



Authority Board Meeting **MINUTES**

MEETING DATE: June 19, 2013

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

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

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

MINUTES PREPARED BY: Danice Rosenbohm

- A. **CONVENE MEETING:** *Chair Abelson* convened the meeting at 6:12 p.m.
- B. **PLEDGE OF ALLEGIANCE**
- C. **PUBLIC COMMENT:** There were not public comments on items not on the agenda.
- D. **COMMENDATIONS:** Presentation by Assemblymember Jim Frazier, District 11, of Assembly Certificates of Recognition.

Assemblymember Jim Frazier presented Assembly Certificates of Recognition to Ivan Ramirez, Jack Hall, and Amin AbuAmara who successfully completed their six-month probationary periods over the last few months: Ivan Ramirez was hired by the Authority in September 2012 as Senior Engineer; Jack Hall, who was hired by the Authority in September 2007, was promoted to the position of Associate Engineer in October 2012; and Amin AbuAmara, hired by the Authority in May 2006, was promoted in October 2012 to the position of Senior Engineer.

Assemblymember Frazier thanked the honorees for their commitment to the Authority's projects and for their contributions to making Contra Costa a better place in which to live.

Commissioner Arnerich left the meeting at 6:15 p.m.

Commissioner Glover stepped out of the meeting room.

1.0 APPROVAL OF MINUTES: Authority Meeting Minutes of May 15, 2013.

ACTION: Commissioner Taylor moved to approve the Authority Meeting Minutes of May 15, 2013, seconded by Commissioner Romick. The motion passed unanimously, 9-0.

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

ACTION: Commissioner Hudson moved to approve the Consent Calendar, seconded by Commissioner Mitchoff. The motion passed unanimously, 9-0. (Commissioner Glover was not in the room when the vote was taken.)

A Draft Resolution 13-30-A in recognition of the retirement of Linda Best related to Agenda Item 2.1 was distributed as a meeting handout.

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 April 2013. This report also includes the summary of payroll and benefits costs by organizational unit. Staff Contact: Randall Carlton

2.A.3 Accept Monthly Cash and Investment Report for April 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 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.5 City of Concord – Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Project 24028) – Phase II Design Review. A peer review committee completed a 95% design review of the plans on April 23, 2013. Staff recommends approval of the peer review recommendation. Staff Contact: Jack Hall

- 2.A.6 Amendment No. 1 to the 2011 Measure C Strategic Plan.** Staff seeks authorization for the Chair to execute Resolution 13-22-P to approve Amendment No. 1 to the *2011 Measure C Strategic Plan*. Amendment No. 1 reprograms approximately \$87,481 in 1988 dollars (\$170,588 escalated) from the State Route (SR) 4 East Widening: Willow Pass Grade Lowering (Project 1401/1401B) and the SR 4 East Widening: Bailey Road to Railroad Avenue (Project 1403/1403B/1403C) to the SR 4 East Widening: Railroad Avenue to Loveridge Road (Project 1405/1405B/1405C). **Resolution 13-22-P.** Staff Contact: Jack Hall
- 2.A.7 Proposed Actions to Various Funding Resolutions.** Consistent with Authority policy, appropriation resolutions may be modified to extend their expiration date, correct appropriation amounts or reflect actual costs, or be closed if the activity has been completed. Recommended changes are summarized below. Staff Contact: Jack Hall
- 2.A.9 Consultant Agreement Amendments (Various Projects).** Staff has identified four (4) Agreements which have expired or are due to expire within the upcoming months. These Agreements are with S&C Engineers, Inc. and URS Corporation Americas. Staff seeks authorization to extend the terms of these Agreements. No other changes are proposed, and there are no financial implications to the amendments. Staff Contact: Susan Miller
- 2.A.10 State Route 4 West Gap Closure Segments I, II, and III – Authorization to amend Cooperative Agreements 90.15.03, 90.15.05, and 90.15.01 with Caltrans (Project 1501).** Staff seeks authorization to extend the terms of these cooperative agreements with Caltrans to June 30, 2014 for the Caltrans acceptance process of the project Right-of-Way transfer. No other changes are proposed and there are no additional funds involved with the amendments. Staff Contact: Susan Miller
- 2.A.11 Authorization to Execute Resolutions 13-23-P, 13-24-P and 13-25-P with BART for eBART Measure J Appropriation (Project 2001).** BART is requesting Measure J appropriations for the eBART project in the amount of \$1,000,000 for Final Design services, \$15,000,000 for Construction Management and Design Services During Construction, and \$600,000 for Switch Machines Procurement for the eBART project. Staff seeks authorization for the Chair to execute three resolutions to fund these appropriations. **Resolutions 13-23-P, 13-24-P and 13-25-P.** Staff Contact: Susan Miller.

2.A.12 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. Updates in legislative activity are reflected in the attached matrix. 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. Staff Contact: Randell H. Iwasaki

2.1 NEW ITEM: Resolution 13-30-A in Recognition of the Retirement of Linda Best. Linda Best, long-time supporter of CCTA and transportation partner and advocate, will be retiring from her position as President and CEO of the East Bay Leadership Council (formerly Contra Costa Council). **Resolution 13-30-A**
Staff Contact: Randell H. Iwasaki

2.2 NEW ITEM: Management Partners Agreement Amendment. The Authority entered into Contract 375 with Management Partners to provide recruitment services related to hiring a Director of External Affairs (formerly Government and Community Relations Director). Due to the larger than anticipated interest in the position, additional hours are required by Management Partners to screen the applicants. Staff is recommending approval of Amendment No. 1 to Contract 375 increasing the contract value from \$9,750 to \$12,750 (a \$3,000 increase) to accommodate the additional consulting hours required. Staff Contact: Randall Carlton

2.3 NEW ITEM: Rejection of Claim Submitted by Moraga Orinda Fire District. On June 3, 2013 the Authority received a claim from the Moraga Orinda Fire District (MOFD) for damages arising out of a traffic accident located on Highway 24 on December 2, 2012. The dollar amount of the claim is stated at \$1 million or more. The location of the incident was not owned, controlled or operated by the Authority. Staff recommends rejecting the claim and authorizing the Executive Director to notify the claimant accordingly. **Resolution 13-31-A.** Staff Contact: Randall Carlton

2.B Planning Committee:

2.B.1. Approval of the City of El Cerrito's Calendar Years (CY) 2010 & 2011 Growth Management Program (GMP) Compliance Checklist. The City of El Cerrito has submitted its Calendar Years 2010 & 2011 GMP Checklist. An allocation of \$335,035 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 Richmond's Calendar Years (CY) 2010 & 2011 Growth Management Program (GMP) Compliance Checklist.** The City of Richmond has submitted its Calendar Years 2010 & 2011 GMP Checklist. An allocation of \$1,042,208 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 Revision of Resolution 13-15-G Appropriating Measure J Transportation for Livable Communities (Program 12) Funds for Design Phase of Golf Club Road Bridge Widening/Replacement Project (Project 120021).** In May, the Authority approved \$118,000 in Measure J Program 12 funds to the City of Pleasant Hill for the design phase of the Golf Club Road Bridge Widening/Replacement Project (Project 120021). The City's request, however, was for \$188,000 for that phase of the project. Staff is recommending that the Chair execute Revision 1 to Resolution 13-15-G to fund that phase of the project. An additional \$308,200 would remain for the construction phase of this project. **Resolution 13-15-G, Revision 1.** Staff Contact: Brad Beck
- 2.B.4 Approval of FY 2013-14 Measure J Allocation for the Countywide Bus Services Program (Program 14).** The Measure J Expenditure Plan establishes the Bus Services Program (Program 14) funding at 5 percent of sales tax revenues. The annual allocation for the Countywide Bus Services Program is developed collaboratively with representatives of the affected bus transit operators in Contra Costa: AC Transit, County Connection, Tri Delta Transit, and WestCAT. Program funds are intended to continue to support services funded under Measure C. **Resolution 13-16-G** Staff Contact: Peter Engel
- 2.B.5 Approval of FY 2013-14 Measure J Allocation for the Countywide Transportation for Seniors and People with Disabilities (Program 15).** The Paratransit Coordinating Council (PCC) has reviewed the proposed Measure J allocation for the FY 2013-14 Measure J Countywide Transportation for Seniors and People with Disabilities Program (Program 15). Based on its review of operator claims for Measure J funding and subsequent review of the attached allocation resolution, the PCC is requesting that the Authority approve the allocation. As stated in the expenditure plan, the allocation was calculated at 3.9 percent of total sales tax revenue. Additionally, the allocation follows the mandatory distribution of funds to specific sub-regions and Measure C recipient

operators as required in the expenditure plan. **Resolution 13-17-G.**

Staff Contact: Peter Engel

2.B.6 Approval of FY 2013-14 Measure J Allocation for the Express Bus Program (Program 16).

The Measure J Expenditure Plan establishes the Express Bus Program (Program 16) funding at 4.3 percent of sales tax revenues. The allocation for the Countywide Express Bus Program is developed collaboratively with representatives of the affected bus transit operators in Contra Costa: AC Transit, County Connection, Tri Delta Transit, and WestCAT. The FY 2013-14 allocation is focused on maintaining existing eligible express bus services in light of recent operating fund reductions. Future allocations will consider findings and recommendations resulting from an update to the Contra Costa Express Bus study planned for later this year. Annual Bus Transit allocations are based on projected sales tax revenues for FY 2013-14. **Resolution 13-18-G.**

Staff Contact: Peter Engel

2.B.7 Approval of Program and Funding Package for the Contra Costa Transportation Demand Management Managed by 511 Contra Costa.

Approval of the following items would establish the specific projects and funding for 511 Contra Costa to implement its Transportation Demand Management (TDM) program for FY 2013-14. The projects meet the compliance requirements established by the Bay Area Air Quality Management District for the Transportation Fund for Clean Air (TFCA) Program and will be funded with a combination of TFCA, Measure J and Congestion Mitigation Air Quality (CMAQ) funds. The entire TDM program as proposed easily meets the performance measures established by the Air District for TFCA. Staff Contact: Peter Engel

2.B.7.1 Authorize CCTA's Executive Director to Sign TFCA Funding Agreement

14-CC. Approval would authorize Authority Executive Director to sign funding agreement 14-CC with the Bay Area Air Quality Management District (BAAQMD). The funding agreement defines the parties' obligations with respect to the FY 2013-14 Transportation Fund for Clean Air (TFCA) Program Manager funds submitted by Resolution 13-06-G approved on February 20, 2013. Staff Contact: Peter Engel

2.B.7.2 Adoption of Resolution 13-26-G Finding FY 2013-14 TFCA Projects Meet Bay Area Air Quality Management District (BAAQMD) Cost Effectiveness

Criteria. On February 20, 2013 the Authority approved Resolution 13-06-G authorizing the submittal of the FY 2013-14 TFCA Program Manager Expenditure Plan to the Bay Area Air Quality Management District. At that time the attached projects were approved by each RTPC and by the

Authority, in concept, for budgeting purposes. Under the TFCA program policies, which provide more decision making authority to each county, each county program manager has the responsibility of determining cost effectiveness of approved projects. Pursuant to Board approval of expenditure plan projects, Authority staff will forward the Project Information Sheets and Cost Effectiveness Worksheets to the BAAQMD. **Resolution 13-26-G.** Staff Contact: Peter Engel

2.B.7.3 Approval of FY 2013-14 Transportation Demand Management Program Funding - Measure J Commute Alternatives Program Allocation (Program 17), Transportation Fund for Clean Air (TFCA) and Congestion Management Air Quality (CMAQ). Previous Authority policy has been to augment Transportation Fund for Clean Air (TFCA) funds with transportation sales tax funds through the Commute Alternatives program to the four RTPCs, to cover costs associated with the implementation of the countywide transportation demand management (TDM) program that are not eligible for TFCA funds. This practice has continued as part of Measure J through the Measure J Commute Alternatives program (Program 17). **Resolution 13-19-G.** Staff Contact: Peter Engel

2.B.8 Approval of FY 2013-14 Measure J Allocation for the Central County Additional Bus Service Enhancements Program (Sub-Regional Program 19a). The Measure J Expenditure Plan establishes the Central County Additional Bus Service Enhancements program (Program 19a) at 1.2 percent of sales tax revenues. As a sub-regional program the funds are programmed by TRANSPAC after consultation with County Connection. At its March 14, 2013 meeting TRANSPAC took action on programming the funds to County Connection for the continued support of routes #16 and #316. On April 11, 2013, TRANSPAC programmed Program 19a funds to backfill Lifeline funds lost to the Monument Shuttle as a result of changes in project eligibility from new federal regulations under MAP-21. **Resolution 13-21-G.** Staff Contact: Peter Engel

2.B.9 Approval of FY 2013-14 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c). The Measure J Expenditure Plan establishes the sub-regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c) funding at 3.32 percent of sales tax revenues. Within that allocation, the Lamorinda School Bus Program receives 1.32 percent of annual revenues and the newly formed San Ramon Valley school bus program (*dba* TRAFFIX) receives 2.00 percent of annual revenues. Proposed program allocations are based on those percentages

applied to projected Measure J sales tax revenues for FY 2013-14. **Resolution 13-20-G.** Staff Contact: Peter Engel

End of Consent Calendar

3.0 MAJOR DISCUSSION ITEMS: *None*

4.0 REGULAR AGENDA ITEMS:

4.A Administration & Projects Committee:

4.A.8 PUBLIC HEARING: FY 2013-14 Proposed Budget for the Contra Costa Transportation Authority and Congestion Management Agency. Resolution 13-27-A. The FY 2013-14 Proposed Budget is being submitted to the Authority Board for consideration and adoption in conjunction with a noticed public hearing. The Proposed Budget calls for funding appropriations totaling \$293.3 million for projects, congestion management, planning, programs, administration and debt service necessary for Authority operations, capital improvements and programmed activities planned from July 1, 2013 through June 30, 2014. **Resolution 13-27-A.** Staff Contact: Randall Carlton

ACTION: Commissioner Metcalf moved to adopt Resolution 13-27-A approving the FY 2013-14 Budget, seconded by Commissioner Hudson. The motion passed unanimously, 10-0.

DISCUSSION: Randall Carlton, Chief Financial Officer, provided an overview of the Fiscal Year 2013-14 proposed Budget, which he said represented a \$293.2 million expenditure plan for the fiscal year that would begin on July 1st.

Mr. Carlton reviewed the revenue sources, which total a projected \$190.2 million for FY 2013-14 and consist of \$75.4 million of sales tax revenue, \$113.6 million of federal, state, local and grant funds, and \$1.2 million of investment income.

He noted that \$103 million from the 2012 bond sale would be used to contribute to project funding and that projected revenues from federal and state sources in the proposed Budget exceeded sales tax revenues for the second consecutive year. Additionally, Mr. Carlton highlighted a three-year positive trend in improved sales tax revenues, which he said is expected to continue.

Mr. Carlton stated that uses of revenues for FY 2013-14 included a total of \$211.5 million for Projects, \$46.3 for Programs, \$4.9 for Planning, \$28.5 for Debt Service, and \$2.1 million for Administration. Mr. Carlton noted that the budget

for Administration represented 83 percent of the one percent limitation for salaries and benefits, and highlighted the major projects and programs for the upcoming fiscal year. Mr. Carlton said that staff would return to the Authority mid-year with an update on the Budget any recommended adjustments.

Following the presentation, *Chair Abelson* opened the Public Hearing. There were no public comments and the Public Hearing was closed.

Commissioner Pierce thanked staff for their work on the Budget and efforts to enact a prudent and conservative Budget.

4.A.13 Interstate 680 North Segment (I-680N) Express Lane Conversion with the Gap Closure (Project 8005/8001) – Authorization to Begin Negotiations and to Issue a Notice to Proceed (NTP) to HDR for Environmental and Final Design Services.

Staff recommends authorization to begin negotiations on Contract No. 376 with HDR on scope and fee to scope, environmentally clear and design the I-680N Express Lane, and following satisfactory conclusion of those negotiations, enter into the contract and issue a Notice to Proceed in an amount not-to-exceed \$150,000. 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: Commissioner Mitchoff moved to authorize staff to enter into negotiations on Contract 376 with HDR on final scope and fee for the I-680 North Express Lane Conversion and, following satisfactory conclusion of negotiations, to issue a Notice to Proceed in an amount not-to-exceed \$150,000, seconded by *Commissioner Pierce*. The motion passed unanimously, 10-0.

DISCUSSION: Ross Chittenden, Deputy Executive Director for Projects, stated that the I-680 North Segment included the design component of the 680 gap closure through Walnut Creek, and environmental clearance and design of the express lanes from the Benicia Bridge to Livorna Road. Following issuance of the RFP, two highly-qualified firms, HDR and URS Consulting, submitted proposals for the work. Following interviews that were conducted by a panel including staff from CCTA, Alameda CTC, Santa Clara VTA and MTC, HDR was the firm recommended based on the final scoring.

Mr. Chittenden explained that HDR was considered the better qualified team for two reasons. First, they are the prime consultant for scoping and environmental clearance of the I-680 Express Lanes contracts south of Walnut Creek from

Livorna Road to the county line. In addition, the consulting team includes staff from Parsons Brinckerhoff who are also the Program Management consultant to MTC for the entire Bay Area express lane network. As a result, the panel believed that HDR had advantageous insight into the MTC approach to express lanes. Secondly, its environmental approach was superior. He introduced Mr. Carlton Haack, Project Manager from HDR, and Mr. Brian Stewart, Project Engineer from HDR.

4.A.14 2014 State Transportation Improvement Program (STIP) Process Review and “Call for Projects”. Staff recommends that the Committee approves the TCC recommendations for the screening and scoring criteria, and recommends issuing a “Call for Projects” by the Authority on June 20, 2013. Staff Contact: Amin AbuAmara

ACTION: Commissioner Durant moved to approve the 2014 STIP applications screening and scoring criteria and authorized staff to issue the Call for Projects, seconded by *Commissioner Glover*. The motion passed 9-1, with the “No” vote by *Commissioner Butt*.

DISCUSSION: Amin AbuAmara, Senior Engineer, stated that every two years the California Transportation Commission (CTC) adopts a five-year State Transportation Improvement Program (STIP) program to identify the amount of state and federal funding available to be programmed for new capital projects for the upcoming five-year period. He said that each new STIP adds two years of programming to three years from the previous cycle, and that the 2014 STIP would add the programming of funds for FY 2017-18 and FY 2018-19. Mr. AbuAmara noted that the 2014 STIP process had begun on an expedited cycle and that project priorities were due to MTC in October 2013.

Mr. AbuAmara explained that the STIP fund estimate adopted by the CTC estimates the five year state revenue for transportation less required operations and maintenance costs and other commitments. He said that under State law, the STIP funds were divided among two programs: 75 percent to the Regional Transportation Improvement Program (RTIP); and 25 percent to the Inter-regional Transportation Improvement Program (ITIP). The RTIP is divided by formula into County shares for programming by the Regional Transportation Planning Agencies (MTC, for the Bay Area), and the ITIP share is programmed by Caltrans.

Mr. AbuAmara said that on June 11th Caltrans presented to the CTC its draft 2014 STIP Fund Estimate which included an estimated \$17.3 million for Contra Costa for programming in Fiscal Years 2017-18 and 2018-19. He stated that staff

recommended setting aside approximately \$1.5 million (the maximum allowed) for project Planning, Programming and Monitoring (PPM).

Mr. AbuAmara noted that adoption of the final fund estimate by the CTC was scheduled for August 2013, and that MTC had established a draft 2014 STIP schedule that required the Authority and other Bay Area counties to establish and submit project priorities to MTC by October 16, 2013.

He noted that in accordance with the 2009 Measure J Strategic Plan, East County was precluded from competing for STIP funds for three consecutive STIP cycles (2012, 2014, and 2016) in exchange for the last bond issuance that was dedicated by the Authority to eBART.

In preparation for the 2014 STIP process, Mr. AbuAmara said staff presented a draft Call for Projects and screening and scoring criteria for project applications to the TCC in May, and that the TCC recommended issuing the Call for Projects in June with a modification to the screening criteria requiring that projects be on a collector roads or above, as classified by Caltrans California Road System maps.

He said that the TCC formed a subcommittee to evaluate the 2014 STIP project applications that are due on July 19th, and that staff would subsequently meet with the Subcommittee to facilitate project evaluations and preparation of its recommendations to the TCC in August. Mr. AbuAmara said that staff would then seek approval for the project list from the APC and Authority Board in September for submittal to MTC by the October 16, 2013 deadline.

Commissioner Butt said that the screening and scoring criteria seemed outdated and oriented toward growth-inducing projects that encourage more cars and wider roadways. He suggested that the goals of SB 375, mobility, and access to jobs should be emphasized, and said that he could not support the 2014 STIP applications, screening and scoring criteria as presented.

Mr. AbuAmara clarified that in fact there were two project applications; one is for Roadway projects and the other is for Transit and Intermodal projects.

4.B Planning Committee

4.B.10 Allocation of Funding through the OneBayArea Grant (OBAG) Program. As the Congestion Management Agency (CMA) for Contra Costa, the Authority is responsible for recommending projects for funding available through MTC's OneBayArea Grant (OBAG) program. The Authority previously agreed to divide

the \$45.2 million in OBAG funds into three parts: \$4.3 million for CMA planning, \$16.6 million for Local Streets and Roads Preservation (LSRP), allocated by formula to the 20 Contra Costa jurisdictions, and \$24.3 million, to be allocated through a competitive process, for Transportation for Livable Communities (TLC), bicycle/pedestrian (bike/ped) and Safe Routes to School (SR2S) projects. In response to a call for projects, the Authority received 22 applications totaling \$57.8 million for competitive funds as well as 20 applications for the \$16.6 million in LSRP funds. Using the criteria developed by the PDA/OBAG Working Group and the Technical Coordinating Committee (TCC) and approved by the Authority, staff has reviewed and scored the 22 applications for the competitive OBAG funds. Staff recommends that the Authority forward its OBAG project recommendations to MTC for funding. Staff Contact: Martin Engelmann

***ACTION:** Commissioner Pierce* moved to approve the list of recommended projects for submittal to MTC by June 30th and directed staff to re-evaluate the scoring criteria for the next funding cycle, exploring other funding sources for projects that did not receive OBAG funding and in the next round of funding consider giving bonus points to projects that received higher scores of 60 or above in the current cycle; additionally, internal efforts to identify other funding sources will be active and ongoing, and within six months the Authority will evaluate and adjust scoring criteria for the next OBAG funding cycle, seconded by *Commissioner Butt*. The motion passed 8-2, with “No” votes by *Commissioners Metcalf and Hudson*.

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, stated that the Authority had been delegated responsibility by MTC to allocate \$45.2 million of federal One Bay Area Grant (OBAG) funding to projects and programs, with the requirement that 70 percent of the funds must be spent in priority development areas. Mr. Engelmann explained that MTC wanted to better integrate the region’s federal transportation program with California’s climate law, SB 375, as well as the Sustainable Communities Strategy. He stated that the funding distribution to counties encouraged housing policies that support production of housing and supportive transportation investments. Mr. Engelmann said that CCTA had undergone an extensive process for allocating the OBAG funding, which began with an allocation of \$4.3 million for CMA planning, and \$16.6 million in Local Streets and Roads Preservation (LSRP) which was distributed to all of Contra Costa’s jurisdictions based upon a formula. The remaining \$24.3 million was available for allocation through a competitive process for Transportation for Livable Communities, Bicycle/Pedestrian, and Safe Routes to School projects.

Mr. Engelmann reviewed the OBAG funding allocation process and timeline. He noted that initially MTC required 70 percent of the competitive funding be directed toward projects that serve Priority Development Areas (PDAs), yet exceeded that goal with 80 percent that will be spent in PDAs as per the recommendation which was approved by the Planning Committee in June.

Mr. Engelmann noted that the Planning Committee also directed staff to explore other funding sources for projects that did not receive OBAG funding, and suggested that in the next cycle bonus points be assigned to projects that received high scores (60 or above) in the current cycle. He said that staff was seeking approval of the recommended list of projects for submittal to MTC by the June 30th deadline. He added that staff had received assurances from the jurisdictions that all recommended projects were “shovel ready” and that staff would be monitoring progress on them.

Letters from the City of San Ramon, the City of San Pablo, and SWAT were distributed as meeting handouts.

Commissioner Pierce thanked staff for the thorough report, which she said was very helpful and facilitated a deeper understanding of the issues. She stated that the Planning Committee’s recommendation to explore other funding resources (perhaps utilizing interest savings) for projects that did not receive OBAG funding could over time help to accomplish geographic equity and should be considered as the Authority works on the Strategic Plan over the next few months.

Commissioner Hudson stated that geographic equity would never be attained if the scoring criteria – which gives communities of concern and CARE communities 10 points – is not reconsidered for future OBAG funding cycles. He also suggested that the criteria include flexibility, the Authority should consider the sales tax revenues that projects could generate, and that the Authority should focus on the value that it has always placed on the RTPCs.

Commissioner Metcalf stated that Moraga and Lafayette put a great deal of effort into developing PDAs and that he was disappointed that they would not be receiving any OBAG competitive funding. He said that he did not approve of the process and would not be supporting the recommendation.

Commissioner Durant said he believed that the integrity of the OBAG process was extremely important and, from a public accountability standpoint, the Authority must remain true to the principles and scoring criteria that were set forth at the beginning of the process. He said the he did not support the concept

of geographic equity on a “funding item by funding item” basis, and that he believed that the longer-term picture was more important.

Representative Worth commented that the Authority should not wait to make necessary OBAG process corrections but instead consider changes before the next funding cycle.

Because the LSRP funding was split between the previous OBAG cycle and the current one, *Representative Worth* asked if, in terms of population and road miles, if there was a fair balance of funding among the jurisdictions between the two cycles.

Brad Beck, Senior Transportation Planner, responded that in Cycle 1 of the CMA Block Grant Program, the six biggest cities received their LSRP funding under an agreement, where the other 14 jurisdictions would receive their funding in Cycle 2 using MTC’s formula of population and road miles. In the current cycle, Mr. Beck said that staff planned to give the funding to the remaining 14 jurisdictions that did not receive funding in Cycle 1, but then the Authority decided that it would use all of the STP money that it had to allow every jurisdiction to receive LSRP funding. He explained that the Authority had originally requested that MTC not link the LSRP funding to the 70 percent PDA requirement because the need for maintenance and rehabilitation was so great throughout Contra Costa, and maintenance is needed everywhere – not just in PDAs.

Commissioner Taylor asked about the Authority’s next steps to address issues brought to light in preparation for the next OBAG funding cycle.

Commissioner Butt said that he believed that Contra Costa was not unique in some of the challenges it faces and suggested that the Authority or a partner agency sponsor a future workshop to evaluate successful models from around the state that might be worth implementing in Contra Costa for the next OBAG funding cycle.

Commissioner Mitchoff added that it would be very helpful if staff were to prepare a comprehensive historical report on OBAG activities for use by the Authority in the next OBAG cycle.

Commissioner Durant recapped the changes to staff’s recommendation that were proposed by the Planning Committee in June as follows: reevaluate the scoring criteria for the next funding cycle; explore other funding sources for projects that did not receive OBAG funding in the competitive process; and in the next cycle, look at giving bonus points to those projects that received 60

points or higher. As a friendly amendment to the existing motion, he said that it would be good to have these items in place within the next six months, or within a reasonable time period recommended by staff, and that having some certainty around it would be helpful.

Mr. Iwasaki responded that staff could work with MTC to ensure that it understands that the items outlined are desirable for incorporation into the next OBAG funding cycle.

Commissioner Pierce said that she accepted *Commissioner Durant's* intent as part of the motion, but rather that the Authority should internally look at what it can do to balance the OBAG funding criteria with Contra Costa's own goals and objectives as CCTA progresses through the Strategic Plan update over the next several months.

Commissioner Hudson said, in looking ahead to the next OBAG funding cycle, the Authority needed to consider criteria being suggested by other regional entities and said that there was a significant amount of sales tax generated by the Tri-Valley area.

Representative de Vera said, on behalf of the City of Hercules and the Bus Transit Operators, that she supported the Hercules Intermodal Transit Center project which would help relieve congestion on Interstate 80. She thanked the Authority for its support.

Public Comment

Adele Ho, Public Works Director for the City of San Pablo, noted that San Pablo's joint project with the City of Richmond was the top scoring OBAG project in the competitive category, and said that the project solved a critical problem and had broad support. Ms. Ho said that she appreciated allocation by formula of the Local Streets and Road Preservation funding, which is much needed by all jurisdictions in the county. Lastly, Ms. Ho said she appreciated CCTA staff's, committees' and working groups' efforts on the OBAG process.

Additionally, Ms. Ho provided letters of support for the San Pablo Avenue Complete Streets project from the City of Richmond and Contra Costa County Supervisor John Gioia.

Mr. Leone, Concord City Council Member, stated that the City of Concord believes the project review process was conducted in a fair and comprehensive manner, and that the scoring criteria approved by the Authority provided clear

direction and was consistent with MTC direction for the OBAG process. Therefore Mr. Leone said that the City of Concord requested that the Authority concur with staff's recommendation and forward the OBAG project recommendations as scored to MTC for funding.

Sherry McCoy, Council Member from the City of Hercules, stated that the Hercules Intermodal Transit Center (ITC) project was the highest priority for the City of Hercules and that she was pleased it was recommended to receive the competitive funding through OBAG program. She noted that the Hercules ITC was located within a PDA and had regional and local importance for bringing relief to one of northern California's most congested corridors. She thanked CCTA staff for their commitment to the OBAG program and the Authority for its support of the project.

4.B.11 SB 375/SCS Implementation Update. Staff Contact: Martin Engelmann

ACTION: None taken – information only.

DISCUSSION: Martin Engelmann, Deputy Executive Director for Planning, stated that the Bay Area region's transportation Plan, *Plan Bay Area*, and the Sustainable Communities Strategy were nearing completion. He highlighted the upcoming scheduled meetings related to the process, finally noting that *Plan Bay Area* was scheduled for adoption at a special joint meeting of MTC and ABAG on July 18th at 6:30 p.m. at the Oakland Marriott City Center.

By consensus, it was decided that future SB 375/SCS Implementation reporting by staff would be on an as-needed basis.

Commissioner Pierce commented that she wanted to receive a report in September, as the Authority Board would not be meeting in August and adoption by MTC/ABAG of *Plan Bay Area* would occur after the July Authority Board meeting.

Representative Worth said that she was grateful for Martin Engelmann and other CCTA staff's efforts to keep the Authority informed. She said it had been extremely helpful and she thanked staff for their excellent work.

An article from MTC's website, "Decision Approaches for Plan Bay Area," which detailed upcoming Plan Bay Area meetings was distributed as a meeting handout.

5.0 CORRESPONDENCE AND COMMUNICATIONS: *None*

6.0 ASSOCIATED COMMITTEE REPORTS:

6.1 Central County (**TRANSPAC**):

6.2 East County (**TRANSPLAN**): The TRANSPLAN meeting report of June 13, 2013 was distributed as a meeting handout.

6.3 Southwest County (**SWAT**): Report of June 3, 2013

6.4 West County (**WCCTAC**): Report of May 31, 2013

7.0 COMMISSIONER AND STAFF COMMENTS:

7.1 Chair's Comments and Reports

Chair Abelson noted that she attended the Richmond Transit Village BART Parking Structure ribbon-cutting event. She said that the project had been built in part with Measure C funding and that it was rewarding to see it come to fruition.

7.2 Commissioners' Comments and Reports

Commissioner Taylor said that the Authority had recruited one of Brentwood's finest employees – Brian Kelleher.

Randy Carlton added that Mr. Kelleher had begun employment with CCTA on June 10th as Finance Manager, bringing with him excellent qualifications and experience.

Commissioner Hudson commented that the Authority should submit its annual financial report to GFOA every year, as it demonstrates the highest quality and ultimate transparency in governmental financial reporting.

Randy Carlton responded that the Authority's 2012 financial report was the first to be prepared in the prescribed format and that future reports would be submitted as well.

7.3 Executive Staff Comments and Reports

Mr. Iwasaki reviewed his Executive Director's report. He also noted that Danice Rosenbohm recently attended Board meetings of the Alameda County

Transportation Commission and the Solano Transportation Authority, with the hope of identifying ways in which CCTA's meetings might be improved.

Mr. Iwasaki also reported that in May he learned that he had been approved to be on the National Freight Advisory Committee (NFAC), which includes a diverse group of professionals that provide advice and recommendations aimed at improving the national freight transportation system, critical to the nation's economy and essential for helping to meet the President's goal of doubling U.S. exports by 2015. On May 30, 2013, U.S. Transportation Secretary La Hood announced the NFAC Committee members. Mr. Iwasaki stated that he would be the only representative from Northern California.

Mr. Iwasaki noted that Randy Carlton attended the Government Finance Officers Association annual conference, and that staff remained hopeful that CCTA would receive an award for its 2012 Comprehensive Annual Financial Report.

Mr. Iwasaki also noted that Contra Costa Council had become the East Bay Leadership Council and that the Tri Valley area had been added. He said that the Authority might want to consider membership in the organization.

Commissioner Mitchoff noted that a kick-off reception would soon be held and that it might be worthwhile for Authority members and staff to attend.

8.0 CALENDAR:

8.1 Meeting Calendar: July/August/September 2013

8.2 Calendar of Upcoming Events

9.0 CLOSED SESSION

9.1 Annual Review of Executive Director. Public Employee Performance Evaluation pursuant to Government Code §54957. Title: Executive Director.

9.2 Conference with Labor Negotiators Pursuant to Government Code § 54957.6. Agency designated representatives: APC Chair Robert Taylor and Authority Chair Janet Abelson

9.3 Conference with Legal Counsel – Anticipated Litigation
Significant exposure to litigation pursuant to Government Code Section 54956.9(b) (1 case)

10.0 RECONVENE IN OPEN SESSION

The meeting was reconvened in open session. There was no action taken in Closed Session to report.

11.0 ADJOURNMENT to Wednesday, July 17, 2013, at 6:00 p.m.

The meeting was adjourned at 8:40 p.m. to Wednesday, July 17th at 6:00 p.m.

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