

**Summary Minutes
TRANSPAC Meeting
June 11, 2009**

ATTENDANCE:

Elected Officials: Mark Ross, City of Martinez, TRANSPAC Chair; Julie Pierce, Clayton, CCTA Representative; Guy Bjerke, Concord; Susan Bonilla, Contra Costa County; David Durant, Pleasant Hill.

Absent: (excused) Cindy Silva, Walnut Creek, TRANSPAC Vice Chair

Planning Commissioners: Bob Armstrong, Clayton; Diana Vavrek; Pleasant Hill; Bob Hoag, Concord. Absent: (excused) Michael Murray, Contra Costa County; Jon Malkovich, Walnut Creek. Vacant Seat: Martinez

Staff: Ray Kuzbari, Concord; Eric Hu, Pleasant Hill; John Hall, Walnut Creek; Tim Tucker, Martinez; Martin Engelmann, CCTA; Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Chair Ross convened the meeting at 9:12 a.m. with a quorum.

- 1. Convene meeting: Pledge of Allegiance/Self-Introductions – completed**
- 2. Public Comment – none**
- 3. CONSENT AGENDA: Pierce/Bjerke/unanimous**
Approved the May 14, 2009 meeting minutes.
END CONSENT AGENDA
- 4. Regional Measure 2 (RM2) Policy Advisory Committee (PAC) Investment Recommendation from the I-680 HOV Express Bus Access Study Presented by John Hall, Study Technical Manager, City of Walnut Creek and Deborah Dagang, Principal Project Engineer and CH2M Hill Consultant Team Study Manager.**

A major purpose of the I-680 Express Bus Access Study was to identify the best investment option for the expenditure of RM 2 funds. Up to one million dollars of the \$15 million established in the legislation was made available for a required Study to determine the best expenditure of the remaining funds. The results of this study and the PAC's investment recommendation are being presented today for TRANSPAC's concurrence.

John Hall, Technical Manager of the study, began this presentation by acknowledging the hard work and efforts of the entire team, particularly as it followed TRANSPAC's specific direction to spend as little money as possible. The team's efforts resulted in a savings of \$90K in consultant costs on the project.

Deborah Dagang, Project Manager for the study, presented an overview of the project and discussed options that were evaluated. She noted that there was a broad representation of perspectives within the PAC and TAC, which included local transit agencies. She discussed the evaluation process and the factors that led to the PAC's recommendation that the balance of RM2 funds be invested in the I-680 southbound HOV lane project. She noted the one important factor in this selection was the ability to stay within the existing right of way. Next steps include making some minor refinements to the evaluation, and combining the RM2 Study TACs and PACs in conjunction with TRANSPAC and TAC meetings for the Final Report in the fall.

Barbara Neustadter added that TRANSPAC is acting as an agent for the County Connection and this recommendation will be forwarded to them. She also noted that this study could not have been done without the assistance of Robert McCleary and Martin Engelmann of the Transportation Authority.

ACTION: Approved the RM2 PAC recommendation to adopt the southbound extension of the I-680 High-Occupancy Vehicle Lane as the preferred alternative for the receipt of the remaining RM2 funds. County Connection will be notified of this recommended action. Pierce/Bonilla/Unanimous

5. Central County Action Plan: Letter from Mayor Tatzin, City of Lafayette

Last November, City of Lafayette's Mayor Anderson sent a lengthy letter (endorsed by SWAT) with comments on the TRANSPAC Action Plan. TAC forwarded a draft "by comment" response letter to TRANSPAC for consideration in December, but TRANSPAC directed that a more general response letter be sent. On June 1, 2009, a letter was received from Lafayette Mayor Don Tatzin that requested a response to the original comment letter sent in November. The updated letter of response (in the packet) has not been reviewed by the TAC.

David Durant had prepared a number of responses to the City's comments, including: Comment # 12 - Add a sentence that says: "We would be interested in reviewing any such analysis that SWAT or the City of Lafayette has on this issue." Comment #14 - Close with: "We are open to a dialogue with the City of Lafayette and SWAT about how they would answer the challenge of the questions they have posed." Comment #15 - "As you know, TRANSPAC and its member jurisdictions have been actively engaged in the RM2 study designed to improve express bus service on southbound 680 as well as to extend HOV lanes, just some of the efforts to keep interregional traffic on highway system wherever possible."

Martin Engelmann pointed out that the first Pleasant Hill Road Action Plan was adopted in 2000 as it had not been designated a Route of Regional Significance until so designated by an Authority resolution. The Central County Action Plan has been through three cycles, but Pleasant Hill Road has been through only one, and this is the first update. The big change is that they have added in the proposal for metering and traffic management and aligns well with TRANSPAC's tenets. Neustadter noted that the proposed signal timing is for more time to side streets than arterials. They have also established gateway constraints on the freeway.

Member Pierce asked for clarification on response #19 concerning the reciprocity agreement. Neustadter explained that a reciprocity agreement had previously been required in TRANSPAC's Subregional Mitigation Program, but in reality reciprocity agreements were not done because if a development had impacts, the parties would come to the table and developed a mitigation agreement. Member Bjerke added that the new process simply removes an abstract step. Member Durant added that the agreement was not relevant given the absence of any significant development. Neustadter said that when the STMP was updated, the process was streamlined. The reciprocity agreement was eliminated but Lafayette was not aware of that. Member Pierce said that if Central County had a project of the demonstrable traffic contribution to traffic on Pleasant Hill Road, it would have automatically required mitigation. Neustadter said that the second paragraph on #19 was supposed to tell the City how to initiate concerns about impacts, but Member Pierce was

not sure it was made clear enough that their responsibility is to speak up when notified of an EIR that has potential impact. Bob Armstrong observed that the intent of the comment letter appears to be a pre-emptive strike against the Concord Naval Weapons Station (CNSW).

Chair Ross said that he understands the City's concerns, but there is a process in place where TRANSPAC will do what it can for the benefit of their needs. He suggested that this should be the final detailed response letter. He appreciates the time staff has spent on the responses and the intent. Member Durant added that they tried to nip it in the bud initially with a short letter but the City was not satisfied and demanded a more comprehensive response. This is that response, which should end it or move it to the next stage.

Martin Engelmann said that in the Growth Management Plan and Action Plan there is TRANSPAC's commitment to work with SWAT and Lafayette on a Traffic Management program for Pleasant Hill Road. Pleasant Hill Road traffic is lower now than in 1990, but it is creeping back up to those levels. The Traffic Management Plan is supposed to address it.

Neustadter added that Lafayette's expected participation was unclear from the letter. From TRANSPAC's perspective, both sides need to cooperate in order to do a traffic management plan. Engelmann said that SWAT's Action Plan for Pleasant Hill Road clearly states that they want to do a traffic management plan and there are commitments from both sides.

Member Bjerke suggested that paragraph #4 be reiterated. Chair Ross said we should strongly suggest that the solution is to undertake joint participation in the development of a traffic management program.

ACTION: Approved the draft letter to Mayor Tatzin with the changes noted and an emphasis on joint participation in the Traffic Management Plan. Bjerke/Durant/Unanimous

6. **TRANSPAC and CCTA Representatives' reports.** The minutes of the April 15, 2009 CCTA Board meeting were included in the packet.

a. **CCTA Board Meeting**

Member Pierce reported that Central and West County's amendments to the Measure J Expenditure Plan for bus programs 19 and 20 were approved.

b. **APC Meeting**

Member Pierce reported that legislation was the primary issue, and AB744 (Torrico) was under discussion again. The Authority had agreed with the amended language as it went through Assembly Appropriations and committees, but unacceptable language was then added that invalidated the collaborative process. The Executive Committee requested that MTC delete the offensive language and re-amend this bill. It will review the changes to the language and decide whether to change the position back to support prior to the next Authority meeting. AB 1175 (Torlakson), the bill for Bay Area Toll Bridges, was also discussed. Staff is recommending a position of support if it is amended to include for a method of return-to-source funds collected based on usage of the toll facilities, and to spell out a strategic planning process for the use of toll revenues. Also discussed was the authorization request for RM2 funds from MTC for the Caldecott Tunnel project, an amendment of the Measure J Strategic Plan for eBART, an update on the I-680 Southbound HOV Lane Extension Restripe Project, and further review of the Authority's budget.

c. Planning Committee meeting

Member Pierce, attending the PC meeting for Member Durant, reported that staff had prepared responses to comments on Draft EIR for the 2009 Countywide Comprehensive Transportation Plan for final certification. Also discussed was the proposal for adoption of the Countywide Plan itself. All other PC items were forwarded directly to the Authority Consent Calendar.

d. CCTA Bond Workshop

Member Pierce reported on the special Authority Workshop on the bond financing plan in anticipation of the Measure J bond issue in September. The preferred alternative would downsize the initial bond size from \$300 to \$200 million and defer the remaining \$100 million for two years. With the allocation of stimulus funds for the Caldecott, the entire amount is not needed now and the lower bond amount would enable the Authority to keep all other projects moving as planned.

7. Reports from Staff and Committees - Information accepted

The 511 Contra Costa report was presented by Corinne Dutra-Roberts, Senior Transportation Analyst. She noted that their web developers have been “scraping” data from Air Quality forecasts posted by the BAAQMD for the five regions of its purview. The web developers have put the data into an XML format on the website, where it is updated every ten minutes, and can be easily shared with others. While the Air District doesn’t have this feature, 511 Contra Costa programmers have built it in an open format that will be shared on a 511 Contra Costa website developers’ page. In this way, anyone can link to the updates and hopefully, will be developed as an iPhone application.

In other activities, the current School Pool program is under way. Every school district in East and Central Contra Costa County, with the possible exception of Martinez, has approved publicizing the School Pool program during registration days to encourage transit use and carpooling to schools. Later in the month 511 Contra Costa will be working with the City of Concord to conduct a two-day bicycle safety training class taught through the League of American Cyclists. The City of Walnut Creek has just unveiled its three electric vehicle plug-in charging stations located in the parking garages on North Locust, South Locust and Broadway. Through the end of year the plug-in recharge will be free (parking fees will apply). Staff has been asked to consider a Walk to School Day, and it was reported that a “Walk and Roll” school program pilot is being developed at an East County school.

8. Correspondence/Copies/Newsclips/Information - Accepted

9. For the Good of the Order – It was noted that CCTA is expected to certify the Environmental Impact Report for the Countywide Transportation Plan at its June 17, 2009 meeting. This action allows the RTPCs to adopt the final version of the respective Action Plans in the July-September, 2009 time frame. Brad Beck will present the Countywide Bicycle and Pedestrian Plan at the July TRANSPAC meeting.

10. Adjournment at 10:33 a.m. The next TRANSPAC meeting is scheduled for July 9, 2009 at 9 a.m. in the City of Pleasant Hill Community Room at City Hall.