

**Summary Minutes
TRANSPAC – February 8, 2007**

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Bill Shinn, Concord, TRANSPAC Chair; Susan Bonilla, Contra Costa County; Mark Ross, Martinez; David Durant, Pleasant Hill; Charlie Abrams, Walnut Creek, CCTA Representative.
Absent: None

Planning Commissioners: Bob Armstrong, Clayton; Guy Bjerke, Concord; David Mascaro, Pleasant Hill; Robert Simmons, Walnut Creek. Vacant Seat: Martinez. Absent: Donnie Snyder, Contra Costa County [Excused]

Staff: Qamar Kahn, Concord; Steve Goetz, Contra Costa County, Martin Engelmann, CCTA; Cindy Dahlgren, CCCTA; Richard Pearson, Martinez; Eric Hu, Pleasant Hill; John Hall, Walnut Creek; Deidre Hartman, BART; Lynn Osborn, 511ContraCosta Program Manager; Barbara Neustadter, Julia Fuller, TRANSPAC staff.

Public: None

Meeting convened with a quorum by Chair Shinn at 9:07 a.m.

1. Convene meeting: Pledge of Allegiance/Self-Introductions – completed

Chair Shinn welcomed Supervisor Susan Bonilla to TRANSPAC. Supervisor Bonilla also has been appointed to complete Supervisor Gioia's term on CCTA until January 31, 2008. Chair Shinn congratulated Councilmember Ross on his appointment as President of the Air District Board. Barbara Neustadter announced the appointment of Connie Peterson as the TRANSPAC Administrative Assistant starting March 1, 2007.

Councilmember Pierce noted that all but one Planning Commissioner was in attendance and all of the elected officials were present which was excellent.

2. Public Comment - none

CONSENT AGENDA: Abrams/ Pierce/unanimous

3. Approved December 14, 2006 TRANSPAC meeting minutes

END CONSENT AGENDA

4. Presentation and Discussion on the Concord Naval Weapons Station Reuse Plan by City of Concord Project staff Mike Wright

Mr. Wright made a presentation on the current status of the Reuse project. The City's consultant staff is scheduled to attend the February TAC meeting. Wright indicated he was thankful for the Council's recent vote which allows Concord to move forward with the BRAC (Base Realignment and Closure) Process.

The Concord City Council was selected by the Department of Defense as the Local Reuse Authority (LRA) for the 5,170-acre inland area of the Concord Naval Weapons Station. The Council appointed a 21 member Community Advisory Committee (CAC) to assist the Council in preparing the Community Reuse Plan for the weapons station property.

Wright indicated that the Community's role in the Reuse Plan for the Naval Weapons Station is to do planning, and CEQA environmental review to integrate the needs of the community in terms of land use, the homeless assistance screening process, and public benefit screening process which will start in approximately thirty days. The screening process will be submitted

to HUD and evaluated with regard to whether or not those uses balance homeless needs in the greater community. That is the triggering mechanism and once submitted to HUD, the Navy will do a Federal EIS.

The Office of Economic Adjustment (Department of Defense) awarded the City \$1.9 million with an option for an additional \$106,000 to begin Phase 2 of the reuse planning process. With the award, the Office of Economic Adjustment (OEA) has committed to date nearly \$2.8 million to the reuse planning process.

In spring 2006, the City Council launched a multi-year, three-part process to plan for the civilian reuse of the Concord Naval Weapons Station. The weapons station was opened by the Navy in 1942 as an annex to the Mare Island Naval Shipyard in Vallejo. The 12,800-acre site, which includes an inland area and a tidal area, was an active ammunition storage and shipping port for the Department of the Navy until 1999 when the Pentagon mothballed the inland area. The port, located in the tidal area, continued to operate under the command of the Army. The inland area was approved for closure in November 2005 through the Department of Defense's Base Realignment and Closure (BRAC) process.

The inland area lies entirely within the Concord city limits and occupies 5,200 acres (approximately 8 square miles) and makes up nearly one quarter of the City's total 31 square mile area.

The Concord City Council was selected by the Department of Defense as the Local Reuse Authority (LRA), the sole point of contact for planning of the site. The LRA will ensure that land use plans reflect the interests of the local community. The Navy will retain ownership of the property while the LRA prepares the Reuse Plan with input from the community.

The Navy was expected to declare the CNWS property surplus on November 9, 2006. The notice of surplus is an important milestone in the Base Realignment and Closure (BRAC) law statutory timeline and is the trigger that allows the City Council/LRA to continue with the next step of the community-based BRAC process in preparing a reuse plan for the property. The Navy extended the timeframe for the notice of surplus for 30 days from November 9 to December 21, 2006. This delay came after the Navy received an unsolicited proposal from Shaw Group interested in acquiring the property in exchange for equivalent value in military construction services under the Navy's exchange authority.

EPA and the State of California will have influence over who can use portions of the site. There are 850 acres that have some level of contamination. As a military base, this is pretty clean. It is not anything like the clean-up required at Mare Island or Hunters Point. Concord has to do something about the rail maintenance facility and motor pool area, septic drainage is evident a little bit in the soil and ground water and there is a small area with arsenic contamination. But none of this is considered to be major contamination.

There are two rare and endangered species on the property: the California Tiger Salamander and the Red-legged tree frog. Fish and Game and Wildlife Services will have a significant say in how these sensitive habitats are treated.

The final player in the Plan is the Navy. Their job is to comply with NEPA and then make the determination regarding how to convey the property. The Navy will continue to own the property even after the notice of surplus, and is expected to retain ownership of the property

until the City/community complete the reuse plan for the former base and the method of transferring the property from the Navy to another entity is decided. The Navy officially surpluses the property and then Concord has 30 days to send out notices to homeless providers in the greater region to solicit their interest. Notices are also sent to State and local agencies to gain their insight.

Concord has to deliver a Reuse Plan which will be sent to HUD in 270 days. The City needs to comply with CEQA at the same time this plan is to be prepared. Getting anything done with CEQA in 270 days will be a major miracle.

Title to the 115 acre area north of Highway 4 has already been transferred by the Navy directly to the Army. The Army will continue to move ordnance in and out of the Port where spent nuclear waste from all over the world is received.

The bottom third of the area consisting of approximately 74 acres will be part of the transfer and will be where the administrative and rail maintenance facility exists. Part of the City golf course is owned by the City and part leased by the Navy so that portion will be part of the transfer which will occur. One other Federal Agency transfer of 63 acres will take place as the Coast Guard takes title to the existing military housing which will be used for enlisted personnel. The balance of the property runs down Bailey Road to Willow Pass Road.

There has been a lot of conversation about the conveyance method by which land is transferred. The Navy has a number of ways to transfer the property. Their overall theme is to take the property out through public sale. All of the other military facilities in the Bay Area have been transferred through economic conveyance to a municipal agency for practically nothing. Then it became the responsibility of ORA to clean up the property using their money and the Navy finally figured out that some of these large pieces of land had tremendous value to the Navy which is currently strapped for money. So the process for transfer for Concord became a very different scenario.

The new scenario started in southern California where the transfer of the Navy's property in El Toro to the City of Irvine proved very lucrative. The debate that ensued made the Navy recognize that they have a big shortfall in their construction budget. Everyone is focused on base closure but there is a whole realignment that gets forgotten in the transition. There can be a community of 50,000 people and a whole division of the service moves in bringing with it a group of 25,000 new military personnel. A lot of building has to be done to house those people and provide services and infrastructure. The inland portion of the weapons station could be transferred to the exchange authority that provides that kind of infrastructure so the Navy could exchange land in Concord for potential development of infrastructure in some other region where the Navy is moving into a town and having such an impact.

Phase One of Concord's Reuse Plan was to engage the community to develop a planning framework consisting of a set of goals and guiding principles as well as to develop strategies for additional community engagement and involvement. Wright said it was one of the best community outreach projects in which he has been involved. The development of a Community Advisory Committee of 21 included a diverse cross section of the community. There will be a Community Advisory Committee and a Technical Advisory Group working together. The Technical Advisory Group has not yet been established because of problems in the last 90 days with the Navy's postponed development plan. The timeline had been to be completed in August, 2006.

As Concord moves forward, attempts will be made to get input from neighboring communities. Concord is about to step off into a three phase effort: Opportunities and constraints of property analysis; Alternatives formulation and analysis; and Plan Formation. This process reflects what the community wants. Through all of this community involvement, the City Council will provide oversight.

Part A, Opportunities and Constraints Analysis involves the review and validation of existing information, defining fiscal and financial market constraints and opportunities, conducting site surveys and analysis, identification and mapping of resources and working with state and federal agencies on the environmental clean up and housing issues. The timeline for this part is fall, 2006 to spring, 2007. Concord soon will have an open house for the community to learn more about the site, discuss the wildlife, open space and regional planning issues and discover all of Concord's challenges in this process.

Part B, Alternatives Formulation and Analysis involves development of a conceptual range of uses and transportation options as well as refining other constraints including infrastructure and services. Under this part, Concord will conduct initial fiscal and financial models. The timeline is spring, 2007 to fall, 2007. One of the biggest issues will be transportation access and constraints in and out of the site.

Part C, Plan Formulation will start the CEQA documentation in the summer of 2007 to help refine those alternatives, not necessarily to pick a plan. The CEQA process should frame what the City wants to do. The NEPA and CEQA reviews will be conducted; a reuse plan will be adopted. The timeline is summer, 2007 to spring, 2008. Concord would like to submit the plan around spring, 2008 which would start a federal environmental review process.

Concord has a good consulting team. The prime consultant is ARUP, a firm which is world renown for putting together sustainable plans. ARUP worked on Treasure Island and do transportation planning. CB Richard Ellis will do the fiscal and financial modeling and assessment. The City is very firm in its belief that it will be able to operate and maintain whatever goes on the site. Ellis will help seek out some key research facilities to help frame job sites and housing opportunities. CH2M Hill will assist with the environmental issues and remediation. CMG is the region's top flight landscape architectural firm in recreational and open space planning. The actual planning team is SMWM which was involved in the Master Plan for Hunter's Point, Treasure Island, and Alameda. This firm has a very solid process for planning work. Their funding comes from the Economic Office of Adjustment (DOD) level, not from the Navy. EOA has provided grant funding for the first phase of work and fund the project management office and will provide funding for consultants as the process goes forward.

Pierce asked if the City of Concord as lead in the CEQA process and the Navy's preparation of the EIS is totally separate work or will it be coordinated. Wright answered no. An EIS under NEPA is not anything closer to what an EIR will be. Pierce wanted to clarify this process now. If Concord is preparing an EIR, can't they do it jointly with the Navy? Wright said that the Navy has not been interested in doing that so that is why the agencies are off on separate paths. Concord will do the CEQA document and the Navy will follow with their NEPA document.

Pierce was concerned about conflicting reports and asked if there would be coordination and what about accountability issues. Wright said this is hard to answer and is a legitimate concern. Nothing is guaranteed. There will be different perspectives but at least the baseline studies done on site will be coordinated. At the end of the day, the CEQA document will be out

in front of the Navy so the Navy can roll that into the NEPA document which does have different requirements.

Shinn said that the City wants to move this process along now so throwing a pipe wrench into the process at this time when the City is on a roll is not productive to what the City wants to do. The Navy wants the money and Concord wants to continue to establish a relationship to move pass this bump in the road. Otherwise no one gets where they want to go.

Pierce asked if the TAC would be the formal group or would it be the Concord 21. She wondered if Concord is going to seek regional representation if TRANSPAC would have a place on the group. She thought this might apply to TRANSPLAN as well.

Wright responded that there will be some groups the City will reach out to and the interface may be singular for groups that are structured and meet regularly like TRANSPAC. He suggested meeting every six to eight weeks to keep TRANSPAC abreast of ongoing activities particularly when alternatives have been formulated. There is certainly a transportation component to this and working with TRANSPAC and BART is really going to be key to Concord getting a solid plan that works not only for the site but also for the region. There will be other groups that they may meet with once or twice. Dahlgren added that County Connection would like to participate as well. Armstrong asked if the Community Advisory Committee consists of all Concord residents and Wright said all but three are residents of Concord. Those three are former City Manager, Ed James, Beverly Lane from EBRPD and Greg Amarly from Bay Point. Pierce noted that the notification base is much larger which is a positive step and much appreciated. Dan Helix is the General. Armstrong asked if there was a website and Wright said one was linked from the City's website. The project website is www.concordreuseproject.org.

Wright announced that the upcoming workshop will be an Open House environment at the Senior Center in Concord. There should be an announcement in the newspapers in the next week or so. It will be from 10 am to 1 pm.

Abrams said Transportation Measure J has funding for project development for the Willow Pass Interchange with Highway 4 which should come out of this project. TRANSPAC will be interested in what is going on Willow Pass Road as well. He suggested Concord define what these projects are as soon as possible so the projects can be put into the system. There are so many things in the hopper waiting for monies to come available. The most critical and single biggest cost will likely be the interchange area. Dahlgren reiterated that she would like CCCTA to be involved from the beginning so this doesn't turn into another Dougherty Valley Project fiasco.

Heitman appreciated the tour she was given of the property and asked what the next steps will be. Wright said that the Navy can do whatever it wants but is bound by certain restrictions. The Office of Defense has said that if the community was not supportive and interested in trying to participate in the way the Navy wanted to do it then the Office of the Secretary of Defense would tell the Navy to go ahead and surplus the property and have the property be disposed of during the traditional BRAC process which would involve publication in the Federal Register. That won't happen for two to three weeks and Wright believes the Navy will go ahead and honor that. Concord has been contacted as well by a very supportive Congressional delegation which is monitoring the progress and making sure that things are going down the right path. These Representatives will become very vocal if they sense that

the Plan is going off the prescribed path.

Shinn said Miller's Office representative was at the Community meeting to determine the real feeling of the Community. Shinn and Chavez are meeting with Senator Boxer's representative at City Hall. The Exchange Authority is one of 8-9 avenues the Navy can take to dispose of the property. There are risks involved going down this path because it is uncharted except for what the Army is doing in conjunction with the BRAC process. The Army is doing something that allows for an expedited process. Wright feels that the Navy can still do some of the things they want to do.

Shinn noted that there is a legitimate military national defense realignment here. The military is coming back for reintegration into the community. It's a big issue like what is going on in Texas. There are no guarantees for Concord if Concord goes down that path. Concord has to be careful of politicizing the plan. There are legitimate goals and objectives. The City has to make sure it understands the process and if it's not getting what it wants from the Navy representatives then it must go over their heads and keep going over heads until the City gets the response it wants.

Engelmann said it sounds like a stressful and time consuming process. There will be lots of things to worry about in context of TRANSPAC's Oakhurst model for regional fees. He asked what the timing is for the CEQA effort and suggested that maps contain a clause relative to the regional fees anticipated. Neustadter said this is problematic. Concord needs to deal with local fees. Consultants approved for the Action Plan update falls within the purview of TRANSPAC. Everything relative to the Action Plan is on the table and the Weapon's Station may fall under TRANSPAC's regional transportation mitigation program. As Martin has been advised, it certainly is on the table for discussion and will evolve over the long haul.

Shinn said those things can be documented through staff and through the city. As principal agency, the City will expect somewhat of an answer of where to go with it. Engelmann said in East County when the regional mitigation program started, everyone worried about development approved before the regional mitigation program was in place. Clauses were put in maps that stated "whatever regional fee we come up with you'll pay at the time of the building permits". Engelmann was concerned about Concord approving the maps without this clause included. Bjerke said at this point, this is describing just a plan and that kind of notation would be premature.

Shinn said it's a long way down the road and Concord will be doing a lot of planning that probably is a two year process. The Navy may have other issues even when the agencies get into the actual exchange of the property. It is just another form that can be used which will probably be looked at sometime in 2009. That is assuming that everything goes along pretty smoothly until that time. Once that would happen in 2009, there is other detailed planning in which the City wants to engage to see what the new property owner's plans are in relation to the market. Under the best of circumstances 2010 easily could be 2011 or 2012 before any real development comes into the City and into the region. There is plenty of time to explore these key issues of who is going to pay for what.

Pierce said Clayton was going through Action Plans as part of their preparation for 2007. Pierce sat down with Jeremy Graves and went over the City maps on a lot by lot basis. City staff looked at what the actual numbers are so there is really a good idea about what the projections were. Clayton discovered that the ABAG numbers are really out of whack. The

numbers are close to 50% higher than what is real. ABAG projected a lot more lots than Clayton actually has. Each community needs to look at the reality on the ground to evaluate where were going and how to evaluate the transportation impact of these numbers.

As we go through the process TRANSPAC will be looking at this again and Pierce doesn't think it is necessary to institute something outside the Action Plan at this time.

Pierce told Shinn congratulations to the Concord City Council for standing in there and sticking to its guns. She said that if it had gone the other way it is entirely possible that Concord would have risked being in violation of Measure C and Measure J. Shinn noted that Councilmember Hoffmeister did an excellent job in outlining that process and addressing Concord's needs.

Ross commended Councilmember Shinn and the City of Concord and was impressed with their perspective on the development of this large area. He had indicated before as part of the survey group that he would love to see a nice convention center developed in this property, similar to Asilomar in Monterey. He suggested it could become a world class educational center for environmental studies. He was glad to hear that other people were interested in something like that.

No Action Taken

5. TRANSPAC and CCTA Representatives' Reports. The minutes of the December 20, 2006 CCTA meeting were included in the packet.

a. CCTA meeting

Member Abrams reported that the CCTA meeting ended about 8 hrs ago, and most of last night's business dealt with paperwork and issues regarding the regional rail plan. Other agencies were asked to respond to MTC and CCTA's response may not be the one MTC wants to read. The Committee also approved a proposed bike and pedestrian plan update. They reviewed the status of the Growth Management Program checklist submittals. There will be a letter coming out from the Authority to those jurisdictions that have not yet responded. The jurisdictions need to do so. TRANSPAC jurisdictions were all compliant except for Martinez. Pearson noted the excessive paperwork involved in the process. Pierce said that staff is working on the problem and trying to get the form into a format which is more simple to complete.

Abrams said it was remarkable which cities have done it and which ones haven't. None from East County have complied. Neustadter said there were 10 jurisdictions that have not completed the checklists.

The Committee approved a traffic monitoring consultant encouraging an effort to start soon. It also approved a list of consultants to do Action Plans for the Routes of Regional Significance. DKS and Kimley Horn were to do the five Action Plans. There was a continuing discussion of the Urban Limit Line and appropriate paperwork required of all cities. San Ramon is entering into more studies for the funding of the Iron Horse Trail corridor concept and looking for various separations on the Iron Horse Trail using TLC funds that could not be used by Orinda.

b. Administration and Projects Committee meeting

Member Pierce reported that the Administration and Projects Committee paid the bills and extended a few contracts. There was a presentation from Caltrans regarding SHOPP

projects. Caltrans will be doing a rehab of Highway 24 from the Caldecott to the east side of Lafayette, nearly to the interchange, to try to get rid of some of the "Whop-de-doos" [WDDs]. The project includes pavement grinding and rebuilding but will not really do anything to repair the underlying cause of the WDDs. There is no underground solution planned to keep it from sinking further so we'll have to wait and see how long it will last. Abrams said that process is outrageously expensive. Pierce said Caltrans is having to monitor a couple of landslides under the freeway that are part of a problem so they'll keep track of that and will try to get the surface work done at night, seven days a week. Caltrans is going to have pretty strict guidelines for the work to be done.

There was also talk about issuing a Request for Qualifications for Program Management services. Nolte has handled this task since the inception of CCTA. The work Nolte has done has expanded to provide anything that wasn't able to be done in house. As the Authority moves into the administration of Measure J, rather than rolling over the contract with Nolte as has been done for several years, it was determined to open this up to a competitive process. Responsibilities under the contract may be divided into Project Management, Program Management and perhaps several other segments.

The Committee agreed to approve a one year extension for Maze Associates, the Auditors. In January APC will look at putting together a consultant evaluation criteria for the next year and look to go out again and do an outside recruitment. There hasn't been a checklist for audit review and the Committee felt there needs to be a more formal process for that oversight.

Updates on Legislative actions were included in today's meeting packet.

Reports Received; No Action Taken

6. Reports from Staff Committees - Accepted

a) County Connection is holding a public meeting on February 22, 2007, 3:30 to 5 pm at Diablo Valley College in the Community Conference Room (on the DVC campus above parking Lot 7) on the plans for the new Transit Center. An update on the Pacheco Transit Hub and DVC Transit Center was in the attachment as well as the DVC Transit Center design. TRANSPAC and 511 Contra Costa staff have worked with County Connection on these projects. Neustadter noted that these have been two surprisingly difficult projects given that the projects were conceived with the best of intentions (and funding).

Dahlgren said she has been working on the Pacheco Transit Hub since August, 2005. The Air Board has extended the funding. The environmental work is underway and when that is complete then construction can begin. The combined PSR review package will be ready to submit soon to Caltrans and CCCTA will be able to proceed with the Caltrans application. Caltrans indecision over mobility management and land leasing issues has been problematic. Major breakthroughs were made in January and CCCTA is ready to start the formal review process with Caltrans. CCCTA and its consultants also had to map out where the slope of the future slip ramps for the interchange will be and ended up negotiating a one to three slope and other minor details that needed to be overcome before the project could move forward. One of the next steps is to set up a meeting with the Pacheco Municipal Advisory Committee (PMAC). Dahlgren indicated that CCCTA has received nothing but positive support from PMAC's Vice-President.

The DVC Transit Project has a good conceptual site. This project has moved along quickly

and Dahlgren has gotten preliminary numbers from the consultant regarding how much money is needed to complete planning and construction. They are about \$700K short. The project will be able to move beyond the conceptual planning soon.

b) County Connection's Route 980 Martinez/Walnut Creek Express Service Evaluation Update. Ridership will continue to be monitored. 511 Contra Costa staff will focus on marketing this Route in the spring and service on this route will be timed with the new Monument Corridor Shuttle Service (Route 8).

Dahlgren said this Express Route between Martinez and the Walnut Creek BART is funded with RM2 funds. The route is on surface streets just for a little way between Chilpancingo and Willow Pass Road. The Route started in December which is not a very good time to begin because of the competition with holiday shopping. Ridership has been steadily increasing and Dahlgren will be working with Osborn and the 511 Contra Costa staff to increase marketing efforts to improve ridership.

The Lifetime Monument Community Shuttle will start in March and will be able to connect with Route 980 to deliver people to medical facilities and other social services in Martinez.

Osborn indicated that some marketing efforts will be concentrating on reverse commute opportunities with people trying to get to DVC from the BART station. CCCTA will be investigating direct marketing, advertising with DVC on campus and other marketing methods that have been successful in the past.

Bonilla was involved in the kickoff for the Monument Community Shuttle and thinks it might be awhile before it is well known in the community. This community has been asking for this kind of service for years and it should be very well received when it is better known. Dahlgren said CCCTA has been working very closely with the Monument Partnership and Hispanic Community. The whole service was based on Community Based Transportation Plan that was done a year and a half ago. Bonilla said it is a very positive accomplishment when something tangible and concrete actually comes out of such a progressive plan. Dahlgren indicated that the service will probably be swamped from the moment it starts.

Durant suggested asking cities to put fliers in the City newsletters to get out the appropriate startup and schedule information and to reach all the households in the city. He added it was always helpful to get information to the churches in the area. Osborn said her staff has tried to get information on the 511 Contra Costa programs into the Concord City newsletter and has had no success. Shinn said he would follow up on that and suggested that staff may not have realized how much of a benefit these services are to the community. Neustadter agreed that our marketing should reinforce the fact that this information pertains to the residents within the City of Concord and other TRANSPAC jurisdictions. Shinn said he would make a more focused effort on the City newsletter access and Bonilla also suggested the use of the TV channel for Concord.

Abrams noted what a big transit success the Walnut Creek Free Ride Shuttle in the downtown has been, especially since the buses were rehabilitated to look like Cable Cars. Dahlgren said one of the reasons for the success is that a regular Gillig bus was transformed into a trolley look-alike which meant that the bus had a good standard of reliability and strength to be effective. CCCTA maintenance crews are pleased with the buses as well. Abrams added that the program has been so successful Broadway Plaza put up money to expand the service

during the holidays and the downtown merchants have indicated an interest in getting in on the program as well.

c) The RM2 I-680 HOV Express Bus Access Study TAC will have its first meeting on February 22, 2007 at 1:30 pm in the City of Pleasant Hill Community Room to develop the Study scope. The Policy Advisory Committee for the Study will be convened when the TAC has completed its work on the scope. Neustadter indicated that invitations to participate went out as far as Solano County and Alameda, South County to East. Bus companies were targeted so that every agency can be represented. John Hall is the Technical Manager and Barbara Neustadter is the Administrative Manager. When the draft scope is completed it will be presented to the PAC for approval and then consultant services will be sought out. The scope of work was modified to reflect comments that were made at TRANSPAC. The study is finally on its way.

d) The Martinez Benicia Bridge tour is scheduled for April 12, 2007. Attendees are requested to meet at 9:30 am at the Caltrans Construction Office, 4585 Pacheco Boulevard. Directions to be sent via e-mail. Closed shoes and no shorts are requested.

e) The Caldecott Tunnel Tour is scheduled for June 14, 2007. A sign-up sheet was circulated at the meeting for those interested in going on this tour. Directions to the meeting site will be sent via e-mail.

f) The 511 Contra Costa TRANSPAC/TRANSPLAN Program Status Report was included in the packet. Osborn was available to answer any questions.

Neustadter added that the Action Plan update will be on the Agenda this year as will Measure J Strategic Plan, the Bicycle and Pedestrian Plan Update and the RM2 Study. It will be a very busy year. She will try to keep the meetings as short as possible but some will necessarily be longer.

7. Correspondence/Copies/Newsclips/Information - Accepted

1/18/06 Items approved by the Authority on January 17, 2006 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 1/8/07 TRANSPAC Status letter from Chair Shinn to CCTA Chair Freitas; 1/21/06 Items approved by the Authority on December 20, 2006 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 12/8/06 WCCTAC Status letter from Vice Chair Maria T. Viramontes to Bob McCleary, CCTA Executive Director; 12/31/06 CCTA Project Status Report. County Connection Fixed Route reports for Sept., October, November and December, 2006.

1/16/07 MTC Press Release "New Benicia -Martinez Bridge Prepares for Bay Area Debut of Open Road Tolling"; Buchanan Field Airport Newsletter , Winter Edition; Contra Costa Times: 12/10/06 Queen of the Road Column re: the westbound signal on Ayers Road at Clayton Road - a North American record?

8. Election of TRANSPAC Chair and Vice Chair for the 2007 term commencing immediately

Chair Shinn had suggested holding in place of officers for the upcoming year; however responsibilities have changed since then so the group may want to reconsider.

Councilmember Abrams would like to follow the current rotation and nominated Councilmember Pierce to be the TRANSPAC Chair for 2007.

ACTIONS: Abrams/Ross/unanimous

8. A. Elected Councilmember Julie Pierce as TRANSPAC Chair for the 2007 term

8. B. Elected Councilmember David Durant as TRANSPAC Vice Chair for the 2007 term

8. C. Acknowledged Councilmember Shinn's year of service as Chair

Councilmember Pierce presented Chair Shinn with a gavel plaque commemorating his year in service as Chair. She complimented him on a spectacular job and thanked him for his conscientious work for TRANSPAC.

Chair Shinn said it has been fun and he thanked everyone for their support and cooperation during the year. He said he now understands some of the Acronyms and can spell Transportation terms much faster. Neustadter noted that when Shinn first indicated his unfamiliarity with transportation issues she thought he might need additional tools for coping and felt he missed some of the tools he had in his former life so she presented him with a gun and handcuffs to assist in his upcoming "negotiations" with the Navy.

To deal with the transportation-ese spelling issues, Neustadter presented Shinn with a book entitled, "GO" which provides information on every aspect of the World of Transportation. She indicated that it covered such important data as how to recognize a stop sign in Morocco as well as a 'Beware of Bear' sign in Japan. The book covers topics from yachts to bicycles which will prepare Shinn for the upcoming rewrite of the County Bike Plan. She suggested the purchase of a Road Racer but Shinn had rather dubious memories of riding motorcycles which he definitely didn't want to repeat in the midst of traffic on I-680.

Shinn thanked Neustadter for her assistance this last year and noted that Michael Chavez has been appointed to be his alternate. Chavez will try to get to one of the TRANSPAC meetings to familiarize himself with the issues and meet everyone.

9. Appointment/reappointment of a TRANSPAC Representative to the Contra Costa Transportation Authority (CCTA) for the 2007-09 term commencing February 1, 2007.

Member Abrams holds this appointment for the 2005-2007 term. NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item.

ACTION: Durant/Ross/unanimous

Reappointed Councilmember Charlie Abrams as TRANSPAC CCTA Representative for the 2007-09 term commencing February 1, 2007

Abrams thanked the group for the vote of confidence and noted he is next in line for Chair of the Authority. This will increase the clout of TRANSPAC and Abrams appreciates being able to serve the group in this capacity.

10. Appointment of TRANSPAC CCTA alternate(s) for the CCTA representative appointed under item 9. NOTE: Pursuant to the TRANSPAC Joint Agreement, Section VI, (e) (3) which is consistent with the CCTA Administrative Code, only elected officials may vote on this item

The first alternate for a TRANSPAC CCTA representative is the other CCTA representative. This approach is used when a TRANSPAC CCTA representative cannot attend a standing

CCTA Committee (Administration and Projects Committee or Planning Committee) meeting. Member Pierce currently holds this position.

A second alternate is required in the event that the other CCTA representative is not available. TRANSPAC was requested to appoint a second alternate for the CCTA representative appointed under item 9. Member Shinn currently holds this position.

TRANSPAC also appointed a third alternate who may be called on in the event that both alternates for TRANSPAC's CCTA representatives are unavailable. Member Ross currently holds this position. Under this approach, the progression of alternates is as follows:

- a) Each TRANSPAC CCTA representative is the alternate for the other for standing CCTA Committee meetings.
- b) The second named alternate for each TRANSPAC CCTA Representative will attend CCTA Board meetings or other necessary functions in the event that the TRANSPAC CCTA representative is unable to do so. The second alternates also may serve for one another.
- c) In the event that neither second alternate is available, the third named alternate may be called to serve.

Member Shinn was appointed the second alternate for TRANSPAC CCTA Representative Abrams for the current CCTA term (2005-2007) in February 2005. Member Durant is the second alternate for Member Pierce and Member Ross is the third alternate.

CCTA has a requirement that CCTA representatives notify the CCTA 72 hours in advance if unable to attend a scheduled meeting. In the past, TRANSPAC staff (Manager and Administrative Assistant) have assisted representatives with CCTA notification and finding an alternate for a meeting. This assistance will continue to be available.

ACTIONS: Durant/Pierce/unanimous

1) Appointed Councilmember Shinn as designated second alternate for CCTA Representative Abrams' appointment for the 2007-09 term commencing February 1, 2007.

2) Appointed Councilmember Ross as third alternate to be used by both TRANSPAC CCTA representatives if both second alternates are not available.

11. For the Good of the Order: None

12. Adjournment. The meeting was adjourned at 10:35 a.m. The next TRANSPAC meeting is scheduled for March 8, 2007. The next TAC meeting is scheduled for February 22, 2007.