

Summary Minutes
TRANSPAC – July 12, 2007

1. **Convene meeting: Pledge of Allegiance/ Self-Introductions** – Chair Pierce convened the meeting at 9:07 a.m. as a Committee of the Whole. Vice Chair David Durant arrived at 9:09 a.m.
2. **Public Comment** – None.

CONSENT AGENDA

3. **Approval of the May 10, 2007 minutes.**

END CONSENT AGENDA

ACTION: Approval of Consent Calendar. Shinn/Durant – unanimous

4. **Presentation on Go21 – Growth Options for the 21st Century by Roberta Mendonca, Senior Grassroots Organizer**

DISCUSSION:

Ms. Mendonca presented information on Go21, explaining that its mission is to support increased investment and use of rail infrastructure to help reduce traffic congestion and improve the quality of life. Go21 is attempting to build support for the bills that are currently in the Senate and House (see packet) to provide tax incentives for such investments. Ms. Mendonca noted that Go21 has garnered a wide range of supporters who are listed on its website. Go21 is asking for a resolution of support from TRANSPAC.

Ms. Mendonca stated that a 67% increase in freight is predicted over the next 20 years. She went on to say that intermodal transportation is a solution that provides the best of all transportation worlds, which means that when goods arrive, they are transported long haul by train and door-to-door by truck. Go21 believes that the increase can be handled by putting 1% more freight on train and reducing the number of trucks on the road. This would result would in less freeway congestion, a savings of time, a static cost of goods, a reduction in damage to the roads, and cleaner air.

The ensuing discussion included some reasons for the decline of the railroads and the increased use of trucks. Chair Pierce stated that Martinez was the only jurisdiction in the TRANSPAC area that has rail, although Concord also has some. Individual councils in the jurisdictions should be included in the discussions. One concern raised about rail was its contribution to air pollution and the toxic particulate matter found along rail corridors. More information is needed from all sides to balance competing interests.

Armstrong stated that TRANSPAC voted a while ago to support infrastructure improvements to the Martinez rail yard for passenger trains. Ms. Mendonca pointed out that because passenger rail uses the same tracks as freight, improvements for one would help the other.

Durant voiced a concern about using public money to support private industry. Deregulation has not increased rail use. Rail works best in places where there is density and a more robust system, and there's not the rail capacity going where the trucks need to go. What are the plans for this? Congress will not even fund Amtrak. On the West Coast, it is not practical, given the incredible cost of land that would be needed to widen tracks when money for right of way isn't even available for highways.

John Greitzer stated that a few years ago another representative of Go21 had given a presentation to Contra Costa County Board of Supervisors with a request for support. The Board declined to support this effort because of longstanding issues with freight rail, primarily in West County. Some of the issues involved transport and storage of hazardous materials near schools and populated areas, and what seemed to be rail's unresponsiveness in implementing proactive planning. Greitzer also identified conflicts relating to passenger train priority (given by federal policy) being taken over by freight trains. Because rail has not been a good "corporate citizen", a substantial public investment in their systems is not warranted. Furthermore, Go21, which presented itself as a grassroots organization, had received partial funding from the railroad industry.

Francois asked for more information about the funding infrastructure improvements.

Mendonca clarified that this was a tax credit for qualifying capital projects. Looking at the overall system, improving one area will serve to benefit other areas of the system. The 25% tax credit does not just apply to the railroads, but to all business and is not related to a specific project.

Lochirco asked if this does go through, can the existing infrastructure handle the capacity or would it involve expansion, and who would be responsible for the maintenance of the expansion. Public safety issues such as rail crossings need to be considered where there is a potential safety hazard due to increased freight trains.

Mendonca noted that the bill allows the improver to submit its expense to IRS for a 25% credit. This does not involve specific projects and there is not a big movement to buy additional land but to enhance existing rights of way to handle more rail traffic.

Engelmann asked if this has been presented to MTC, and Mendonca confirmed it had not. He stated that MTC's Transportation 2035 is considering congestion pricing on I-880. The possibility of instituting tolls for trucks during peak hours could be explored.

Brumley commented on the efficiency of European train service and that we lag behind. The public needs more information and should get involved.

Shinn agreed that in concept, rail makes sense. Specifics need to be addressed such as hazardous spills, reliability, and economic issues.

Silva asked for more clarification if current use of freight rail use was because of the quality of capacity, efficiency or other issues. Mendonca replied that it is at capacity.

Durant said that if freight rail is at capacity now, what are the railroads considering to assist the capacity of the routes trucks are going to have to use. The fuel efficiency of trains should bring up a broader energy discussion and analysis of energy and pollution impacts.

ACTION: TRANSPAC requested answers to questions that arose during the discussion before taking to the respective councils in local jurisdictions before considering of a resolution in support.

5. 2008 STIP Project Submittals.

DISCUSSION:

Neustadter outlined the project submittals that were included in the packet. She acknowledged and thanked Eric Hu and Steve Goetz for their staff work and for their efforts in working with SWAT on the reallocation of funds to the Contra Costa Boulevard project. In May, TRANSPAC authorized the Authority to submit a request for the I-680 restripe project south of the Livorna Lane drop. The Authority and TRANSPAC are project sponsors. CCTA also intends to submit a request for the I-680 Northbound HOV Lane project.

ACTION: TRANSPAC approved transmission of a concurrence letter to CCTA for the 2008 STIP applications submitted by TRANSPAC jurisdictions – Durant/Shinn, unanimous.

Armstrong made reference to the YgnacioValley Road landslide area at Limeridge that needs a permanent solution. He believed that this should be a higher priority than the Kirker Pass Road truck lanes.

Chair Pierce noted that there is a fix for it but it is very expensive and it will be hard to get money from the federal government. She also pointed out that Kirker Pass was a County project. Shinn added that the City is working on a permanent fix. Kuzbari noted that the temporary fix does not reduce capacity. The speed limit reduction imposed on that area had a bigger impact on flow of traffic.

Neustadter pointed out that the 2008 STIP projects will be programmed in 2011 and 2012 are different kinds of projects from Ygnacio Valley Road, which is considered an emergency repair and will receive money much sooner.

6. Central County Fee Analysis

Neustadter stated that Action Plan update has been initiated and the Authority has the consultants on board for each RTPC. DKS is our consultant and Joe Story is TRANSPAC's project manager. With the beginning of planning for the Concord Naval Weapons Station (CNWS), interest has been shown in TRANSPAC's Regional Transportation Mitigation Program. The problem with this program is that it flies under the radar, because individual agreements are made among jurisdictions for transportation improvements. At the May TAC meeting, CCTA staff indicated that funding may be available to compile information about all of the fee programs in all of the RTPC areas. The TAC agreed it would be good to get the information compiled, and what should be included (see packet). The TAC proceeded to develop a list of actions to be undertaken in this effort. This information will help in analyzing whether to continue with the current mitigation plan, based on the Oakhurst model, or to revise it.

Chair Pierce explained that there is political pressure to do as everyone else does which is to impose a flat fee per unit built regardless of the actual impact. The legal analysis of the AB1600 nexus issue should be added to the list.

Neustadter said that this arises in part because of the CNWS and the expectations of its potential development. Planning is going forward to develop alternatives for review in the fall.

Chair Pierce said that as someone who has participated in the public process on that project, it appears that Concord intends to mitigate every impact and is working closely with everyone involved so that this project will be an asset to the region, not a detriment. To assume differently is doing the City a disservice. Private developers may end up paying more through the Oakhurst model than through a flat fee. We need numbers to show it.

Shinn reported that an updated joint meeting is scheduled with a special Council meeting and a public forum on August 4th. There is a regional effort to bring everyone to the table via public meetings to look at impacts to our neighbors.

Engelmann said that the Authority has a consultant on board that is working on the Action Plans and the Growth Management Program update. This would be part of the overall update to the fee program report, which is updated annually and information is collected anyway. The cost is not known at this point, but the report would involve a minimal amount of consultant time. The consultants will contact the jurisdictions. The analysis has shown subareas with uniform fees, but cannot report Central County unless we have the information to show the revenues.

Neustadter said that the problem with the program is that it does not have a visible profile. It has been suggested by others that we should revise our regional transportation mitigation program to mirror theirs. In Central County we have local fees as well as a regional fee program, while some others do not have local fees. We want to level the playing field and take a larger look at the fee structure Central County so we can document or the kinds of dollars and/or improvements that are paid or constructed by developers. Member Abrams has raised the issue that the money used for housing, public art should be documented as well.

Chair Pierce said that TRANSPAC has based its regional mitigation on the Oakhurst model. The impact of a project is analyzed both locally and regionally. The project pays for impact mitigation wherever located. You have a nexus – you have studies that show impacts far away, and see what does it takes to mitigate, not a flat fee per house. This is a very sophisticated traffic analysis. She noted, for example, the Oakhurst project paid millions of dollars to Walnut Creek and Concord for specific traffic mitigation projects resulting from the Oakhurst development. It was a condition of approval for the project based on the traffic analysis.

Durant pointed out that when an area is denser and is built out, a flat fee is not a logical solution.

Chair Pierce said that this analysis will show the mitigation of impacts. Our projects are more localized and we don't have big highway projects.

ACTION: Approved the recommendations for a proposed County Fee Analysis to be conducted by CCTA as part of the update to the Central County Action Plan. Armstrong/Shinn, unanimous.

7. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (APC) (Member Pierce), Planning Committee (Member Abrams), and CCTA meetings (Members Pierce and Abrams). The minutes of the April 18 and May 16, 2007 CCTA meetings are attached for information.

On behalf of Member Abrams, Neustadter reported that the Planning Committee approved several Growth Management Checklists. The Authority's CAC initially declined to approve the Town of Moraga's checklist until the Town demonstrated its efforts to comply with HCD's requirements. The release of an RFP for the EIR was approved for the 2008 Transportation plan was approved. A consultant has been chosen for the I-680 study RM2 study from one team consisting of CH2M Hill, DKS and Wilbur Smith. The consultant selection committee is meeting with the team next week.

Chair Pierce reported that at the APC meeting there were some changes to Highway 4 projects to keep it moving forward quickly. The I-680 Aux Lane project is going forward. Work is continuing on cleaning up the SB1210 eminent domain bill. An adjustment was recommended to the Nolte contract to procure an executive search firm to recruit a replacement for CFO David Murray.

ACTION: Reports accepted.

8. Reports from Staff and Committees

- a) One response (CH2MHill/DKS/Wilbur Smith with Deborah Dagang as Project Manager) to the Request for Proposal issued by CCTA for the RM2 Study I-680 HOV Express Bus Access Study was received on June 21, 2007. As a result and to expedite the process, The Consultant Selection Committee has decided to have a discussion/scoping session rather than an interview with the consultant team on July 17, 2007. Authorization to begin negotiations and to issue a Notice To Proceed will be on the CCTA agenda in July.
- b) TRANSPAC/TRANSPLAN TDM Program has determined to move to The Terraces Office Building in Pleasant Hill. Execution of the lease was submitted for approval by the City Council on July 2nd.
- c) 511 Contra Costa Monthly report by Lynn Osborn, 511 Contra Costa Program Manager.

Lynn Osborn reported on the upcoming relocation of the TDM program offices to Pleasant Hill in August, noting that it will be leasing an additional 300 square feet of space for about the same cost per square foot as currently being paid. Other advantages of this location included being closer to the TDM fiscal agent, the City of Pleasant Hill, more archive storage space, amenities, and the availability of a conference room.

Osborn provided an update on the MacArthur Maze. In two weeks, the volume of website hits from the public seeking information rose from 2000/day to about 60,000/day. The interest was not just from those seeking free BART tickets, but also people new to transit or traveling through the Maze. Two temps were hired to help distribute tickets and decline letters. Almost 1700 free tickets for BART, County Connection, TriDelta Transit, and AC Transit were distributed. Osborn thanked

colleagues at SWAT and WCCTAC who reprogrammed funds from other projects to help accommodate the people in their areas as well.

Other projects underway include a Bus to BART program that kicked off at the Walnut Creek BART station on May 12, with public officials and Gayle Murray present. 511 Contra Costa staff helped to distribute flyers. A Class Pass pilot program was developed with Los Medanos and Tri Delta to provide free transit passes to college students for the semester. Because of the success of the program, it is hoped to be continued next year. Employer outreach has increased with 15-25% active employers in the three regions.

Durant asked if the issue concerning the erroneous information given by 511.org by phone or website had impact on 511 Contra Costa, and Osborn reported no calls or complaints. She noted that 511 Contra Costa's work has been substantiated including calling employers to verify employment as much as practical.

- d) City of Walnut Creek's BELIEVE IT OR NOT!! What Central County freeway segment carries more traffic than the top two most congested freeway segments in the Bay Area and yet is ranked only 20th in congestion? I-680.

ACTION: Reports accepted.

9. Correspondence/Copies/Newsclips/Information - Accepted

6/21/07 and 5/31/07 Items approved by the Authority on June 20, 2007 and May 17, 2007 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; Letter from Michael Wright, Project Manager, Concord Naval Weapons Station Reuse Project to Barbara Neustadter, TRANSPAC Manager regarding the CNWS Reuse effort and notification of upcoming workshops; 6/26/07, 6/4/07 and 5/1/07 WCCTAC status letters from Chair Sharon Brown to Bob McCleary, CCTA Executive Director; Letter from Mary Lou Laubscher, Facilitator, Transportation Action Team, Monument Community Partnership to Janet Abelson, Planning Committee Chair, CCTA regarding the lack of funding for critical transportation projects; 5/25/07 SWAT status letter from Andy Dillard, SWAT TAC member to Bob McCleary, CCTA Executive Director; 5/17/07 Letters to Charlie Abrams, CCTA Chair from Julie Pierce, TRANSPAC Chair regarding TRANSPAC's revised submission for the 2009-15 Measure J Strategic Plan and comments on the proposed additional Measure J policies; 5/15/07 TRANSPAC status letter from TRANSPAC Chair Julie Pierce to CCTA Chair Charlie Abrams; Buchanan Field Airport 6/07 Newsletter, Final Edition; County Connection Fixed Route Operating Statistical report for April 2007; June 30, 2007 CCTA Project Status Report.

Newsclips: San Francisco Chronicle: 6/22/07 "BART's NEW VISION: MORE, BIGGER, FASTER"; **Contra Costa Times:** 6/20/07 "Good Times, bad traffic, 6/19/07 "Ygnacio Valley Road fix not coming this summer"

Meeting Announcement: Contra Costa County Employment & Human Services Department at the Concord Senior Center 2727 Parkside Drive Concord, July 19, 2007 at 9:30 am until noon: Coordinating Transportation: Developing Mobility Management Centers in California and 1:30 pm to 4 pm Non-emergency Medical Transportation; Medicaid Models in Other States – Can We Do This in California?

10. Tales of the Caldecott Tunnel tour on June 14, 2007.

The thank you letters that were sent to Caltrans staff were forwarded by District 4 Director Bijan Sartipi to Caltrans Director Will Kempton. Committee members who attended this tour agreed that it was one of the best.

Chair Pierce reported that Christina Ferraz has offered to arrange an annual tour of the fourth bore while under construction. Additionally, she has offered to organize a field trip for TRANSPAC members who would like to see the work being done at Devil's slide, as the same equipment and techniques will be use on the Caldecott. October and April were discussed as possible dates.

11. For the Good of the Order

Neustadter thanked Chair Julie Pierce for her twenty years of service on TRANSPAC. Chair Pierce shared some of her early experiences in TRANSPAC.

12. Adjournment. Meeting adjourned at 10:52 a.m. The next meeting is scheduled for September 13, 2007. Committee members should expect that the Action Plan workshop, which immediately follows, could last until about 1:30 p.m.