



MOBILITY PARTNERSHIP STATE ROUTE 152 TRADE CORRIDOR PROJECT BRIEFING

Friday, October 14, 2011

10:00 a.m. to 12:00 p.m.

Gilroy City Hall
Administrative Conference Room
7351 Rosanna Street
Gilroy

AGENDA

- 1. CALL TO ORDER/ROLL CALL**
(Meeting Facilitator: Mayor Al Pinheiro, City of Gilroy)
- 2. PUBLIC PRESENTATIONS:** This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on the next agenda. All statements that require a response will be referred to staff for reply in writing.
- 3. ACTION ITEM** – Approve the Regular Meeting Minutes of July 15, 2011.
- 4. ACTION ITEM** – Recommend that the Mobility Partnership adopt the Project Vision Statement for the SR152 Trade Corridor.
- 5. ACTION ITEM** – Recommend that the Mobility Partnership authorize staff to prepare a Joint Powers Agreement for the SR152 Trade Corridor.
- 6. INFORMATION ITEM** – Receive presentation on Stakeholder Outreach.
- 7. INFORMATION ITEM** – Receive presentation on funding options and financial modeling tool.
- 8. INFORMATION ITEM** – Receive presentation on the October 26, 2011 Presentation to California Transportation Commission.
- 9. INFORMATION ITEM** – Discussion on West End Alignment Study.
- 10. INFORMATION ITEM** - Receive presentation on Upcoming Meeting Work Program.
- 11. INFORMATION ITEM** - Receive presentation on Upcoming Meeting Schedule/Location.

12. ADJOURN

If you have any questions about the S.R. 152 Trade Corridor Project, please contact VTA Community Outreach Department at (408) 321-7575, TTY (408) 321-2330, or e-mail community.outreach@vta.org.

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or E-mail: board.secretary@vta.org or TTY (408) 321-2330. VTA's Homepage is located on the web at: <http://www.vta.org> or visit us on Facebook <http://www.facebook.org/scvta>.

**MOBILITY PARTNERSHIP
for
SR 152 TRADE CORRIDOR PROJECT**

Friday, July 15, 2011

MINUTES

CALL TO ORDER

The Mobility Partnership Meeting was called to order at 10:00 a.m. in the Gilroy City Hall Council Chambers, 7351 Rosanna Street, Gilroy, CA 95020

1. CALL TO ORDER / ROLL CALL

Attendee Name	Title	Status
Marjie Barrios	Supervisor San Benito County	Present
Robert Rivas	Supervisor San Benito County	Not Present
Mike Villalta	Mayor of Los Banos	Present
Jerry O'Banion	Supervisor County of Merced	Present
Janan Hebert	Chowchilla Council Member	Present
Tom Wheeler	Supervisor County of Madera	Not Present
Mike Wasserman	Supervisor Santa Clara County	Not Present
Al Pinhiero	Mayor of Gilroy	Present

Meeting facilitator: Major Pinhiero, Mayor of Gilroy.
A quorum was present.

2. PUBLIC PRESENTATIONS

None

3. INTRODUCTIONS OF MOBILITY PARTERNSHIP MEMBERS AND STAFF

Agency Staff and Project Consultants in attendance: Roman Velasco (Policy Advisor to Supervisor Mike Wasserman); Nick Saleh, Project Manager, Caltrans District 4; Jesse Brown, Executive Director, MCAG; Steve Rath, City Manager, City of Los Banos; Patricia Taylor, Executive Director, MCTC; Derek Winning, MCTC; Mary Gilbert, Council of San Benito County Governments (SBCOG); John Ristow, VTA; Casey Emoto, VTA; Margaret Cross-Simmons, VTA; Darrell Vice, VTA; Mike Evanhoe, Gray Bowen; Carl Haack, HDR; Tim Lee, WMH

4. APPROVAL OF MINUTES OF PRIOR MEETING

Minutes of Mobility Partnership meeting held at Gilroy City Hall Council Chambers on 12/01/10 were approved with no comment.

5. SR 152 TRADE CORRIDOR – PROJECT BACKGROUND

Staff presented a background overview of how and why the Mobility Partnership was formed, its role in advancing improvements along the SR152 Corridor, and a timeline summary of previous projects and studies along the corridor.

6. SR 152 TRADE CORRIDOR – PROJECT STATUS

Staff presented an update on the project status including major accomplishments and ongoing work. Refer to the meeting handout for further details.

The major accomplishments to date include:

1. Preliminary Traffic and Revenue Study
2. Trade Corridor Summary Report
3. Four County MOU
4. Numerous project briefings with Stakeholders, including Caltrans HQ, CTC,
5. Draft Project Study Report submitted to Caltrans
6. Environmental and Engineering Technical Studies

Ongoing work includes:

1. Development of the SR152 Corridor Implementation Strategy Plan
2. Conceptual Engineering - Preliminary studies and planning documents and have been initiated and cost estimates updated
3. Traffic Studies - traffic data collection has begun
4. Environmental Studies – Specific environmental field studies are underway

Discussion

Supervisor O'Banion requested a copy of the toll alternative exhibits mentioned in the presentation.

Steve Rath noted that the majority of the trucks passing through Los Banos do not stop.

Mayor Pinheiro asked if a southerly alignment for the Los Banos Bypass had been considered. Steve Rath noted that there were too many environmental constraints associated with that alignment.

Supervisor Barrios noted that there is renewed interest in a more southerly corridor for the New SR 152 Alignment between US 101 and SR 156 to promote economic development in San Benito County. She provided a map to VTA for clarification.

Derek Winning asked if widening SR 156 had been considered. Darrell Vice noted that Caltrans is performing a separate study for that route. John Ristow noted that the New SR 152 Alignment is needed to accommodate traffic movements to and from the Bay Area.

Steve Rath noted that the City already owns some of the right of way for the new Los Banos Bypass, and the project is ready to go when funds are available.

Jesse Brown asked what options there would be for local traffic. Tim Lee noted that the studies will look at alternative routes for local traffic to use either parallel or across the corridor. The suitability of these routes would also be coordinated with the local agencies.

Mayor Villalta asked if more detailed information would be made available on the toll facility including a study of goods and services along the corridor, where tolls would be located, the costs to get from one area to another along the corridor, and what the benefits would be to the users. Mayor Villalta explained that he would need this information to provide to his constituents. Staff stated that this information would be studied and disclosed during the preparation of the Project Approvals and Environmental Document (PAED) phase but the information is not yet available.

Supervisor O'Banion asked if the project team was coordinating with the High Speed Rail (HSR) project, if there were opportunities to share the corridor, and if the projects were coordinating frontage road access. John Ristow noted that the project development team has periodically coordinated with HSR and will continue to do so in the future. He also noted that there are opportunities for a shared corridor at the west end of the project, however, elsewhere along the corridor the currently proposed HSR alignments are some distance away from the highway. It was noted that HSR is considering adjusting the alignments at the east end of the corridor to be closer to SR152, the project team will coordinate the SR152 studies with HSR alignments.

7. UPCOMING MEETING WORK PROGRAM

Staff presented a five-point work program to develop a Strategic Implementation Plan for the corridor and proposes to present the initial findings for the plan at the next Mobility Partnership meeting.. The plan will outline the necessary steps to move the project forward and the Mobility Partnership will be requested to take certain actions in its development.

1. Project Vision, Goals, and Objectives – The Mobility Partnership will be asked to adopt a Mission Statement for the project.
2. Institutional, Legislative and Oversight Organization – staff will present their findings of an investigation of methods of governance that have been successfully used on similar types of project, identify best practices and lessons learned, and determine the benefits and challenges involved. At a subsequent Mobility Partnership meeting, the members will be asked to choose the appropriate form of governance for the project.

3. Project Financial Model – staff will perform a preliminary ‘sketch level’ financial analysis for the project to establish that it is financially feasible. Staff will present the preliminary findings at the next Mobility Partnership meeting.
4. Procurement Options – staff will research the different delivery and procurement options that are out there today, and analyze their feasibility against specific requirements for this project. Members will be asked to accept the findings at the next Mobility Partnership meeting.
5. Outreach and Communication Plan – staff will develop a strategy to promote the project vision, goals and objectives; address the needs of corridor communities and project stakeholders; provide a platform for project input; and educate and inform the public and stakeholders on project status and direction. Members will be asked to approve the strategy at the next Mobility Partnership meeting.

Discussion

Supervisor Barrios asked if a toll project can be done without a private partnership. John Ristow confirmed that this can be done and examples will be provided at the next meeting. She also asked if a mission statement has been developed yet. Darrell Vice explained that the concept has been developed and will be formalized in a mission statement.

Roland Velasco asked how the approach to deliver this project is different to previous attempts. John Ristow noted that discussions have been held with Caltrans Headquarters and CTC staff and they support the project moving forward. The next step is to form a governing body. Jesse Brown noted that the Mobility Partnership members are being asked to help create something that has not been done before by taking a holistic approach that will benefit everyone. Margaret Cross-Simmons noted that alternative delivery methods are relatively new to California but have been successfully accomplished in many other parts of the country and overseas.

Mike Evanhoe noted that staff plan to meet with some of the CTC commissioners in October and members of the Mobility Partnership will be requested to attend to show their united support for the project, that each of the four counties is committed to move forward, and to request funds to complete the environmental phase of the project.

8. MEETING SCHEDULE / LOCATION

The next two Mobility Partnership meetings are scheduled as follows:

- 10:00 a.m., October 14, 2011 in Los Banos.
- 10:00 a.m., January 13, 2012 in Chowchilla.

9. ADJOURNMENT

The meeting was adjourned at approximately 11:30 a.m.



Agenda Items # 4 through # 11

Date: October 7, 2011

TO: Mobility Partnership

FROM: John Ristow, Chief CMA Officer

SUBJECT: Mobility Partnership Meeting of October 14, 2011
Details of Agenda Items 4 through 11

The following write-up in conjunction with attachments will provide introductory detail for Agenda Items 4 through 11 of the October 14, 2011 meeting.

Agenda Item 4 - ACTION ITEM - Adopt Project Vision Statement

Recommendation:

Recommend that the Mobility Partnership adopt the Project Vision Statement.

Background/Discussion:

Based on the results of technical efforts, input from stakeholders and agency staffs, a Project Vision Statement has been drafted to clearly and concisely define the Mobility Partnership's vision for the corridor. The Project Vision Statement communicates the Mobility Partnership's intentions and will be used to motivate the team, partners, and stakeholders to guide the project and accomplish their vision of the future of the corridor. The Project Vision Statement has been deemed important to provide a unified platform of project support and to document a shared commitment to advance the necessary improvements along the corridor.

Agenda Item 5 - ACTION ITEM – Approve Drafting of Joint Powers Agreement

Recommendation:

Authorize staff to prepare a Joint Powers Agreement for the SR152 Trade Corridor.

Background:

At the July 15, 2011 Mobility Partnership meeting, staff was directed to investigate methods of governance that have been successfully used on similar types of projects, identify best practices and lessons learned, and determine the benefits and challenges involved. Through discussions

with stakeholders it was determined that a governing body was needed to show cohesive support for improvements along the corridor and to accept funding necessary to advance the technical studies and Environmental Documentation. An Agreement between the Partnership Agencies is recommended in order to accept funding to perform the necessary services and to better direct improvements along the 82 mile, 4-county corridor.

Discussion:

Some of the powers needed of the governing body:

- Authority to enter into financial arrangements
- Authority to issue financial obligations
- Authority to sue or be sued in the name of the governing body
- Independent authority in relation to the agreement
- Authority to hire staff or consultants

Four different governing options have been evaluated which can meet the needs of the governing body:

1. Special District
2. Bridge and Highway District
3. Joint Powers Authority
4. Joint Powers Agreement

Special District

State Law defines a special district as “any agency of the state for the local performance of governmental or proprietary functions within limited boundaries.” A special district is a separate local government that delivers a limited public service to a geographically limited area. An example of a special district is the East Bay Municipal Utilities District. A Special District may be formed under the general Special District law or it may be formed under new legislation if special provisions are required.

Bridge and Highway District

A bridge and highway district is a type of special district formed to operate and maintain a geographically distinct section of highway and bridge. An example would be the Golden Gate Bridge, Highway and Transportation District. A Bridge and Highway District, as a Special District, may be formed under existing law or it may be formed under new legislation if special provisions are required.

Joint Powers Authority

A Joint Powers Authority is an entity where two or more public agencies can operate collectively. Joint Powers Authorities may be used where:

- An activity naturally transcends the boundaries of existing public agencies.
- By combining their efforts, public agencies can achieve economies of scale or be more effective.

A Joint Powers Authority is distinct from the member agencies; they have separate operating boards of directors. These boards can be given any of the powers inherent in all of the participating agencies. The authorizing agreement states the powers the new authority will be allowed to exercise. The term, membership, and standing orders of the board of the authority must also be specified. The joint authority may employ staff and establish policies independently of the member agencies.

Joint powers authorities receive existing powers from the creating governments; thus, they are distinct from special districts, which receive new delegations of sovereign power from the state.

Joint Powers Agreement

A joint powers agreement is a cooperative agreement between two or more public agencies that share one or more common powers and want to jointly implement programs, build facilities or deliver services.

The Agreement can facilitate or designate one of the agencies to:

- Execute Contracts
- Pursue/ Receive Grants

Staff has performed its review and has found that the use of a Joint Powers Agreement offers an efficient mechanism for implementing the project requirements. A Joint Powers Agreement shows that each of the agencies supports improving the corridor and provides a means to accept funding. The Joint Powers Agreement can become the basis for a Joint Powers Authority if it is the Governing Body determined to be most suitable.

At this time it has not been determined what complete range of powers will be required for implementation of the project and ongoing management of the corridor. The range of powers will not be determined until the scope of the improvements is more clearly defined, types of agreements are advanced, and funding information is further identified. Until the range of powers is determined it is considered premature to recommend formation of an independent Special District or Joint Powers Authority.

Special district options are potentially feasible but have the disadvantage of a potentially lengthy process of requiring government agency and voter approvals to establish. Neither Special Districts nor Bridge and Highway Districts are considered viable in the timelines for the California Transportation Commission's ITP allocation.

Agenda Item 6 - INFORMATION ITEM – Stakeholder Outreach

Staff will update the Partnership on the activities and information received from stakeholder outreach efforts related to the agriculture industry.

Agenda Item 7 - INFORMATION ITEM - Funding Options and Financial Modeling Tool

Staff will present an overview of the sources of funding for transportation projects and the limitations of funding for the SR152 Corridor. Staff will also present the purpose for a financial

modeling tool, how it can be used in the decision making process and what types of results are expected.

Capital for a transportation project has been historically derived from the general public and includes traditional sources such as gas taxes, sales taxes, and land developer fees. Alternative sources of funding include tolling or other concession agreements.

The traditional sources of funding are allocated through State/Federal funding programs which continue to be uncertain and limited. Such funding programs are on a two-year programming cycle with limited funding availability, and would take over 50 years of programming to generate sufficient capital to build the project. Alternative funding sources such as tolling are being considered as an option for funding the improvements.

The financial modeling tool being developed will be used to confirm financial viability of the project and investigate the financial feasibility of a range of potential improvements. The Model's expected capabilities are that it work flexibly with revenue, cost, timing and other inputs, and that it can perform life-cycle costs analysis. The model will be able to:

- Explore a range of improvements
- Assess the importance of variables and changes
- Track the effects of changes
- Assess Risk

Agenda Item 8 - INFORMATION ITEM – October 26th, 2011 Presentation to the California Transportation Commission

Staff will present a draft power point handout outlining the upcoming presentation to the California Transportation Commission (CTC).

Agenda Item 9 – INFORMATION ITEM – Western End Alignment Study

The San Benito County Board of Supervisors in September considered a resolution or letter of support of the study of a more southerly alignment of State Route 152 as it connects from US 101 to State Route 156. The proposed letter of support for the alignment referenced the economic development potential this alternative alignment could bring to San Benito County and noted that the current, more northerly alignment could traverse floodplains. The Board of Supervisors did not take action on this item and this consideration is being brought to the Mobility Partnership for consideration.

Agenda Item 10 - INFORMATION ITEM - Upcoming Meeting Work Program

Major tasks expected to be undertaken in the next quarter and reported on at the next Mobility Partnership Meeting include:

- Receive Report on CTC Meeting
- Review Draft Joint Powers Agreement

- Receive Results of Baseline Financial Model
- Report on Stakeholder Outreach and Consensus Building

Agenda Item 11 - INFORMATION ITEM - Upcoming Meeting Schedule/Location

Determine host, date, time and location of next Mobility Partnership meeting.

Prepared by: Darrell Vice

SR152 Trade Corridor Mobility Partnership Meeting

October 14, 2011



Recap of July Meeting

Work Program:

- Vision Statement
- Outreach
- Funding Options and Financial Tool
- Governance
- California Transportation Commission Presentation
- Next Steps

Work Program Actions on Today's Agenda:

- Adopt Vision Statement
- Authorize staff of to prepare Draft Joint Powers Agreement for SR152 Trade Corridor

Vision

Through the Mobility Partnership, the Counties of Madera, Merced, San Benito and Santa Clara will work together to develop and deliver infrastructure improvements for an east-west trade and mobility corridor on State Route 152 between US Route 101 and State Route 99.

GOALS

- Improve mobility between the North Central Coast and Central Valley
- Improve or reduce travel time
- Reduce traffic congestion
- Enhance travel safety
- Upgrade the SR 152 corridor in a manner that avoids, minimizes, and/or mitigates environmental effects wherever feasible and practicable.
- Overall economic benefit to region by improving corridor

ACHIEVE GOALS BY

- Completing the route as a continuous 4-lane facility between US 101 and SR 99
- Providing alternative route for regional traffic in Gilroy and Los Banos areas
- Provide improvements such as the eastbound Pacheco Pass climbing lanes and access control measures that help to separate slower moving and faster moving vehicles
- Improving truck access at interchanges
- Reduce interface between local and regional traffic by adding grade separations

Vision Statement

SR152 Vision Statement

“Create a safer and more efficient highway system that enhances the quality of life for the local communities and improves the economic vitality of the region while considering the near-term and long-term travel needs of commercial, commuter, and recreational traffic.”

Recommended Action:

- Adopt Vision Statement

Governance

Why Form a Governing Body?

- Facilitates the timely delivery of SR 152 Trade Corridor Improvements
 - Ensure it meets shared project vision and goals
 - Share resources of member agencies
 - Define Sponsoring Organization for Project Development
 - Determine Best Value for Public
- Leverages financing options
 - Pursue/Receive Traditional Public Infrastructure Funding
 - Pursue Alternative Financing
 - Procure Strategic Public/Private Partnerships

Governance Options Considered

Local Agency Governance	Advantages	Disadvantages
<i>Special District</i> Example: East Bay Municipal Utilities District	• Legislative authority exists under general act or can create under special act • Works well for services specific to a community or facility such as Water and Hospital Districts	• Requires legislation to establish under special act • Potentially lengthy process • Special Districts members limited to Cities, Counties and Districts
Highway and Bridge District Example: Golden Gate Bridge District	• Legislative authority exists • Can issue bonds, make contracts, levy taxes and collect tolls	• Restricted to member counties • Difficult to change the members

Governance Options Considered

Local Agency Governance	Advantages	Disadvantages
<i>Joint Powers Agreement</i>	• Legislative authority exists • Establishment is relatively easy	• Traditional funding availability is limited • Traditional project development will take much longer • State lead project
<i>Joint Powers Authority (JPA)</i> Example I-680 Express Lanes, Sunol Grade	• Legislative authority exists • Establishment is relatively easy • Can accept funding • Local agencies control project goals and members of the JPA	• Powers beyond members shared powers may require new legislation

Governance

Staff Recommendation

- Joint Powers Agreement (Agreement) is the recommended Governance Option
 - New Legislation is Not Required
 - Establishment is Relatively Easy
 - The Parties to the Agreement Controls Project Goals, Scope and Limits
 - The Parties to the Agreement Can Accept Project Funding
 - Flexibility to Step the Powers and Change Type of Governance
 - Flexibility to Create Joint Powers Authority

Recommended Action

- Authorize staff of to prepare Draft Joint Powers Agreement for SR152 Trade Corridor

Outreach

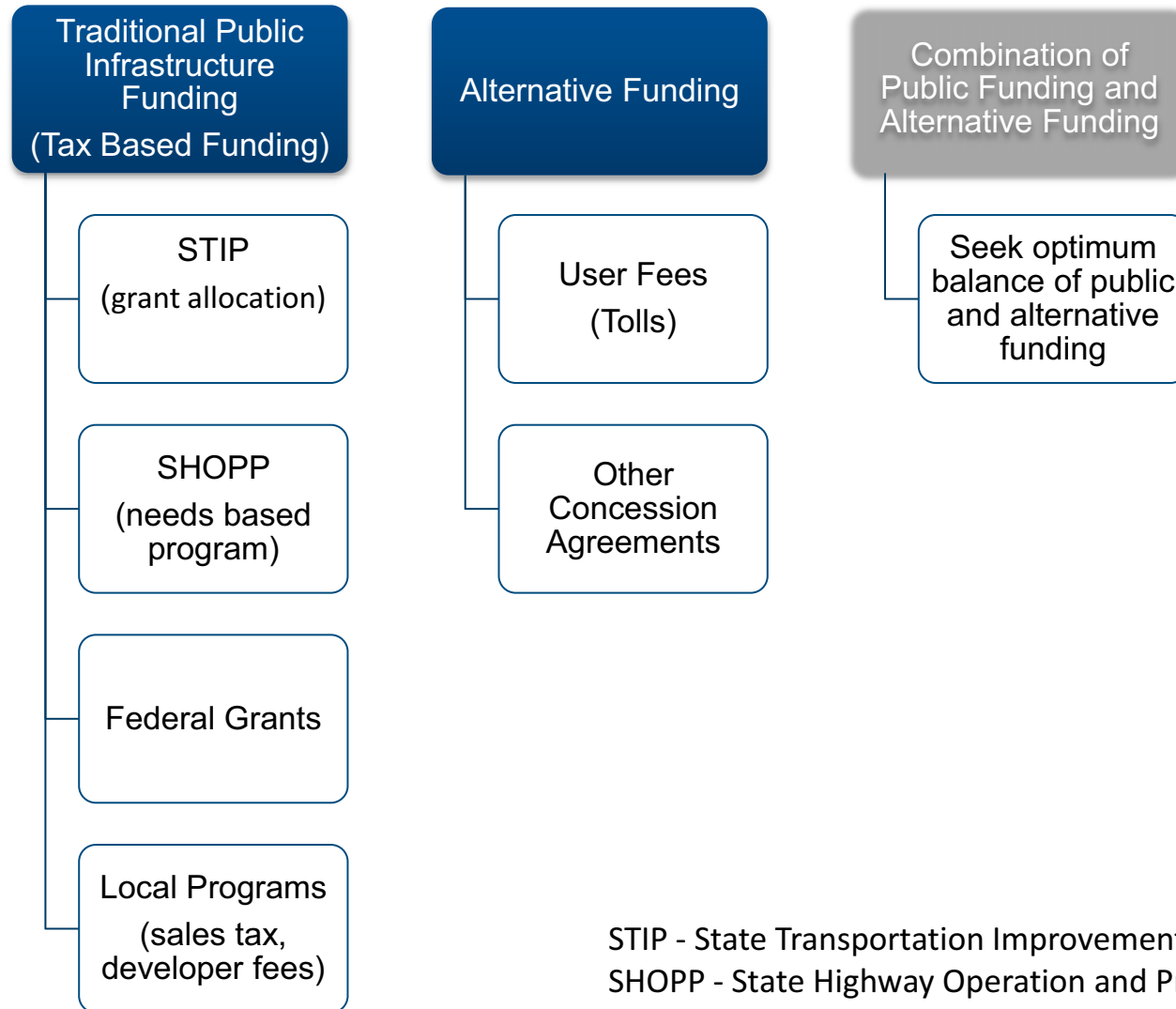
- Met with Agriculture and Shipping interests and organizations
 - Stakeholder meetings held Santa Clara, Monterey, San Benito, Madera, Merced and Fresno Counties
- Valuable feedback on project priorities, governance structure, and financial issues

Outreach

What we have learned from the agriculture and shipping communities

- Supportive of Corridor improvements
- Main places of congestion are the 2-lane segment in Santa Clara County and the route through the City of Los Banos
- View safety improvements and travel time reliability as greatest importance
- Tolling might be an option as long as the toll isn't "unfair" and it doesn't force regional traffic onto county roads
- Investment in SR152 is preferred over investment in High Speed Rail

Funding Options



STIP - State Transportation Improvement Program
 SHOPP - State Highway Operation and Protection Program

Funding Options

- Traditional Public Sector Funding
 - State and Federal programs which derive revenue from fuel taxes, weight fees and occasional General Fund support.
- Realities
 - *State/Federal funding continues to be uncertain and limited.*
 - *Limited ability to increase funding through fuel based taxes.*
 - *Two year programming cycle with limited funding availability.*
 - *It would take over 50 years of programming to generate sufficient capital to build project.*

Funding Options

- Traditional Public Sector Funding
 - Local Programs (sales tax, developer fees)
 - Voter approved sales tax dedicated to Transportation
(requires 2/3rds majority to implement)
 - Local traffic impact fees
(development fees for traffic impacts)
- Realities
 - *Limited viability of local revenue generation for regional route.*

Funding Options

- Alternative Funding Sources
 - User Fees or Other Concession Agreements
 - User fees from toll revenues support all or part of project costs.
 - Single/ multiple point fixed toll or distance based toll
 - Tolls can be structured to enhance performance of the road
- Realities
 - *Amount of tolls that can be collected is limited by perceived value and fairness to users*
- Combination of Public and Alternative Funding
 - Seek the optimum balance of project funding sources

Develop a Financial Model

- Purpose:
 - Confirm financial viability of the project
 - Investigate the financial feasibility of a range of potential improvements
- Expected capabilities:
 - Work flexibly with revenue, cost, timing and other inputs
 - Perform life-cycle costs analysis

Financial Model as a Decision Tool

- Expected uses
 - Explore a range of improvements
 - Establish a baseline from which to move forward
 - Early identification of a range of project alternatives
 - Assess the importance of variables and changes
 - Enable an earlier focus on critical inputs
 - Track the effects of changes
 - Assess Risk
 - Report the findings

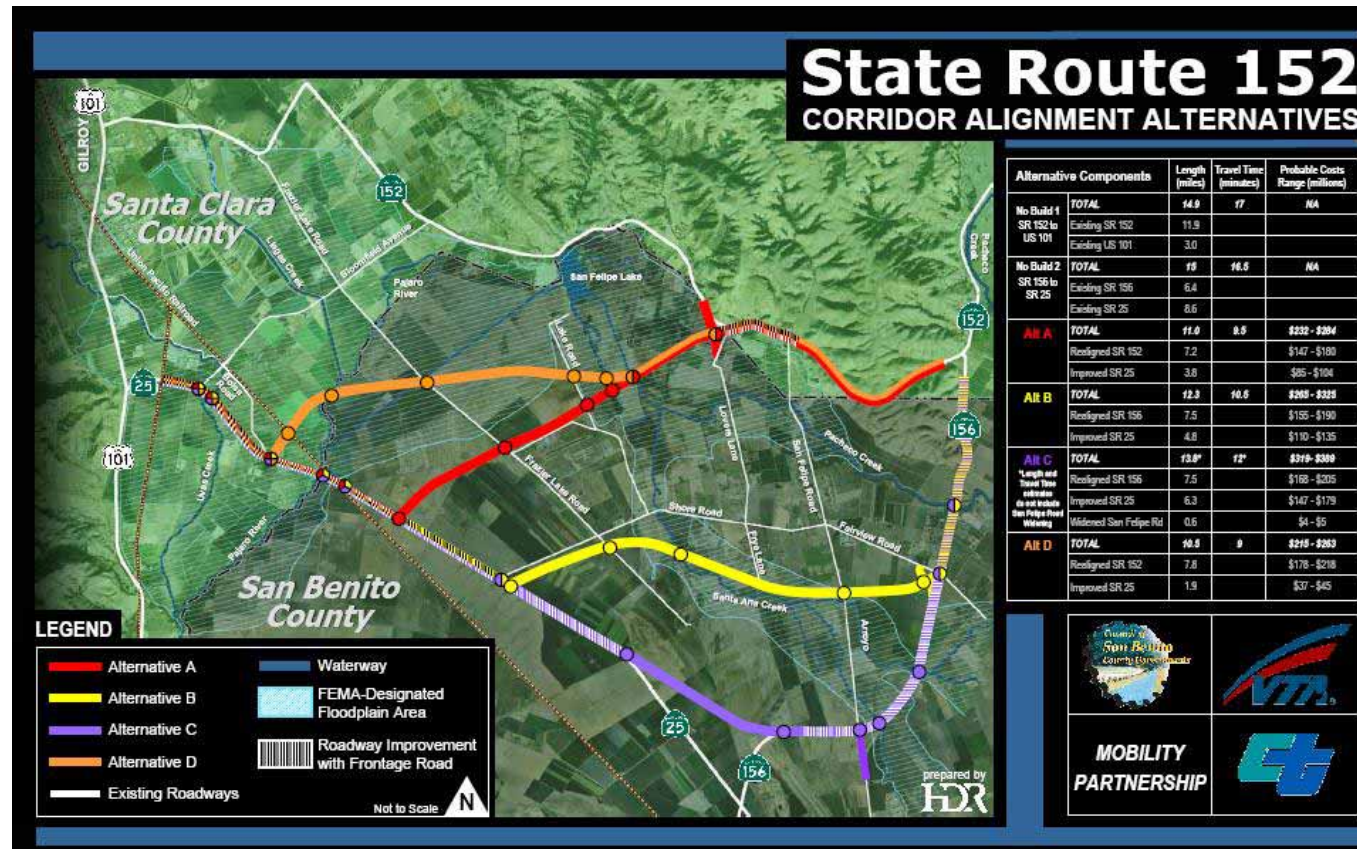
California Transportation Commission – October 26, 2011

Agenda

- Background
- Project Status
- Next Steps
 - Governance
 - Implementation
 - Environmental Documentation

West End Realignment Study

Considered the study of a more southerly alignment of State Route 152 as it connects from U.S. 101 to State Route 156.



SR152 Corridor

Upcoming Work Program / Next Steps

- Present Project to California Transportation Commission
- Prepare Draft Joint Powers Agreement
- Perform Initial Financial Model Assessments (refined feasibility studies)
- Continue Stakeholder Outreach and Consensus Building

SR152 Corridor

Draft Agenda for next Mobility Partnership Meeting

- Receive Report on California Transportation Commission Meeting
- Review Draft Joint Powers Agreement
- Receive Results of baseline Financial Model
- Report on Stakeholder Outreach and Consensus Building

For additional information please visit our website at:

http://www.vta.org/projects/152_trade_corr_proj/index.html