

**AGENDA ITEM 3**

**SUMMARY MINUTES  
TRANSPAC MEETING – OCTOBER 2, 2009**

**ATTENDANCE:**

**Elected Officials:** Mark Ross, Martinez, TRANSPAC Chair; Cindy Silva, Walnut Creek, TRANSPAC Vice Chair; Julie Pierce, Clayton, CCTA Representative; David Durant, Pleasant Hill, CCTA Representative; Guy Bjerke, Concord. Absent: (excused) Susan Bonilla, Contra Costa County.

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

**Staff:** Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Tim Tucker, Martinez; Deidre Heitman, BART; Francis Lo, TY Lin/MTC; Lynn Overcashier, Corinne Dutra-Roberts, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff.

Meeting convened with a quorum by Chair Ross at 9:05 a.m.

1. Convene meeting: Pledge of Allegiance - completed
2. Public Comment – none

**CONSENT AGENDA: Silva/Pierce/Unanimous**

3. Approved September 10, 2009 TRANSPAC meeting minutes

**END CONSENT AGENDA**

4. **Presentation of the Regional Measure 2 I-680 Express Bus Access Study Draft Final Report by Deborah Dagang, Principal Project Engineer and CH2M Hill Consultant Team Study Manager**

**Discussion:** Deborah Dagang presented the Draft Final Report of the Regional Measure 2 I-680 Express Bus Access Study. In June 2009, TRANSPAC approved the adoption of the southbound extension of the I-680 High-Occupancy Vehicle Lane as the preferred alternative for the balance of the RM2 construction funds. The purpose of this update was to present the Draft Final Report and to discuss the draft Bus Rapid Transit (BRT) and Enhanced Bus issue papers prepared as part of the study. A workshop was held with elected officials, staff and County Connection Board in attendance, and the results are summarized in the paper. She noted that this issue paper is not a feasibility study but provides guidelines for future implementation when funding becomes available.

Ms. Dagang discussed the six candidate corridors that were identified for BRT service. Member Bjerke asked why the Ygnacio Valley corridor stopped at Oak Grove Road at the Walnut Creek city limits. Ms. Dagang answered that it was because that's the location of current bus service and added that because this is still a draft paper, suggestions and changes may still be incorporated into it. Member Bjerke suggested discussing with TRANSPLAN the idea of taking the corridor all the way to the Pittsburg Marina.

Ms. Dagang explained a number of ways in which BRT Enhanced Bus Service would be different from regular bus service, noting that BRT has a wide range of meanings to people. The enhanced service would be overlaid on top of existing local service. Ms. Dagang noted how Santa Clara and Alameda counties have already implemented a similar kind of system. A BRT system would include putting in limited stops, "branding" services and buses, implementing a more automated fare collection system, and using signal priority. It could be done at a low cost with minimal impact on existing infrastructure.

Member Bjerke noted that in East Contra Costa County, BRT has been looked at as a potential alternative to eBART. Ms. Dagang said BRT could be considered staging to a light rail system in one part of the county yet can be different in other areas. Member Silva asked if the investment meant the purchase of vehicles. Ms. Dagang said it did not, but could be a bus wrap or paint to make the vehicles look unique. There would also be costs for signal priority and for stop improvements. Member Silva asked about parking at the stops, and it was explained that the BRT stop can function as a station when it's going to be a preface to light rail, but it won't be needed in all instances.

Fare collection issues were discussed when Member Murray asked if any attempt had been made to create a FasTrak type fare collection system. Ms. Dagang said that the Translink system would serve that purpose if and when it is finally implemented, but this system has been delayed for a very long time due to issues such as revenue sharing among multiple agencies and the use of many different technologies. The idea is to create a simple fare collection system at the stop or use monthly passes to speed the boarding process.

Ms. Dagang said that the three issue papers will be included as Appendix C in the final report. The original recommendations will be taken to the County Connection Board on October 15. Member Bjerke said that this was an excellent summary and recommended that this be taken to the County Connection.

**ACTION: With thanks to Ms. Dagang, accepted the RM2 I-680 Express Bus Access Study Final Report and will notify CCTA and County Connection of this action. Bjerke/Pierce/Unanimous**

**5. Presentation on the 2009 Measure J Strategic Plan by Hisham Noeimi, CCTA Engineering Manager**

Mr. Noeimi said that CCTA began updating the Strategic Plan about six months ago. During this process it was determined that more time was needed to validate some of the assumptions made in the Plan. This delay enabled an assessment of the impact that the recession was having on sales tax revenues, validation of assumptions on financing costs, accounting for bid savings from the Caldecott Tunnel and SR 4, and completion of a review of the cost estimates for the SR 4 and eBART projects. The update process has been resumed as actual data on FY2009 revenues and inflation rates have become available. Mr. Noeimi noted that the Caldecott bids came in 20% below estimates, but no money is proposed to be unprogrammed at this time given the construction challenges of this project and the potential for change orders.

Mr. Noeimi reviewed the challenges that lie ahead. Sales tax revenues over the next 25 years are estimated to be 23% lower than originally forecast. FY2009 revenues are down 15.3% from

FY2008. There is a higher debt service cost on bonds as well as a requirement that some of the bond proceeds must be kept in reserve as insurance. The housing market collapse reduced the amount of development fees available for Highway 4 and puts state funding at risk. However, the current economic conditions have also brought increased competition that has resulted in lower project bids, lower prices for materials as well as lower costs for right-of-way acquisitions. The impact of reduced funding will delay a number of projects in the short term and in the long term will require projects Measure J funding to be capped tightly at 66%.

Mr. Noeimi also outlined the constraints to be dealt with, including the legal commitments of Measure J Funds for the Caldecott Tunnel and SR4 East project, where funding cap limits of 83% are set for the Caldecott and 90% on SR4. Mr. Noeimi indicated that given this constraint, other projects in the same subregion must be capped at below 66% so the overall cap stays around 66%. East County has more challenges due to the unavailability of \$50 million out of the \$80M ECCFFRA commitment for SR4, where funds from other East County projects will have to be transferred to that project to make up the shortfall. The Authority will also consider shifting Measure J funds from other projects/programs in East County to fund eBART's shortfall.

Bob Armstrong asked about the disposition of any windfall savings from the Caldecott project. Mr. Noeimi said that any Measure J savings from the Caldecott will revert to Central and Southwest County. The agreement with Caltrans allows the savings to revert to Local funds (Measure J and RM2) on the project. As far as a general increase in revenues beyond the forecast, every subregion would share an apportioned amount.

**ACTION:** With thanks to Mr. Noeimi, accepted the Strategic Plan Update.

6. **Request Authorization for the 511 Contra Costa-TRANSPAC/TRANSPLAN TDM Program Manager: to Submit Applications to CCTA for FY 2010/11 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/11 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); to Execute the Required Grant Contracts; and to Enter into Cooperative Agreements with the Respective Funding Agencies**

Lynn Overcashier, 511 Contra Costa Program Manager, requested approval of annual applications for grant funding of 511 Contra Costa projects and programs. She noted that this year there is no requirement for follow up surveys so long as the programs do not deviate from the work plans. Measure J funds allow for some discretionary use, which includes administrative and support costs as well as other programs that are not allowed under TFCA. A new element in the program this year is bicycle wayfinding, which will include investigating trail signage placement in Central County and East County.

Member Pierce commented on the program element that described the work with local jurisdictions to integrate VMT/GHG reductions into Climate Change Action Plans, saying that this is very helpful now and will be especially helpful in the future. She wanted to ensure that enough funds have been allocated for this purpose. Ms. Overcashier said that efforts involve mostly staff time, and 511 Contra Costa has served as a resource for cities' staff for years. When asked if bike wayfinding will be done for other PDA applications, Ms. Overcashier replied that it is being reviewed. Member Murray noted that there is already an application on the iPhone using GPS to

find bike trails, but it does not have the detail that the new application will have. Member Pierce also suggested that 511 Contra Costa submit informative articles to some of the local newspapers which get a broader readership than city newsletters.

Ms. Overcashier noted that 511 Contra Costa is about to roll out an educational trip reduction program for children which will be presented to TRANSPAC in the next few months.

**ACTION:** Authorized the 511 Contra Costa-TRANSPAC/TRANSPLAN TDM Program Manager: to submit applications to CCTA for FY 2010/11 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2010/11 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); to execute the required grant contracts; and to enter into cooperative agreements with the respective funding agencies. Bjerke/Pierce/Unanimous.

7. **TRANSPAC and CCTA Representatives' Reports.** The minutes of the August 26, 2009 CCTA meeting and a September 16, 2009 memo from CCTA Executive Director McCleary regarding Notable Milestones Achieved – Recognition of Authority Staff and Partners were included in the packet.

Member Pierce reported that CCTA Board discussed the Strategic Plan Update as previously presented by Hisham Noeimi. The committee also heard about the possible savings on the Caldecott Tunnel bids. Member Pierce and Member Durant were appointed to an ad hoc succession planning committee for the Authority following the announcement that Bob McCleary, the Executive Director of the Transportation Authority, is resigning effective December 31, 2009. An RFP/RFQ is being initiated to hire a search firm to find a replacement for Mr. McCleary. Executive Deputy Director Paul Maxwell will be staying through the end of February and will be available to help during the transition. The recruitment process will move very quickly with the goal of hiring a new Executive Director by February.

**ACTION:** Report received

8. **Reports from Staff and Committees – Accepted**
  - a) 511 Contra Costa report by Lynn Overcashier, Program Manager
9. **Correspondence/Copies/Newsclips/Information - Accepted**
10. **For the Good of the Order**
  - It was noted that the memorial service for Mike Shimansky will be on October 3. TRANSPAC members extended their condolences to the family.
  - Member Bjerke suggested that routine agenda items such as authorization to submit grant applications could be moved to the Consent Calendar. He also suggested having the TAC members provide brief, informal updates on projects each month to disseminate as much information as possible. Chair Ross requested that these updates begin in the November meeting. Member Bjerke also noted that Barbara Neustadter had forwarded to everyone the City of Concord's notice of extension of the comment period for the CNWS reuse EIR. The new deadline is October 26 and will push deliberations into January.
11. **The meeting was adjourned at 10:32 a.m. The next TRANSPAC meeting is scheduled for November 12, 2009 in the Community Room.**