Authority in April 2014.

**4.A.8 State Route 4/State Route 160 Connector Ramps (Project 5001) - Authorization to Execute Revised Cooperative Agreement 04-2495 with the California Department of Transportation (Caltrans) to Perform Oversight of the Construction Project.** Staff seeks authorization for the Chair to execute a revised Cooperative Agreement 04-2495 with Caltrans to specify roles and responsibilities during construction and to reimburse Caltrans for its cost of project oversight. The Authority will advertise, award and administer the construction project with Caltrans oversight. The Authority approved an earlier version of Cooperative Agreement 04-2495 at its July 17, 2013 meeting; however, that version did not include a requirement to reimburse Caltrans for oversight costs. Staff Contact: Jack Hall

*ACTION:* Commissioner Glover moved to authorize the Chair to execute revised Cooperative Agreement 04-2495 with Caltrans (CCTA's agreement 90.14.27) and allow the Executive Director to make non-substantive changes to the agreement language, seconded by Commissioner Metcalf. The motion passed 10-0-1, with Commissioner Arnerich abstaining.

*DISCUSSION:* Jack Hall, Associate Engineer, stated that CCTA advertised the SR 4/160 connector project on September 19<sup>th</sup> and that there were twelve major contractors on the plan holders list, or 23 firms including sub-contractors. He

said that the bid opening date was scheduled for Wednesday, November 13<sup>th</sup> at 2:00 p.m., and that staff would ask the Authority to award the contract at its meeting in December.

He explained that the Authority approved a project construction cooperative agreement with Caltrans in July that did not include Caltrans reimbursement for Independent Quality Assurance (IQA) activities. Subsequently, staff met with Caltrans and after receiving clarification concerning reimbursement to Caltrans for IQA, agrees that paying Caltrans for IQA is necessary. Mr. Hall said that the cost for IQA was estimated at \$400,000.

Mr. Hall said that staff was requesting authorization for the Chair to execute revised cooperative agreement 4-2495 with Caltrans, and for the Executive Director to make non-substantive changes to the agreement language.

*Commissioner Glover* noted that the project was one of the Executive Director's first successes after joining CCTA.

*Commissioner Romick* asked whether the agreement could include language disallowing costs in excess of the estimated \$400,000. Mr. Hall responded that the proposed agreement was based on time and materials, and already included language that would require the agreement to be re-negotiated if costs exceed \$400,000.

- 4.A.9 Caldecott Fourth Bore Project (Project 1698/1001) – Authorization to Execute Amendment No. 5 to Cooperative Agreement No. 90.16.04 with Caltrans for Construction and Construction Management Services.** Staff request authorization for the Executive Director to execute Amendment No. 5 to Cooperative Agreement No. 90.16.04, which adds \$2,796,000 in ARRA funds to address Caltrans construction support costs to complete the project. Staff also requests authorization for the Executive Director to execute a new amendment to add \$12 million in new ARRA funds for construction capital once allocated by the CTC. Staff Contact: Ross Chittenden

*ACTION: Commissioner Arnerich* moved to authorize the Executive Director to execute Amendment No. 5 to Cooperative Agreement No. 90.16.04 with Caltrans and authorization for the Executive Director to execute a new cooperative agreement adding \$12 million in ARRA funds, seconded by *Commissioner Pierce*. The motion passed unanimously, 11-0.

*DISCUSSION:* Ross Chittenden, Deputy Executive Director for Projects, gave a PowerPoint presentation on the Caldecott Fourth Bore Project, which included an update on the budget, schedule, and plans for a ribbon-cutting event. He introduced Cristina Ferraz, Project Manager from Caltrans, and noted that Steve Whipple and Bill Bornman from the Caltrans construction team were available to answer questions.

Mr. Chittenden stated that staff was seeking approval and authorization for the Chair and Executive Director to execute an amendment to the cooperative agreement with Caltrans for construction of the Caldecott Fourth Bore project. He explained that the amendment, which would soon be provided by Caltrans, would add approximately \$15 million in American Recovery and Reinvestment Act (ARRA) funding into the construction budget. He noted that the cooperative agreement included in the Board packet added \$2.796 million in funds that were allocated by the California Transportation Commission in August, after which Caltrans received additional ARRA savings and obligated \$12.13 million more to the project.

Mr. Chittenden highlighted elements of the updated \$417.07 million overall project budget. He stated that the project was being implemented under four contracts, and that the State Route 24/Highway 13 ramps project and the K Street improvements were combined and had been completed. Mr. Chittenden said that the landscape project was in design and expected to be completed within the original budget of \$7.42 million. He said that environmental clearance (\$20.48 million), design (\$32.67 million), and right-of-way (\$1.07 million) phases of the project had been completed, and that construction support was fully funded at \$52.5 million.

Mr. Chittenden noted that the remaining \$299.2 million capital construction budget exceeded the estimated costs to complete construction, which he said ranged from \$280.94 million to \$291.01 million based upon a risk-based analysis conducted by the project team. He said that outstanding risks included electrical and communication systems and resulting delays, potential claims for concrete repairs and cumulative impacts. Mr. Chittenden said that he was pleased to report that the remaining reserve, estimated at between \$8.19 million and \$18.25 million, could then be redirected to other projects in Contra Costa.

Mr. Chittenden noted that Caltrans staff had advised that the likely date to open the new tunnel was the weekend of November 16<sup>th</sup>, with all tunnels open to traffic sometime Sunday November 17<sup>th</sup> contingent upon weather-dependent work (such as roadway striping) that would be completed that weekend. He

noted that Ms. Ferraz and Linsey Willis, Director of External Affairs, had been coordinating efforts with other stakeholders on a ribbon cutting ceremony, and that the date would soon be confirmed.

Mr. Chittenden said that remaining critical work included completion of systems installation and testing in preparation for a field inspection by the State Fire Marshall and first responders, which should occur in early November.

Mr. Chittenden thanked Cristina Ferraz, Steve Whipple, Bill Bornman and the entire project team for their hard work.

The presentation was distributed as a meeting handout.

*Commissioner Taylor* said that because the Caldecott Fourth Bore project was awarded the largest allocation of federal recovery act funds in the nation (at time of award in 2009), he hoped that there would be good representation by Contra Costa's local and federal legislators at the ribbon-cutting event. Mr. Chittenden responded that staff was working very hard to ensure that the event is well-attended.

*Commissioner Arnerich* said that the Caldecott Fourth Bore project exhibits to the public that local control has value, and that the Authority should be very proud of it. He thanked staff for the clear and concise budget presentation.

**4.A.10 Revised 2014 State Transportation Improvement Program (STIP) Candidate Projects.** Due to a recent update of the 2014 STIP Fund Estimate, Contra Costa's share increased by \$1.2 million. Staff will present the revised recommendations for candidate projects and seeks approval of the revised 2014 STIP project list. Staff Contact: Amin AbuAmara

*ACTION: Commissioner Pierce* moved to approve the revised 2014 STIP project list, seconded by *Commissioner Glover*. The motion passed unanimously, 11-0.

*DISCUSSION: Amin AbuAmara*, Senior Engineer, stated that recently the California Transportation Commissioner adopted a revised 2014 STIP fund estimate which resulted in an increase of approximately \$1.2 million for Contra Costa. He explained that staff then contacted Contra Costa County, as the runner-up to receive the funds, and that the County elected to change its choice of projects from Appian Way Complete Streets to Kirker Pass Road Northbound Truck Climbing Lane for use of the funds. Mr. AbuAmara said that staff concurred with the County's request and was seeking Authority approval of the change.

A letter from SWAT dated October 7, 2013 of support for the SWAT sub-region's candidate project applications for the 2014 STIP was distributed as a meeting handout.

*Commissioner Hudson* commented on the amount of funding that could be used for MTC programming staff, and asked if others thought it was unusually large. Mr. AbuAmara responded that because MTC had jurisdiction over the Bay Area's STIP shares, it was entitled to a portion of Project Programming and Monitoring funds.

*Commissioner Pierce* thanked the County for including the Kirker Pass truck climbing lane, which she said would improve safety on the roadway.

*Commissioner Arnerich* asked why MTC would receive 17 percent when design fees were not even close to that amount. Hisham Noeimi, Engineering Manager, responded that the rate, which was negotiated many years ago, covered overhead and had been decreasing over the years.

*Commissioner Butt* asked about interest in Appian Way Complete Streets project, the fifth ranked project. Mr. Noeimi explained that when the projects were ranked, there was not enough funding for the third-ranked project and staff and the County agreed to move forward with the fifth-ranked project instead. Because the amount of funding increased and could now accommodate the third-ranked project that was previously skipped, County staff decided to revert to the original ranked list.

*Commissioner Hudson* noted that he was disappointed that the Camino Tassajara Realignment: Windemere Parkway to Fallon Road project was unsuccessful in securing funding.

*Commissioner Metcalf* noted that Moraga had again been unsuccessful in garnering funding for its project, but would continue its efforts. He suggested that the Authority consider relating to MTC its concern about the significant amount of funding being taken for overhead.

#### **4.B Planning Committee**

- 4.B.9 Discussion of Vision, Goals, and Current Issues for the 2014 Countywide Transportation Plan (CTP) and Action Plan Updates.** The vision and goals in the Countywide Comprehensive Transportation Plan (CTP) outline the themes and aims to be pursued by the Authority. As a first step in developing the 2014 CTP Update, scheduled for completion in late 2014, staff is proposing to have the Planning Committee review a discussion paper regarding the draft 2014 CTP

Update vision, goals, and current issues, and release it to the RTPCs for review and comment in parallel with the development of the draft Action Plan updates. Following this initial review, a broader public outreach effort will be undertaken to receive further input from Contra Costa's stakeholders and constituents. Staff Contact: Martin Engelmann

*ACTION:* Commissioner Taylor moved to approve the Planning Committee's release of the Draft CTP Vision, Goals, and Issues paper for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance, seconded by Commissioner Hudson. The motion passed unanimously, 11-0.

*DISCUSSION:* Martin Engelmann, Deputy Executive Director for Planning, stated that staff was in the process of updating the Countywide Transportation Plan (CTP), which is planned for release in April of 2014. He said that staff was working on the Action Plans, public outreach, and with consultants on the framework for the new CTP, that would look out to the year 2040.

He explained that as part of the process, staff generally looks at the vision and goals of the previous CTP and proposes updates to it as appropriate. He said that staff was trying to incorporate the concept of sustainability, and MTC's Sustainable Communities Strategy, as required under SB 375, into the Plan.

Mr. Engelmann said that staff was seeking Authority approval of the Planning Committee's release of the Draft CTP Vision, Goals, and Issues paper as revised for review by the RTPCs in conjunction with the development of the updated Action Plans for Routes of Regional Significance.

## **5.0 CORRESPONDENCE AND COMMUNICATIONS:**

**5.1** Letter from the City of Pittsburg dated September 24, 2013 RE: ECCRFFA .

*Chair Abelson* commented that the news about the City of Pittsburg rejoining ECCRFFA was very good, and thanked all who helped achieve the resolution.

**5.2** Joint letter from, ACTC, STA, CCTA, SCVTA, and MTC to Caltrans RE: Caltrans Draft Deputy Directive on Managed Lane Facilities (DD-43-R1)

## **6.0 ASSOCIATED COMMITTEE REPORTS:**

**6.1** Central County (**TRANSPAC**): *The report of October 10, 2013 was distributed as a meeting handout.*

**6.2** East County (**TRANSPLAN**): Report of Special Meeting of September 23, 2013; *The report of the October 10, 2013 special meeting was distributed as a meeting handout.*

**6.3** Southwest County (**SWAT**): *The report of October 7, 2013 was distributed as a meeting handout.*

**6.4** West County (**WCCTAC**): Report of September 27, 2013

**7.0 COMMISSIONER AND STAFF COMMENTS:**

**7.1** Chair's Comments and Reports

*Chair Abelson* thanked CCTA staff, primarily Randy Iwasaki and Ross Chittenden, for their help in facilitating the additional funding that was received for the Caldecott Tunnel Fourth Bore project.

**7.2** Commissioners' Comments and Reports

*Commissioner Taylor* thanked CCTA staff for their good work.

*Commissioner Pierce* said that in light of the Executive Director's position on the National Freight Advisory Board, she offered Randy Iwasaki's expertise to MTC and ABAG for assistance in the Bay Area. Mr. Iwasaki responded that he would include in the November Authority packet a presentation he gave recently on the National Freight Strategic Plan, which might be helpful.

*Commissioner Mitchoff* stated that *Commissioner Pierce* was recently elected as ABAG's president for the two year term which begins in January.

**7.3** Executive Staff Comments and Reports

Mr. Iwasaki reviewed his Executive Director's report. He also reported on his trip to Japan from which he had just returned, for a meeting on an integrated approach to transportation (with a focus on emergency response) in Sendai, and the ITS World Congress in Tokyo, which focused on connected vehicles.

**8.0 CALENDAR:**

**8.1** Meeting Calendar: November 2013/December 2013/January 2014

**8.2** Calendar of Upcoming Events

**9.0** **ADJOURNMENT** to Wednesday, November 20, 2013, at 6:00 p.m.

The meeting was adjourned at 7:34 p.m. to Wednesday, November 20<sup>th</sup> at 6:00 p.m.