



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SUMMARY MINUTES
November 4, 2013 – 3:00 p.m.
City of San Ramon
2222 Camino Ramon
San Ramon, California

Committee members present: David Hudson (Chair), City of San Ramon; Candace Andersen (Vice Chair), Contra Costa County; Amy Worth, City of Orinda; Michael Metcalf, Town of Moraga; Don Tatzin, City of Lafayette; Karen Stepper, Town of Danville.

Staff members present: John Cunningham, Contra Costa County; Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Tai Williams, Town of Danville; Andy Dillard, Town of Danville; Chuck Swanson, City of Orinda; Shawna Brekke-Read, Town of Moraga; Leah Greenblat, City of Lafayette.

Others present: Martin Engelmann, CCTA; Susan Miller, CCTA; Lisa Klein, MTC; Barbara Laurenson, MTC; Scott Steinwert, Circlepoint; Ivy Morrison, Circlepoint; Michael Tanner, BART; Stephen Abrams, Abrams Associates; Charlie Abrams, Abrams Associates; Dave Baker, O'Brien Land Company; Dave Bowie, Bowie and Schaffer Attorneys; Grace Schmidt, Alamo.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Hudson at 3:02 p.m.
2. **PUBLIC COMMENT:** None.
3. **BOARD MEMBER COMMENT:** None.
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**

5.A Approval of Minutes: SWAT Minutes of October 7, 2013 (*Attachment - Action*)

ACTION: Worth/Andersen/unanimous

End of Consent Calendar

6. REGULAR AGENDA ITEMS:

6.A Presentation/Update on I-680 Express Lanes Project - Livorna Road to Alcosta Road:

Susan Miller, CCTA; Barbara Laurenson, MTC; and Lisa Klein, MTC staff provided an overview of the project components, project limits, and schedule. Susan Miller began the presentation by recognizing the partnership between MTC and CCTA in coordinating this project and other planned and in-progress projects for the I-680 corridor. It was reported that the Express Lane conversion for I-680, north of Highway 24 to the Benicia Bridge, is being administered by CCTA. This project is in the early design phase. Coupled with I-680 Express Lane conversion south of Highway 24 (Livorna to Alcosta), and in conjunction with the planned Southbound I-680 HOV Gap Closure Project, it was noted that there will be a continuous southbound Express Lane network for the I-680 Contra Costa corridor.

Barbara Lauerson, BAIFA Project Coordinator/MTC, provided details of the I-680, Livorna Road to Alcosta Road, Express Lanes project. Ms. Laurenson explained that BAIFA (Bay Area Infrastructure Financing Authority) is overseeing the planning and implementation of all Bay Area Express Lanes. BAIFA is comprised of MTC commissioners from the Counties of where Bay Area Express Lanes exist or are planned, and includes commissioners from Solano, Contra Costa, and Alameda, as well as Caltrans. It was explained that the Express Lanes project consists of converting existing HOV lanes to convertible HOV or toll lanes. HOV lanes will remain in effect, with the added Express Lane toll option for solo drivers who wish to utilize the lane. The project does not require the construction of new lanes, and consists of the installation of elements such as signing and striping and electronic tolling equipment. It is anticipated that work will begin on the Alcosta to Livorna segment in 2015. It was anticipated that by 2035, there will be approximately 550 miles of Express Lanes throughout the Bay Area region. Ms. Laurenson recognized the many partners involved for the current and future planning and implementation of the regional Express Lanes network and which includes MTC, Caltrans, CHP, CCTA, ACTC, STA, SCVTA, and FasTrak.

Michael Metcalf stated that one of primary questions received from the public regarding Express Lanes is how exactly the multi-use lanes are able to coexist as both HOV and Express Lanes. Ms. Laurenson explained that the addition of Express Lanes along the I-680 corridor will not eliminate the HOV lanes, and will still be in effect in conjunction with the new Express Lanes as one multi-use lane. It was further explained that there are special toll tags the Express Lane users will need to obtain, and that they are similar to current FasTrak toll tags. It was reported that the deposit required for the standard bridge toll tag would be the same cost as for the Express Lane toll tag device, and that the deposit received is applied toward toll fees.

Don Tatzin asked if there would be a difference between Express Lane network functioning throughout the Bay Area counties. A follow up questions was regarding the toll revenues, and how they might be distributed. Ms. Laurenson explained that the entire Bay Area network is designed to operate seamlessly and

contiguously for users. It was further explained that, as for BAIFA, the primary use of toll revenues will be to cover operating costs of the system. It is to be determined per further policy discussions regarding further revenue sharing. Amy Worth further explained that there are basic tenets in place that, once the entire 3-county network is in place, that revenue sharing will remain in the respective corridors, and that it would be determined once the entire network has been completed.

Tai Williams inquired if the Express Lane Network might trigger implementation and activation of ramp metering for the South County I-680 corridor. Lisa Klein responded that the Express Lane project does not include, nor would trigger, ramp metering for the sub-region. It was also stated that there would be public outreach meeting scheduled for January or February.

ACTION: None

6.B Presentation/Update on Caldecott Tunnel 4th Bore Project:

Ivy Morrison, Circlepoint (on behalf of Caltrans) provided a comprehensive presentation of the Caldecott Fourth Bore Project. Ms. Morrison provided details on all phases of the project, with highlights including details on the excavation and drilling procedures, the geological findings, and the wide range of technological features that have been installed in the tunnel for managing everything from day-to-day operations to emergency response. It was reported that the current estimated final cost of the project is approximately \$417M, and is expected to be open to traffic in mid-November. SWAT thanked Ms. Morrison for her tremendous work in bringing this project to the public.

ACTION: None

6.C Review and Comment on Vision, Goals, and Current Issues for the 2014 CTP Update:

Martin Engelmann, CCTA staff presented the item. Mr. Engelmann explained that efforts are underway for updating the 2014 Countywide Transportation Plan (CTP). Included as part of the CTP update, the Action Plans for Routes of Regional Significance are being updated for the County's sub-regions. It was explained that this particular update will incorporate MTC's Sustainable Communities Strategy (SCS) that has been adopted and released by MTC since the last CTP update back in 2009. As part of the CTP update, the Vision, Goals, and Strategies are being reviewed at this time, with some minor revisions being proposed. Among the revisions, it was explained that there are several minor revisions to reflect the new emphasis on sustainability. Mr. Engelmann also pointed out that a fifth goal is being proposed, and states – "Continue to invest wisely to maximize the benefits of available funding." The purpose of this new, fifth goal is to represent the Authority's responsibilities in the area of transportation funding.

Candace Andersen stated a concern regarding the wording of Goal #2, and suggested that the language referring to "managing growth" should be changed back to "managing the impacts of growth", and in concert with the function and purpose of the CCTA. Don Tatzin commented that, in reference to the new goal ("Goal #5) referencing the maximization of transportation funding, that there be

language added that reflects or ties in Countywide equity for the manner in which funding is allocated, and as it would it further support the goal of maximizing funding benefits. It was also recommended and reiterated that, for Goal #2, the existing language “Manage the impacts of growth” be retained in favor of the suggested language of “Manage growth”.

Candace Andersen requested that Goal #3 language be expanded to “maintain and improve the transportation system”, and to consider clarifying that the transportation system is in reference to all elements of transportation investments and infrastructure throughout the County.

Michael Metcalf expressed concerns regarding the language referencing perspective future environmental conditions, and the way it could be perceived by the public in relation to the consideration of future transportation funding measures. Martin Engelmann responded that the language referencing the environmental conditions was included as theoretical assumptions, and in efforts of creating a baseline for supporting future EIR processes. Tai Williams recommended that the language in this particular section be edited as follows:

- Under sub-section “Environment”, page 6 - strike paragraph 1
- Under sub-section “Environment”, page 6, paragraph 2 – edit language as follows: “In response to the AB 32 goals for reducing CO2 emissions and the assumptions established in the Regional Transportation Plan (RTP), California has adopted new laws and regulations.”

SWAT comments were noted by Authority staff and will be further transmitted by SWAT staff to the Authority.

ACTION: None

6.D Review and Comment on Terraces of Lafayette Project:

Leah Greenblat, Lafayette staff, presented the item. Don Tatzin recused himself from the discussion and meeting stating that the Project had not yet been presented at a Lafayette City Council meeting. The item was presented as a follow-up from the previous SWAT meeting of October 7th regarding the proposed Terraces of Lafayette multi-family housing project. It was reported that the Lamorinda Planning Management Committee (LPMC) reviewed and provided a comment letter regarding potential traffic impacts of the project, and more specifically Pleasant Hill Road, in relation to the Lamorinda Action Plan for Routes of Regional Significance and the Gateway Constraint Policy contained in the Plan.

The question was asked as to why SWAT was being asked to consider commenting on the project in relation to potential traffic impacts. Martin Engelmann responded that, per the Measure J legislation, SWAT is responsible for overseeing both the Lamorinda and Tri-Valley Action Plans, and to review or call-out any conflicts or potential violations of compliance with the Action Plans.

Ms. Greenblat expanded on the applicant’s proposed mitigation measures for expanding, or adding a lane on, southbound Pleasant Hill Road near Deer Hill Road, and the potential violation that this mitigation may trigger in respect to the Action Plan’s Gateway Constraint Policy.

Steve Abrams, Abrams and Associates and consultant for the applicant, spoke on the Terraces Projects proposed traffic mitigations. He expressed that, in his opinion, the mitigation measures as proposed will improve the operations of Pleasant Hill Road, particularly at the intersection of Deer Valley Road/Pleasant Hill Road. He further expressed that project would not affect traffic south of the project area.

Charlie Abrams, Abrams and Associates and consultant for the applicant, supported the previous comments stated by Steve Abrams, and further commented that the project would not contribute to increasing the overall capacity of Pleasant Hill Road, and would not have any effect, or be in violation of, the Gateway Constraint Policy.

Dave Bowie, Attorney for the applicant, spoke on behalf of the project. Mr. Bowie explained that the mitigation measures proposed is basically an extension of the southbound right turn lane for westbound Highway 24. It was expressed that the project's proposed traffic mitigations is an opportunity that should be considered.

Ms. Greenblat explained and further clarified the development review process and requirements. It was explained that the project FEIR had been finalized by the Lafayette Planning Commission, and is being circulated for review at this time. As part of the review process, it is required that any potential inconsistencies be identified, such as conflicts with the Lamorinda Action Plan. Further, regarding process, it was further explained that it is important to solicit and gather comments at this time regarding the traffic mitigation measures of the project, and prior to the project being considered for approval at the local level, and so that potential issues or conflicts can be pre-identified and brought to the attention of Lafayette's Commissions and Councils.

SWAT requested that this item be continued and that more information and details be provided regarding the proposed traffic mitigation measures. The item will be agendized for a future SWAT meeting for further consideration.

ACTION: None

7. WRITTEN COMMUNICATIONS: The following written communication items were made available:

- CCTA summary of actions from Board meeting of 10/16/13
- TRANSPLAN summary of actions from Committee meeting of 10/10/13
- TRANSPAC summary of actions from Committee meetings of 10/10/13 and 10/24/13
- Notices for I-680 HOV GAP Closure Project (Caltrans)
- Notice of Rezoning Application for Saranap Village (Contra Costa County)

ACTION: None

8. DISCUSSION: Next/Future Agenda:

- Appoint South County SWAT Representative to the CCTA for 2014-15 term
- Appoint SWAT Chair and Vice Chair for 2014
- Appoint SWAT Representatives to CCTA's Bicycle and Pedestrian Advisory Committee for 2014-15 term

- Lamorinda and Tri-Valley Action Plan Updates (January 2014)

ACTION: None

9. **ADJOURNMENT:** The next meeting is scheduled for Monday, December 2nd, 2013, or other meeting date as determined, at the City of San Ramon, 2222 Camino Ramon, San Ramon.

ACTION: Meeting adjourned by acting Chair Hudson at 5:30 p.m.

Staff Contact:

Andy Dillard
Town of Danville
(925) 314-3384 PH
(925) 838-0797 FX
adillard@danville.ca.gov

Agendas, minutes and other information regarding this committee can be found at: www.cccounty.us/SWAT