

**Summary Minutes
TRANSPAC – June 15, 2006**

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Bill Shinn, Concord, TRANSPAC Chair; Mark Ross, Martinez. Absent: Mary N. Piepho, Contra Costa County. David Durant, Pleasant Hill [Excused]; Charlie Abrams, Walnut Creek [Excused].

Planning Commissioners: Bill Brumley, Concord; David Mascaro, Pleasant Hill; Robert Simmons, Walnut Creek. Vacant Seat: Martinez. Absent: Joe Odrzywolski, Clayton; Donnie Snyder, Contra Costa County

Staff: John Templeton, Concord; Steve Goetz, Contra Costa County, Martin Engelmann, Amin AbuAmara, CCTA; Richard Pearson, Martinez; Steve Wallace, Pleasant Hill; John Hall, Walnut Creek; Deidre Heitman, BART; Lynn Osborn, 511ContraCosta Program Manager; Barbara Neustadter, Julia Fuller, TRANSPAC staff; Corinne Dutra-Roberts, Matt Wood, Leona Gee, 511 Contra Costa staff.

Public: None

Meeting convened without a quorum by Chair Shinn at 9:15 a.m.

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

Martin Engelmann introduced CCTA's new staff engineer: Amin AbuAmara and Lynn Osborn introduced the 511 Contra Costa staff members: Corinne Dutra-Roberts, Matt Wood, and Leona Gee.

2. Public Comment

Chair Shinn read into the record a letter from Phyllis Roff, dated 5/31/06, which stated: "Dear Chair Bill and Colleagues: The election, except for governor re-election, has given me a pain lower than the neck – the upper back. My rheumatologist says it is from lingering cough from 6 month-old bronchitis. But I know better! The Democratic candidates for governor alone would do it but add the Chronicle's and Times' choice of DeSaulnier, that does it. With the media's loss of credibility, I am getting too old for politics. However, I did enjoy using the Times' Canciamilla letter to gouge the Board for its redistricting plan decision. There is one more letter to come in the June 3 Sat. Forum that was fun to write. After election, I will have to look elsewhere for grist. And I will! An admiring member of the public, (Signed) Phyllis

CONSENT AGENDA: Unable to approve without a quorum

3. April 13, 2006 minutes [action held from May 11, 2006 meeting]

4. May 11, 2006 minutes

END CONSENT AGENDA

5. Discussion/Review of CCTA Proposed Amendments to the Measure C Sales Tax Ordinance 88-01 and Measure C (1988) Expenditure Plan

The original "Contra Costa Transportation and Growth Management Program" included both Ordinance 88-01 and the Measure C Expenditure Plan (TEP). Each document has undergone several amendments over the years.

The Authority has proposed revisions to both Ordinance 88-01 and the Measure C TEP to: (1) make Ordinance 88-01 and the Measure C Expenditure Plan into separate documents; (2) insert Measure C-related expenditure items from Ordinance 88-01 into the Measure C

Expenditure Plan; and (3) make non-substantive changes and conform to existing conditions. Revisions will be approved through adoption of Ordinances 06-01 and 06-02 (which were included in the packet), followed respectively by Sales Tax Ordinance 88-01 and the Measure C Expenditure Plan showing the proposed changes. On May 17, 2006, the CCTA authorized the Administration and Projects Committee, at a special meeting on May, 22, 2006, to review the documents and approve circulation of the documents to the RTPCs for review and comment.

Changes of note in the Ordinance include the proposed deletion of the certification requirement on the receipt of federal and state funds in Section 5 (page 8). When the Ordinance was originally drafted, there was concern that the availability of local funding for transportation improvements would adversely affect the receipt of federal and state monies for major transportation improvements. No adverse impacts occurred and the certification requirement is unnecessary. In addition, the changes to and complexities of transportation financing today make it difficult, if not impossible to ascertain any negative impact. The second paragraph of Section 19 (top of page 18) also is for deletion. The paragraph related to the possibility that a future state law might prevent jurisdictions from establishing performance standards under the Authority's Growth Management Program. No such state law was proposed. While the performance standards requirement remains in effect to the end of Measure C, the performance standards requirement is not included in Measure J and is deemed to be able to be removed effectively without impact.

Changes to the Measure C Expenditure Plan include the addition of a number of requirements moved to the Expenditure Plan from Sales Tax Ordinance 88-01. Changes to both documents include a number of editorial changes, capitalization and minor language changes to conform to the original documents and/or previous amendments as well as current conditions and terminology.

Comments are due back to the Authority by June 16, 2006. Authority approval is scheduled for June 21, 2006. Once approved, the CCTA will advise local jurisdictions of the proposed revisions. A forty-five day circulation period for review of the proposed revisions by the jurisdictions will follow CCTA approval. The Measure C amendment procedures in Section 8 and 9 will apply and a jurisdiction(s) may seek to override one or more of the revisions.

At its May 25, 2006 meeting, the TRANSPAC TAC reviewed the proposed revisions to Sales Tax Ordinance 88-01 and the Measure C Expenditure Plan and did not recommend any additional changes.

Neustadter expressed her gratitude to Julie Pierce for reviewing these documents.

Neustadter received one additional comment yesterday from Goetz which was a suggestion to change the review period for the Countywide Transportation Plan and computer model from four years to five. Engemann welcomed the recommendation and encouraged TRANSPAC to forward it to the Authority. Unless there is some objection, Neustadter suggested adding this recommendation to the comment letter which is being transmitted to the Authority by Direction of the Chair by June 16, 2006.

ACTION by Direction of the Chair:

Reviewed Proposed Amendments to Sales Tax Ordinance 88-01 and the Measure C (1988) Expenditure Plan as well as Adopting Ordinances 06-01 and 06-02, notified CCTA

that TRANSPAC consensus was to register no objection to the reorganization of the documents with the suggestion that in the Measure Expenditure Plan Programs section under Regional Transportation and Growth Management that the Countywide Transportation Plan and computer model be updated every five years instead of the suggested four years.

6. Proposed Measure J Expenditure Plan Growth Management Program (GMP) Urban Limit Line (ULL) Amendment

The proposed amendment does not change the requirement for an Urban Limit Line or equivalent urban growth boundary as a condition for the receipt of the 18% Local Street and Road Maintenance funding and the 5% Transportation for Livable Community (TLC) funds in Measure J. Rather, given the difficulties experienced since 2004 in creating a “Mutually–agreed upon Countywide Urban Limit Line” (MAC-ULL), the proposed amendment establishes additional mechanisms through which jurisdictions can achieve compliance with the ULL requirement.

TRANSPAC reviewed the CCTA's draft proposed Measure J Urban Limit Line Amendment and the TAC recommendations on the amendment at its May 11, 2006 meeting. Building on the TAC's suggested revisions, TRANSPAC recommended additional changes and sent the document back to the TAC for incorporation of TRANSPAC's suggested changes and transmission of the comments to the CCTA by its May 30, 2006 deadline. The transmittal letter and final comments annotated on a “clean” version of the proposed amendment was in the packet.

Due to the date change for this meeting, TRANSPAC had the opportunity to review the Planning Committee staff report prior to the CCTA meeting. In addition to TRANSPAC's suggested revisions (pages 3-14 through 3-20 [corrected]), comments from TRANSPAC, SWAT and the City of Lafayette were included in the packet. WCCTAC's status letter indicated that comments may be forthcoming from WCCTAC representatives at the Planning Committee or Authority meetings.

All of TRANSPAC's changes were incorporated into the proposed Amendment with the exception of a one word revision at the top of page 3-7 in which “ALLOCATION” was proposed to be revised to “DISTRIBUTION.”

It was suggested that TRANSPAC review the proposed ULL amendment language, particularly paragraph 5 (iii) and provide comments to CCTA TRANSPAC representatives Abrams and Pierce for discussion at the June 21, 2006 CCTA Board meeting.

Member Pierce had concerns over a different interpretation by TRANSPAC than the Authority staff which resulted in the appearance of requiring double elections for the ULL. The language of that paragraph was reordered but the substance remains the same for greater clarification. Neustadter read the new language in section 5. (ii):

“a Contra Costa County, voter approved ULL (“County ULL”) that has been adopted by the local jurisdiction's legislative body, before or after the election at which the “County ULL” was approved, and that has also been approved by a majority of the voters voting on the measure in the local jurisdiction seeking to rely upon the line as the growth boundary for local development; or...”

No Action Taken: Item for information; discussion provided direction to TRANSPAC's CCTA representatives.

7. Discussion of Measure J Strategic Plan: Updated Revenue Projections and Development Schedule

This item was presented on the June 1, 2006 CCTA APC agenda and has not been discussed with the TRANSPAC TAC (scheduled for June 22, 2006). The CCTA APC has approved the attached overall approach for the development of the first Measure J Strategic Plan. This effort requires the development of Central County Measure J project priorities for construction by 2015 including fact sheets with scopes, estimates and financial plans. Draft information is to be forwarded to the CCTA by September 29, 2006 and a final document by October 15, 2006.

The development of the first Measure J Strategic Plan is an important step in preparing for new funding in the Measure and the bond sale proceeds expected in 2009 (\$300M) and 2012 (\$150M). The TRANSPAC TAC has been working on the development of a list of arterial and freeway projects for the back-up Bond Expenditure list.

CCTA's request proposes a broader approach to the identification of projects expected to be implemented in the 2009 to 2015 time frame. TRANSPAC is requested to provide guidance to the TRANSPAC TAC as it begins the development of a response for TRANSPAC's consideration later this year.

There is quite a lot of information that needs to be developed for the draft in September. The TAC has already started discussions about the backup bond expenditure projects. The Authority request is much broader than that and needs to take a look at all of the Central County Measure J Plan. This will be a lot of work including determining splits for hybrid projects which includes TDM programs and projects. The TAC is working on the sidewalk gap closure project list. Safe routes to school also may be split between capital and operating projects. The TAC will be working on making these decisions and will bring recommendations back to TRANSPAC for review and discussion.

Pierce noted that it is important to understand that anything that goes for bond money which basically covers the first 25 years of the Measure will have to pay the carrying cost of the bonds which is about 10%. She suggested that officials and TAC members talk with their City Managers and City Engineers to see if they have any ideas for projects that should be on the list. Maximum input for the project list needs to be solicited.

Neustadter said the RM2 Gap Closure and Express Bus Access Study will begin soon. This study provides \$1M plus \$14M which can be used for a project on I-680 Southbound, so we may not have to ask for bond dollars for this project. Even if there are not a lot of projects on the bond list, there may be a lot of arterial projects on the back up list. We need to figure out how to take advantage of this process.

There is not enough money to proceed on the design of the I-680/SR 4 project which was sponsored by CCTA. Pierce said CCTA would be doing commercial paper before 2009. Neustadter said 07/08 would be better. Pierce said it might be worth it to go for that money to get the project development done if there is a chance to get state money if the bond passes.

Everyone in the county is lining up for Measure J money, bond money, and any money that may be available. Central County is in the same position, so we'll have to determine what

kinds of projects we need to pursue. Arterials are the hardest to fund. Pierce asked Shinn and Templeton if there was enough money to do the Commerce Ave. extension. Templeton said Concord should be ok with the amount of money received from Measure C. Concord is waiting on part two of the project to add another lane on the off ramp to see how much money remains. Templeton responded yes. Pierce questioned whether there was enough room on the off ramp for an additional lane.

Heitman asked a question about the process. The TAC will discuss this in June and July with no meeting in August. She asked if it would be the September TRANSPAC meeting where some approval of the list would be obtained. Neustadter said the final docs are due to the Authority in October so TRANSPAC would have a chance to discuss the list in October as well.

Pierce said Kirker Pass is a County project and she asked Goetz what the original estimate was. Goetz said he had no new information but the County is looking at it. Pierce said change orders are coming in so high for all these projects that she was worried about the escalation of costs on the Kirker Pass Project. Neustadter said the TAC decided a 4% increase is reasonable so all those dollars have been escalated by 4% a year for five years. The TAC has been asked to go back and look at projects bring any new estimates to the TAC meeting. We need to be careful about the original number and be sure it covers the recent cost increases. Caltrans cost increases have been in the high double digits for the last couple of years. Pierce noted that the cost of asphalt and concrete has been increasing rapidly in the past few years.

No Action Taken

Direction to the TRANSPAC TAC to continue to review the process

8. Report on May 22, 2006 Meeting with BART Director Murray

TRANSPAC representatives and TAC members met with BART Board Director Gail Murray and BART staff to discuss joint TRANSPAC BART projects and other issues. A copy of the BART Power Point presentation and summary meeting minutes were included in the packet for information. The minutes were detailed to ensure that those who were not present could get a sense of what was discussed. Next steps include additional conversations with the TRANSPAC TAC based on the May 22 discussions and a report back to TRANSPAC at some point in the future.

On behalf of Director Murray, Heitman said BART very much appreciated TRANSPAC's participation in the meeting. There was great input and Heitman hopes that this will be the start of a beautiful friendship. Pierce agreed and added that TRANSPAC appreciated having direct contact with Murray to work collaboratively with BART toward a positive future.

No Action Taken: Information Item only

9. Presentation on the National Launch of 511 Contra Costa's latest marketing tool by Lynn Osborn, 511 Contra Costa Program Manager and staff including Corinne Dutra-Roberts, Matt Wood and Leona Gee

Osborn brought the members of the 511 Contra Costa staff to the TRANSPAC meeting because she is extraordinarily proud of their accomplishments. Due to their efforts, 511 Contra Costa was nominated by ACT for a leadership award in the TDM category for 2006. Contra Costa County was one of four delegated counties by MTC for Employer Outreach. Part of the responsibility of that designation is to increase the number of employers participating in commute alternative programs in Contra Costa County.

As staff has been thinking outside the box in the consideration of new marketing tools, they came up with a fabulous new idea. Today marks the national launch of this latest and greatest marketing tool from 511 Contra Costa: a poker deck of cards with the encouragement to 'deal me in' for a better commute experience. The commute alternative theme of the 511 Contra Costa poker cards is represented by bicycle CLUBS, DIAMOND lanes for carpool participants, have a HEART and take BART, and be the Ace of SPADES and ride the bus. The JOKER is an angry commuter. The graphic artist who helped staff create the details on the cards had so much fun that he ended up volunteering a lot of extra time in development of the theme. Each of the face cards has all the little details of transportation commute alternatives, like little railroad tracks, steering wheel for the cars and other clever representations of the elements of each suit. The cards will be used as incentives to encourage people to contact us for help in managing their commute. Staff will use the cards to try to attract the attention of new employers to participate in our programs and give us a call. We have I-pod SHUFFLES to be awarded at random to employers who register with the 511 Contra Costa program and actually commit to doing a certain level of activity with staff to promote commute alternatives, such as transportation fairs and distribution of incentive brochures.

Osborn wanted to give TRANSPAC examples of some of the things staff has been working on. Julia works with TRANSPAC to keep minutes of the meetings and oversees invoices and budgets for both TRANSPAC and TDM programs. Corinne oversees the day to day management of about twelve different TDM program elements. Specifically she is working on the Walnut Creek Downtown Plan including a master data base because the Regional Rideshare program cannot accommodate small employers. She also works with John Muir and Mt. Diablo to implement their TDM Programs. She is our webmaster and keeps our website up to date including getting information to commuters on such commute impediments as the I-80 slide and the I-680 overlay project for aux lanes. She has been instrumental in the Path project, the hydrogen fueling station at the Pleasant Hill BART and e-lockers for safe bicycle storage at the BART stations.

511 Contra Costa is up for another award based on Matt's contributions to rejuvenating our carpool program with the idea of an offer of free gas for one year. The campaign was launched a month before the gas prices went up which was excellent timing. Matt was responsible for the concept. Having worked one on one with schools in east county, he was asked for a way to secure skateboards at schools. Administrators didn't want kids to use skateboards at school because skateboards are not allowed in the classroom. Another couple of schools have asked for these skateboard racks so the boards can be locked safely outside the classroom. Each rack accommodates twelve boards per rack. Locks were also purchased and the program has been very successful in East County. Engelmann asked if long boards can be accommodated and Pierce asked if scooters can be locked up and Matt responded yes to both inquiries. Osborn reported that Matt is also working on a customized data base to get more DeLaSalle students involved in carpools. He also took the lead on development of a class pass bus pass for Los Medanos students.

Osborn thanked TRANSPAC for approving the additional staff position which was filled by Leona Gee. Leona has been an invaluable asset due to her excellent data entry skills, professional attitude and capability as the go to person for all the pickup work in the SchoolPool, Transit and College Commute programs. Leona redesigned the SchoolPool flyer on Publisher software and produced a beautiful handout that normally requires professional help. She's been attending trade fairs at employer sites and colleges and enjoyed participating

in the Bike to Work Energizer stations. We are very pleased to have added her to our staff and are appreciative of TRANSPAC's approval of her position.

Osborn asked everyone to let her know about commute alternative needs so funding requests can be included in the following year.

Chair Shinn applauded the 511 Contra Costa staff for their commitment and excellent work. Everyone was eager to help distribute the decks of cards to support the program.

10. TRANSPAC and CCTA Representatives' Reports. The minutes of the April 19, 2006 CCTA meeting were included in the packet.

a) Administration and Projects Committee meeting

Member Pierce reported that for the Administration and Projects Committee this agenda was the report.

Reports Received; No Action Taken

11. Reports from Staff/Committees – Accepted

a) November Ballot Measures: A memo from Mark Watts of Smith, Watts & Company on the provisions of SCA 7 (Torlakson), Proposition 1A on the ballot and SB 1266 (Perata), Proposition 1B on the ballot was included in the packet. The memo is a quick guide to the SB 1266 funding allocation process and estimated fund allocation/distribution to counties, transit agencies and jurisdictions and may be useful to save for reference.

b) Lifeline Transportation Program (LTP) Letter of Support. On April 18, 2006 Debbie Toth, Executive Director, Mt. Diablo Center for Adult Day Health Care requested a letter of support for a Lifeline Transportation Program grant application to be filed by her agency. This request was similar to requests from the City of Concord and County Connection for letters of support at the April TRANSPAC meeting. At its May meeting, TRANSPAC discussed the request and determined that additional information was needed to evaluate this request. Martin Engelmann, CCTA Deputy Executive Director, Planning advised TRANSPAC that the CCTA Technical Coordinating Committee's (TCC) funding recommendations would be considered at the June 7, 2006 Planning Committee meeting. On May 25, 2006, the TRANSPAC TAC reviewed these recommendations and determined that only five of the twelve projects submitted were expected to be funded, not including the Mt. Diablo Adult Day Health Care application. The TAC recommended that no further action be taken at this time and that in the future, all requests for fund application letters of support should be accompanied by a copy of the complete application for TRANSPAC review. (TCC and LTP review committees are proposing changes to the LTP including the elimination of "letters of support".)

Neustadter reported late breaking news that Rod McMillan of MTC is interested in talking to TRANSPAC about the toll plaza configuration on the Benicia-Martinez Bridge. He will be at the June 22nd TAC meeting and the July TRANSPAC meeting. Mo Pazooki, the Project Manager for the Bridge will also attend the meeting. MTC is looking at Open Road Tolling on the bridge which means no toll lanes on the bridge so FASTRAK users can flow through at a reasonable speed. We had expected to see 16 toll lanes but there will be significantly fewer than that. There will be no structure on the open toll portion of the plaza. There is a video of how it will look on the MTC website.

Ross expressed concern about people who don't have FASTRAK getting confused and changing lanes at the last minute. Neustadter noted that MTC is working on changes to FASTRAK to encourage more usage. Most places have a high usage of these kinds of systems with popularity based on the fact that there is a discount provided. The problem in the Bay Area is that there is no discount for FASTRAK use. Rules for occasional users will be changed and these drivers will not be charged a fee for lack of usage. The issue of 2+ on the HOV lane versus 3+ on the bridge for carpools as well as hours of operation will also be discussed with Mr. McMillan at the next TRANSPAC meeting.

Heitman said she has heard of a huge marketing campaign for FASTRAK on the radio where people can sign up at grocery stores and other convenient places.

Neustadter said there was a serious cost savings associated with no toll plaza altogether and the elimination of some of those 16 toll taker positions. Presumably there will be less cash handling at the facility with the expanded use of FASTRAK. Pierce said full toll booths had been anticipated when TRANSPAC toured the Bridge facility. Now there will be two thirds of the length open for FASTRAK and carpool users.

Pierce reminded everyone to keep the Mylar bag that the FASTRAK device comes in because if you go through the carpool lane you will be charged anyway unless the FASTRAK device is encased in the Mylar bag. Everyone should know this.

12. Correspondence/Copies/Newsclips/Information - Accepted

Items Approved by the Authority on May 17, 2006 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 5/30/06 and 5/2/06 WCCTAC Status letter from Chair Sharon Brown to Bob McCleary, CCTA Executive Director; County Connection Fixed Route Operating Reports and LINK Operating Report for April 2006; CCTA Project Status Report, May 31, 2006.

511 Contra Costa recent clips: 4/23/06 AMTRAK Memorial Day Specials (e-mails) 5/10/06 Press Release "Commuters Encouraged to Find Alternative routes During Pinole Slide Repair on I-80"; 5/12/06 **Daily Republic:** "Free gas cards, BART tickets for new carpools"; 5/12/06 **Benicia Herald:** "Carpoolers offered some freebies"; **S.F. Chronicle:** 5/25/06 "The high-price of land-use planning"; **Bay Bridge News:** May 2006 "Premier Edition".

13. Closed Session – not held due to lack of quorum

14. Discussion of TRANSPAC Consultant Services/Contracts: TRANSPAC Services [funded by TRANSPAC jurisdictions pursuant to established formula], 511 Contra Costa Management Services [funded by Measure C] and RM2 I-680 Gap Closure and Express Bus Access Study Administrative Management Services [funded by RM2]

No Action Taken: held over to July meeting due to lack of quorum

15. Consideration of the TRANSPAC 2006-07 and the Regional Measure 2 I-680 Gap Closure and Express Bus Access Study Budgets

This item was held over from the May 11, 2006 meeting. The TRANSPAC TAC reviewed the draft budgets at its March and April meetings. The proposed draft budget is built on City of

Pleasant Hill updated benefit and salary rates including a 2% COLA assumption which is also applied to the consultant rate. Other budget increases are an increase in salary and benefits for TRANSPAC's Administrative Assistant. No increase in postage or photocopy is proposed. The TAC recommended adoption of the draft budgets in the packet.

No Action Taken: held over to July meeting due to lack of quorum

16. For the Good of the Order –

Templeton reported that Ygnacio Valley Road has been fixed. Two lanes are back in operation in the east bound direction. It's a temporary fix for right now. Concord is working with Caltrans to get a permanent fix. Quite a bit of work is required up in the hillside to stabilize it. There is a chance that everything could be in place by August provided the environmental work can get through Caltrans very quickly. If it doesn't, Concord may have to wait until next summer to do the permanent fix because a dry hillside is needed for the fix. Shinn said this is Concord's own version of the Devil's Slide. Templeton said the slide involved about a million cubic feet of soil. Pierce asked if Concord could have the newspaper provide more accurate coverage about exactly what Concord has been doing to fix the problem, how deep the displacement is, why it has taken so long and why it can't be done while the land is still slipping and sliding. Chair Shinn said there was an extensive slide presentation and explanation at the Council meeting where several members of the press were present but the story was not accurately reported. Pierce has been doing her best to explain the magnitude of the problem but thinks the public needs better communication through the newspaper. Templeton said it would be fair to have another editorial explaining the magnitude of the problem in as much detail as there was in the editorial criticizing Concord's work. Osborn suggested that her staff might contact the Queen of Commute to report the story focused on its effects on the commute. Pierce complimented Concord on how well this problem has been handled but she thinks that better information needs to get out in the paper.

17. Adjournment. The meeting was adjourned at 10:00. The next TRANSPAC meeting is scheduled for July 13, 2006.