

**Summary Minutes
TRANSPAC – September 14, 2006**

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative, TRANSPAC Vice-Chair; Bill Shinn, Concord, TRANSPAC Chair; Mark Ross, Martinez [Chair of Measure L Committee with the slogan “Fill potholes, not Open Space”]; David Durant, Pleasant Hill; Charlie Abrams, Walnut Creek, CCTA Representative. Absent: Mary N. Piepho, Contra Costa County.

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

Staff: Alex Pascual, Bruce Good, Alison Ryan (Nolte), Concord; Hillary Heard, Contra Costa County, Martin Engelmann, Susan Miller, , 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.

Public: None.

Meeting convened with a quorum by Chair Shinn at 9:15 a.m.

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

2. Public Comment

Chair Shinn read into the record a letter from Phyllis Roff, dated September 7, 2006, which stated: “Dear Chair Bill and Illustrious Colleagues, I was honored by a visit from Manager Barbara and Administrative Assistant Julia yesterday, bearing gifts of wonderful chocolate goodies and a gavel, like out-going chairs get, for me the Public Watchdog! My voice cracked when I tried to talk but no tears fell on the beautiful gavel! Owner of “Good Place” made the presentation to the joy of all. It will hang on the wall for all to see. I am honored, flattered and overwhelmed to be a part of such an important organization. No words even from wordy Phyllis are enough my longtime friends. May your success grow greater as you forge ahead. I will be watching and cheering! As always, (Signed) Phyllis

Neustadter provided contact information for Phyllis at her new residential care home, The Good Life. Phyllis was presented with a gavel normally reserved for outgoing TRANSPAC Chairpersons which identified her as “Public Watchdog for Justice”. She was greatly touched by the gesture and reiterated her respect and appreciation for all her friends at TRANSPAC.

CONSENT AGENDA: Durant/Pierce/unanimous

3. Approved August 10, 2006 minutes with a correction on page 6, Item 12 a), at the end of the last multi-line paragraph, the reference should be to ‘ten’ years, not ‘two’ years, as follows: “The environmental community encouraged no review except every ten years.”

END CONSENT AGENDA

4. East Bay Smart Corridors Presentation by Cyrus Minoofar, Principal Transportation Engineer, Alameda County Congestion Management Agency (ACCMA)

The East Bay Smart Corridors program is a cooperative effort by the ACCMA and 29 partner agencies to plan, implement, operate and maintain a multi-modal advanced transportation management system along major arterials in Alameda and Contra Costa counties. The East Bay Smart Corridors program includes the San Pablo Avenue and Hesperian/International

Boulevard (East 14th Street) corridors. Since its inception in 1995, the CMA has brought together a group of local, regional, federal, transit, and emergency service agencies to work cooperatively to solve regional transportation management issues. As a result of size and the number of participants, the SMART Corridors program has evolved into a multi-year, multi-phase program, implementing several major infrastructure improvements in the corridors, and has contributed to forming and strengthening interagency coordination and cooperation.

The Program's goal is to improve transportation mobility, efficiency, and safety through better congestion management, real-time traveler information, transit signal priority and improved incident response. All of the partner agencies have entered into a binding agreement to pay for the operation and maintenance costs of the East Bay Smart Corridors Program. Please visit www.smartcorridors.com for real time traffic and live video in the corridor. Packet materials included a map of the corridor and project information.

Mr. Minoofar provided a history of the Smart Corridors program and noted it was initiated in 2001 to deliver a multi-modal system along the regional arterials in the East Bay. The project has integrated traffic management, transit management and emergency management systems and was launched in May, 2004.

Non-recurring congestion and incidents account for over 40 percent of the delays on freeways and arterials. Intelligent transportation systems allow transportation managers to maximize system performance through use of technology and inter-agency management systems. The Program goal is to improve transportation mobility, efficiency and safety, as well as to improve transit service and encourage transit ridership, reduce congestion and improve incident management, and to provide timely, multimodal transportation information to transportation managers and to the public.

Freeway lanes can be constructed but the full capacity of that lane can't be realized unless operational issues are resolved. If you don't operate it and manage it, you might as well not have built it. One can't just build something and then walk away. Operations and management goals are to improve multi-agency systems' management efforts, encourage a multimodal approach to systems management and create an integrated freeway/regional and local traffic management system and public information outlet. Getting people out of cars and onto transit has been incredibly successful. Backup recovery per incident is exponential. It is important to get to these incidents and clean them up to remove the congestion and get traffic moving again. Freeways and arterials must be dealt with hand in hand because each trip starts on an arterial and ends on one.

I-880 and I-80 are the most congested freeways in the Bay Area. Half the population of the Bay Area lives in the East Bay. The East Bay SMART Corridor Program currently includes a total of 60 miles. Project Corridors include the area on San Pablo Ave. from Hercules to Oakland, E. 14th/International/Hesperian/Union City Blvd. from Oakland to Union City, Telegraph Ave. from Oakland to Berkeley, Broadway in downtown Oakland and the I-580 corridor from Pleasanton to Livermore.

The program is a partnership of 29 federal, regional and local agencies. Alameda County Congestion Management Agency is the lead agency for planning, design, construction, maintenance and management of the system. It is a multi-modal program which includes a binding agreement for operations and management of the program. In order to deliver, the central operation had to have some consistency and uniformity. The elected officials

empowered the Alameda County CMA to sign binding agreements to work in the individual cities' right-of-way. These binding agreements allowed the CMA to do the work.

The building block of the East Bay Smart Corridors Program is an integration of emergency management systems, bus rapid transit, and advanced traffic management system. The cities won't give up traffic signals control so these are not included. Minoofar described installed equipment including closed circuit TV, monitoring detections stations, a video detections system, an emergency vehicle priority system and transit signal priority systems which are installed at 150 intersections.

The bicycle detection system was a prototype funded by the federal government. These funds might have been lost but the CMA was able to get the money to provide the video detection systems which can detect bicycles even with the small amount of metal in a bicycle.

Cross jurisdictional systems created a data and video exchange system to enable partner agencies to share information. Cross jurisdictional signal coordination was enabled, roadway conditions and incident monitoring and reporting capabilities were created and traffic volume and speed monitoring and archiving were available for planning purposes. This system provides all the road information needed to have seamless traffic conditions.

www.smartcorridors.com is the public website which provides congestion and real time incident information. There is Interfacing with MTC's regional 511 system. Live video streams allow viewing the level of congestion and real time traffic and incident information on freeways is available 24 hours a day. CHP incident information is available so the public gets a good picture of travel on the arterials versus the freeway.

Freeway integration on the I-580 corridor includes dynamic message signs, closed circuit TV, changeable message signs, highway advisory radio, monitoring stations, and ramp metering. This is a good way of getting data into regular projects for future discussion and analysis. The AVL systems (Automatic Vehicle Location) on transit and paratransit vehicles provide real time information at the Westcat dispatch center. Fire department vehicles for three agencies are equipped with AVL systems which allow the dispatch center including El Cerrito and Richmond to track assets in the field. The Fire Department does a better job of dispatching thus creating a better response time than Public Works in terms of mutual agreements within a specific geographical area. Onboard emergency systems provide information to fire stations including emitters and mobile computer units. Incident information and real time video can be made available in fire vehicles.

The current total of funding is \$50M including \$3M for the San Pablo Ave. Signal Interconnect, \$18M for San Pablo/E. Hesperian Blvd., \$20M for International/Telegraph and \$9M for I-580.

Contact information is as follows: Cminoofar@accma.ca.gov; www.smartcorridors.net is the program website and www.smartcorridors.com shows real time traffic conditions. Project awards have been received from CA ITS, MTC, ITE.

Pierce asked if the traffic reports currently on TV which show the green, red and yellow cars are from the Smart Corridors site. Minoofar responded that no one has reliable arterial information and the best source is from MTC's 511 site. It is very difficult to predict or assign green/yellow/red to arterials because of the various speed limits. Twenty mph on the freeway is obviously slow; however 20 mph on an arterial might be good.

No Action Taken:

TRANSPAC thanked Mr. Minoofar, and considered Smart Corridor applications in Central County.

5. Presentation/Discussion with Rod McMillan, Director of Bridge Oversight and Operations, Bay Area Toll Authority (BATA), Metropolitan Transportation Commission, and Mo Pazooki, Project Manager, Martinez-Benicia Bridge Project

Mr. McMillan and Mr. Pazooki briefed TRANSPAC on the proposed new configuration for the Toll Plaza on the Martinez-Benicia Bridge which will incorporate an Open Road Tolling concept for toll collection. There will be no toll booths for FasTrak users in the left lanes and the original sixteen toll booth lanes will be reduced to nine. Drivers will be advised to slow down to 55 mph. The right lanes will be reserved for cash users and carpools entering from Marina Vista. In addition, new FasTrak rule changes will decrease the amount of the required deposit for FasTrak use, eliminate the possibility of charges to occasional users and make transponders available at retail outlets. Mr. Pazooki provided an update on Bridge construction. Bridge costs have increased to \$1.2B from the original \$384M estimate. Mr. Pazooki advised that the new bridge could be open to traffic between July and December 2007.

Mr. McMillan and Mr. Pazooki spent two hours with the TRANSPAC TAC on June 22, 2006. Many issues and questions were raised including carpool size (2+ versus 3+) and carpool hours of operation on I-680 and SR 4. To view a video of the new lane configuration on the bridge, please go to http://bata.mtc.ca.gov/projects/new_benicia.htm. In addition, the assistance of 511 Contra Costa was offered to BATA to notify employers of new FasTrak operating procedures and to distribute transponders.

Mr. McMillan was glad to be able to discuss some of the exciting improvements to FasTrak in terms of the overall Strategic Plan which was adopted last June. He presented a chart which compared peak period usage and noted that State owned bridges in the Bay Area show a 42% FasTrak usage during peak period.

BATA staff is looking at ways to increase the use of the FasTrak system. Most of the other agencies with successful systems (Irvine, New Jersey, MTA in New York, Golden Gate Bridge) are able to provide discounts. BATA needs all the toll money to pay for seismic and other improvements. In May, 2006, the milestone of 500,000 account holders was reached. BATA has low usage compared to those aforementioned agencies; however the number of users is just outside the top ten in terms of account holders. The Strategic Plan recommended improvements goal is to increase peak period FasTrak usage to 70% and weekend usage to 50%.

Two tactics have been considered. Lane and infrastructure improvements could include the conversion of more lanes to FasTrak only. Infrastructure improvements such as signage to better designate FasTrak lanes could improve use as well. Expanded marketing and availability of FasTrak toll tags at Costco and Safeway should also improve usage. FasTrak also has an agreement with SF International Airport whereby one can use the FasTrak toll tag to pay for parking automatically as you go in and out of the parking lot.

Lane and infrastructure improvements add a total of twenty new permanent FasTrak only lanes to the state owned bridges. FasTrak only lanes are being grouped to the left side with cash lanes to the right to the extent feasible. There is no consistency regarding where the lanes are located which is a problem. Generally the grouping works well except in the case of the Bay

Bridge where there are three toll approaches. The FasTrak only approach lanes will be lengthened and changeable message signs will be installed in addition to fixed signs at the toll plaza canopies and prior to the toll place lanes. What makes the lane changes effective is better signage and striping.

Occasional users don't like the \$40 charge when a credit card account is opened so the initial charge is \$25. The replenishment will be at \$25 or based on usage. Cash customers were required to pay a \$30 deposit but this is being reduced to \$20. This makes it easier for people to sign up for the program. The provision where MTC can ding the account if you're not using it often enough has been eliminated because the "often enough" was never defined.

Simmons asked if the metering lights could be speeded up in the FasTrak lanes. McMillan responded that none of the FasTrak lanes merge with other lanes which helps but MTC/Caltrans are also considering speeding up the metering lights. During the peak hours the problem with having a constant green is that you can only get so many people on the bridge and so a constant green for FasTrak would really have a negative impact on the cash lanes. BATA is going to do some testing on the speed of the metering lights to see what happens.

With open road tolling installed at the new Martinez-Benicia Bridge toll plaza, a sign noting FasTrak ahead will warn motorists and after a quarter mile there will be a FasTrak only lane with a single line. It will be possible to have more cash lanes on the weekends and more FasTrak lanes during the commute. The concept is to allow motorists to drive through the plaza at highway speeds using their FasTrak toll tag. Cash customers are moved over to the right lanes which increases overall safety by separating fast moving FasTrak users from slower moving cash traffic. Cash customers get out of the flow of traffic and then merge back.

One of the issues under consideration is that this requires the demolition of recently constructed toll booths. The second issue is the 2+ HOV approach and the 3+ HOV on the bridge. BATA has not reduced the 3+ HOV requirement on the bridge because of a concern for loss of revenue which is estimated at \$2-\$2.5M a year, and which is required for bridge improvements and seismic reconstruction. Legislative action is also required for the change. To ease the transition, the lane for 2+ HOV will terminate further in advance of the toll plaza with better signage to eliminate potential weaving. This was not a popular solution to TRANSPAC members.

McMillan described the handout which showed lanes 1-9 as cash lanes which is the same number of total lanes on the existing toll plaza. Lanes 10-17 toll booths will be removed. The two lanes approaching the toll plaza are open road toll lanes for FasTrak users and lane 17 is the HOV lane for 3+ passengers. The FasTrak express lanes that proceed through the toll plaza have shoulders and supports for the Toll Plaza canopy with appropriate signage.

One problem is the 2+HOV lane which terminates right before Marina Vista means dangerous weaving for those 2+HOV people without FasTrak. The remedy is to terminate the 2+HOV lane further back at Arthur Road to have a transition of a little over a mile to give people enough time to merge. The signage will be clear: FasTrak only to the left and cash to the right. Over time it won't be that many vehicles because just 2+ passengers without FasTrak won't be a majority of the people. Neustadter asked if MTC would give us back the mile at the southern end.

Pierce asked if the transponders of 3+HOV carpoolers will get dinged and McMillan's response was that enforcement would be through CHP so FasTrak won't be activated on Lane 17.

Osborn asked if consideration had been given to the idea of bringing the Dumbarton and San Mateo bridges to 3+carpool lanes to offset revenue needed to bring Benicia-Martinez to 2+HOV. McMillan said it would still be a matter of legislative determination.

Neustadter introduced Mo Pazooki, Project Manager, to discuss when we can drive across the new span of the Benicia Bridge. Pazooki said the new toll plaza should be completed by the end of October. The new bridge will be completed by July, 2007 and is scheduled to open in December. The contractor on I-680/780 will be done by November and in December the only piece remaining will be the fiber optics line. Caltrans wanted one contractor to do the entire fiber optics conduit and test the entire system to be sure it works. Once that work is finished the bridge can be open for traffic.

The tidal mitigation site project is done which provided tidal circulation in the shallow water habitat. Caltrans dredged a larger channel for Fish and Game. Pazooki explained the construction of the pier casings, and the air bubble curtain noise attenuation system which prevented the killing of fish. This method is now being used all over the world to save fish life. The bubble curtain prevents noise. One air bubble reduces the noise level by one decibel.

The new bridge will have five lanes northbound. The westside shoulder will be reserved for future transit. One can now walk through the whole bridge and on October 21st the last segment will be poured. He explained the technical aspects of earthquake safety including the use of rock socket installation which allows the bridge to sway without being lifted off the rock foundation like the bridge in Kobe, Japan.

Pazooki also explained hinge construction and the need for balancing of heavy equipment on both sides of the piers as they built out one side then the next. The concrete used is almost one seventh of normal concrete weight. Regular concrete is much too heavy for such a long span. Instead of water Caltrans used ice to mix with concrete which reduces the possibility of cracks caused by heat created when the concrete is mixed. A liquid nitrogen station is used as well as cooling pipes exiting from the top of the finished surface of the soffit and using water from the bay.

Once the new bridge is open for traffic work can start on the old bridge. There will be a partial deck reconstruction which will take 75% of the northbound direction and replace it with new light concrete. The entire southbound section will be replaced, including all 67 joints which have taken quite a beating. When work is complete there will be three northbound lanes, three southbound lanes and a lane for bike and pedestrian traffic. A walkway will connect the entire bike/ped path.

Demolition of the booths will occur before the bridge is open to the public and should be completed by late February. It is anticipated that the bridge will be open to traffic sometime between July-October, 2007. The bike lane will be the last order of work.

When northbound traffic shifts to the new bridge, everything will be fixed on the northbound lanes including the Marina Vista split level which will require jacking one bridge up.

Neustadter asked if members of TRANSPAC wanted to take a field trip before the opening. Pazooki said the entire inside will be encased by February but you can walk on top of the bridge if you want to take another tour.

No Action Taken:

TRANSPAC thanked Messrs. McMillan and Pazooki and will discuss the timing of a tour at a later date.

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

As noted previously, 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 along with the other RTPCs and others 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 recommendations, TRANSPAC suggested additional changes which were transmitted to the CCTA by its May 30, 2006 deadline and subsequently incorporated into the proposed Measure J ULL Amendment.

Given the number of comments and revisions, the CCTA determined that recirculation of the proposed revised amendment was prudent. The attached CCTA memo details the proposed revisions including a clarification that a City or Town could adopt “conditions” for revising its adopted “County ULL”, that jurisdictions may make adjustments of 30 acres or less without voter approval and establishes requirements for adjustments of more than 30 acres. To facilitate the review of this item, the Board of Supervisors Resolution and proposed language for the 2006 Contra Costa County Voter Approved Urban Limit Line ballot measure was in the packet along with the CCTA proposed ULL amendment language.

The latest version of the County’s ballot measure was not available for the TAC to review at its August 24, 2006 meeting. However, the TAC supported the concept that local jurisdictions would be able to establish conditions for its “County ULL” and to make adjustments of 30 acres or less as established in the provisions of the Board of Supervisors ULL ballot measure.

Neustadter asked Engelmann if there was anything new and he responded that things have been quiet except for concerns raised by the City of San Ramon about the map since it does not match its boundary. This isn’t really a Measure J issue since the City of San Ramon has a voter approved limit line. The City’s concern however is that the Measure says one thing but the map illustrates something else. Pierce noted that the position that the City of San Ramon has taken is that the map was wrong intentionally. Pierce said we can go ahead and leave the language which she thinks is fine, but don’t be surprised when the City of San Ramon takes legal action to have that changed in order to make the city’s case really clear. The map is off by several hundred acres.

Ross said he sent an email asking for support for Measure L, and he was surprised that he received more negative responses than positive affirmations. He sent out the email based on the Mayor’s Conference list of elected officials and got more responses saying the official would be voting no on Measure L. Chair Shinn said he didn’t see the email and wondered if some of the cities block emails of this nature.

6A: ACTION: Pierce/Ross/unanimous

TRANSPAC considered the Proposed ULL Amendment as currently crafted and transmitted a letter to accept the revised ULL amendment to the CCTA.

6B: ACTION: Pierce/Ross/ 7 ayes/ 0 noes/ 1 abstention (Abrams)

Considered support for the Board of Supervisors 2006 Voter-Approved Contra Costa County Urban Limit Line which has been placed on the November 7, 2006 ballot.

At its August meeting, several TRANSPAC members requested a September agenda item to discuss/consider a support position for the County's Urban Limit Line Ballot Measure. No further action was taken on this issue.

Abrams explained that he was going to abstain on the vote because he feels that this is a County ULL issue which has nothing to do with the rights of the city. He feels it is meaningless to Walnut Creek because the City doesn't need this to get compliance for Measure J. He had sympathy for Concord in having to deal with the County's ULL with all the rules and regulations that go along with it.

Pierce was surprised by Abrams position. She explained that once a city council votes to adopt a ULL that the voters voted on, even if the County changes the line, the city is bound by the line which the City Council adopted. The City is not bound by the County's line. She asked Abrams why is that wrong.

Durant said he honestly felt that there is still some work that needs to be done to overcome bad feelings countywide. No one is going to get anywhere with this county's elected officials if that bad history with the county is ignored. Pierce agreed that no one knows that better than she does.

Abrams said it puts no control on the County outside the ULL. Durant agreed that is why there is a fundamental affront. There are some big areas the county has to go back to a vote to change. Shinn remarked that there has been a lot of fighting in the last three years unfortunately. He believes that the message can still be delivered without shooting the messenger. At some point there has been compromise. Everyone's position is known and some people who were not totally satisfied are moving forward and not being obstructionist.

Chair Shinn said TRANSPAC has had very little participation by the County except for the time when Millie Greenberg was the County Representative. TRANSPAC needs to keep pushing for County representation so that the discussion on issues like the ULL will be more productive. He suggested that TRANSPAC lobby for someone local to be appointed who would be able to attend on a regular basis.

Engelmann said the ULL ballot measure is actually required for compliance with Measure J. Each jurisdiction has to have a voter approved ULL or the County ULL. The County ULL extends through 2024. The County ULL allows cities and towns to adopt conditions before or after the vote. The only item that applies is the geography of the line as it stood at the time of the vote. Each jurisdiction needs a voter approved ULL for compliance with Measure J.

Ross asked if every city is free to do use the disbursement of funds then why is there opposition to Measure L. Pierce responded that the level of opposition is why no one else

wanted to touch this. She noted she and Ross have some work to do at the Mayor's Conference to turn things around.

7. Discussion of Measure J Strategic Plan: Updated Revenue Projections and Development Schedule – (separate attachment for Strategic Plan Fact Sheets)

The development of the first Measure J Strategic Plan is an important step in preparing for new funding in Measure J and the planned bond sale proceeds expected in 2009 (\$300M) and possible bond sale in 2012 (\$150M). The TRANSPAC TAC has been working on the development of a proposal for TRANSPAC's consideration. Strategic Plan issues include project priorities for use of bond proceeds and a proposal to use some of the operating funds set aside for the Central County School Access Program for the sidewalk gap closure projects. A draft spreadsheet detailing discussions to date was in the packet. Draft Strategic Plan Fact Sheets received to date were in a separate attachment.

Staff presented a number of issues which are still under discussion at the TAC including the allocation of Measure J bond funds in the interchange and arterials categories, the possible use of all bond funds available to TRANSPAC (\$172M) in 2009 with no additional bond funding available in 2012 and the possible use of "Subregional Transportation Needs" category. TRANSPAC was requested to review the spreadsheet and provide guidance to the TAC on a draft Strategic Plan submission. The draft submission is due to CCTA by September 29, 2006 and a final document is due by October 16, 2006.

Neustadter said there are still many unknowns in the development of this Draft Strategic Plan submission. The State Bond issue is on the November ballot and so there may be an instantaneous change depending on what happens in the election. The action carries with it the 2007 STIP Augmentation Policy and future STIP dollars.

Neustadter wanted to get as much information on the table in front of the members as possible so the TAC would know how to proceed. Some options came up after the last TAC meeting. Tuesday night the Concord City Council reviewed the City approved staff priorities information on the spreadsheet. The TAC will meet October 28th with no other business but the Strategic Plan. In essence Measure J has to hit two targets: 2009 and 2012 Bond target of \$172M and for each project category.

As guidance for development of the Measure J Strategic Plan, the Authority said it is ok for RTPCs to come in higher than the bond target but we still have to meet category amounts. The Authority is looking for backup projects for the \$300M bond. There may possibly be another bond for \$150M in 2012.

No dollars have yet been set aside. Neustadter raised issues for consideration as she discussed the spreadsheet.

The Caldecott is one of the projects that could get a delay which would allow bond projects to move forward. There are two line items in Measure J: Martinez Capital Corridor Improvements at \$7.5M and \$2.5M under the subregional category. The total is \$10M and the City of Martinez is prepared to move forward to acquire property using the total \$10M. Martinez has \$400K for Measure C to use for project development updating the environmental reports, etc. The City also has \$5.5M in 2006-07 STIP money.

The TAC suggested taking \$36M to put into Phase I of the I-680 Interchange. The balance

could come from the state bond and would fund Phase 1. The City of Concord would prefer the dollars spread among other Interchange projects.

There are other options. Each interchange project other than 680/4 could receive a little money for project development to set them up for future STIP dollars. And/or \$3M could go to the 242 Clayton Rd. project. Martinez is interested in the southbound interchange at Marina Vista and this is a project that could go to development in 2012. The southbound ramp should have been part of the Benicia-Martinez bridge project, but it's not.

The 242 Concord Ave. southbound off ramp project could be placed in the Major Streets or Interchange Improvement category. This is a \$3M project. The sole reason for the project is to make Commerce Ave. work better. As a result, the \$21.1M 242 Clayton Road project can be deferred into the future. The Authority would be willing to accept this project into the Arterials category because this ramp really does make Commerce Ave. work better. This exchange sounded good to everyone.

Concord's 3rd priority is SR4/Willow Pass which might be ready to go in 2012. Most likely there will be developer contribution to that project. Another option is to use \$3M from the Interchange category for the 242 Concord Av. SB off currently in the Arterials Category and to take the remaining \$33M to give each of the project sponsors of the remaining projects for project development. [\$1.3M to Marina Vista, \$2.8 to SR4/Willow Pass, \$1.5 to northbound 242 Clayton Rd., and the remaining \$27.4 to I-680/SR4 Phase I]

This takes the \$33M remaining and spreads it to the other projects at a rate of 10% of the total cost of the remaining interchange projects to allocate to project development. Pierce asked what would be done with these other projects if we can't get project development money. None of these projects have had any discussions with Caltrans. She asked if TRANSPAC wanted to spend some of today's dollars to get these projects positioned when there is no guarantee that they can move forward in 2012.

Durant asked Neustadter for a staff recommendation and she responded that Concord has prioritized their need for the \$3M for 242 Concord Ave. and coupled that with a willingness to hold off on the \$21.1M for 242 Clayton Rd. Armstrong wanted to respect Concord's priority. Shinn asked staff to look at Concord's priorities and this scenario meets internal city improvements mitigation as well as having a regional impact of much higher level. Concord feels based on local and regional needs that this proposal best serves Concord's purpose and it also has some properties that may become possible for economic development, like better access to the profit center at Auto Row. Pascual said it provides an opportunity for developers to develop certain properties that they might not otherwise develop. Once all of these developments are coming in then Concord can do other projects to balance its ten year plan. This is a financial strategy as well as a transportation planning strategy. This allows Concord to move forward projects like Waterworld and Seeno's building on Willow Pass that have been on the board for a number of years. Willow Pass Road is the most heavily congested in Concord, followed closely by Market. Concord is looking at a business retention and attraction program which mandates improvement in traffic flow on these major streets.

Abrams noted that beyond the issue of Concord economics, these are needed as a regional solution and it will relieve both Willow Pass Road and Concord Avenue which are both Routes of Regional Significance.

Durant/Abrams moved to approve the recommendation stated by Neustadter to provide \$3M for Concord's 242 Concord Ave. I/C Southbound off ramp by moving it into the Interchange Improvement Category. In addition, \$5.6M should be allocated for project development in the following manner: \$1.3M for Marina Vista I/C SB offramp; \$1.5M for 242 Clayton Rd. I/C NB on ramp; and \$2.8M for SR4/Willow Pass Interchange improvements.

Pascual agreed that it was a good recommendation. Pierce agreed that it is a good compromise that spreads the benefit around and allows for project development. She is most worried about not being ready for future money that may be coming down the pike. We never know what will come or when. It is better to be prepared. We know all the money is needed for I-680/24 but maybe this money can come from the State Bond Measure.

Neustadter reiterated that project development for these projects may not be bond dollars and then won't need to meet either a 2012 or 2015 date for expenditure. Pierce said the projects don't carry overhead either. The projects will be programmed.

Measure J and RM2 are holding in a secondary position as very good candidates for STIP.

BART parking and access splits the \$12M line item in Measure J and the 2009 Bond or backup. This includes \$5M for the Pleasant Hill station vertical circulation, \$500K for e-lockers at Walnut Creek, Concord and North Concord stations, \$2.9M wayfinding at the four Contra Costa stations. This would be bond money unless there is another way around that which we haven't discovered yet.

Susan Miller added that Measure J can be used for project development. There is a 20% limit. Heitman said she has all the project sheets for BART projects if anyone wants copies. BART is proposing e-lockers at Pleasant Hill, Concord and North Concord. They received a grant to do a bicycle pavilion at the Walnut Creek BART station.

Neustadter continued that \$48M for major arterials is nowhere near enough. Marsh Creek Road is being considered for 2012 because it is not currently ready. Pine Hollow is ready to go at \$300K. The County is proposing funding its first two phases of Pacheco Blvd in 2009 and moving on in 2012. Pacheco is the County's second priority; the first priority is the Kirker Pass truck lanes.

Neustadter reviewed the remainder of the spreadsheet. It may be smarter to hold the Buskirk Ave. realignment in 2012 with some bonding capacity for it. Geary Road, Phase 3 anticipates a contribution from the City of Pleasant Hill in addition to the \$1M contribution from Walnut Creek. It is Walnut Creek's highest priority and the only Walnut Creek project on this list.

Waterworld is Concord's first priority and Galaxy Way is Concord's 4th priority. Alhambra Valley Road is the County's last priority. The concept that it can be constructed in three phases is not correct, it has to go as one project and it won't get funded today. The 242/Concord Ave. project has been relocated into the freeway improvements category.

This is an oversubscribed list and additional fact sheets are available. Jurisdictions have pinpointed their highest priorities. Abrams agrees with the philosophy on the major arterials. He asked if the State Route 4 interchange isn't really a part of East County's area rather than TRANSPAC and was told that this is some forward planning for the Naval Weapons Station.

Subregional Projects and Programs funds have not been allocated to anything yet. Some of these funds could be used by Spare the Air via 511 Contra Costa and/or interchange projects. Pierce said maybe some of these funds should be saved and used in 2012. We have 25 years of this measure and shouldn't spend all the money now.

The second page of the spreadsheet shows Program dollars coming in to the Central County area. There are three of note: Local Streets Maintenance and Improvements, Transportation for Livable Communities Grants and Pedestrian/bicycle and Trail Facilities. The TAC recommends that the Measure J money be allowed to accumulate for 3 years then be allocated. The TAC also is recommending to use the funds for sidewalk gap closure projects. After that, the funds will be used for 511 Contra Costa School Access Programs/Projects.

This spreadsheet will be re-crafted and tightened up by the TAC and will come back to TRANSPAC in October. Councilmember Durant had to leave so the Chair asked for quick comments from the floor.

Ross commented on the \$16M Subregional Transportation Needs funds which could possibly be used for Spare the Air. Sometimes you have to have management along with these improvements to make the improvements more efficient. Getting people used to mass transit and changing people's attitude toward the use of transit may be a better investment pound for pound. Pierce was reluctant to spend bond money for Spare the Air days.

Ross said we are short on time to make these changes and there is the serious possibility that Federal Highway funds will be withheld because money is tight and if our area goes through exceedence then that could equal a billion dollars lost. Osborn suggested the consideration of a free flow on the Benicia Bridge on Spare the Air Days because of the proximity of the Air Quality measuring station on the Contra Costa side of the bridge. We could backfill the lost tolls so we don't affect our air quality adversely on Spare the Air days by traffic tie-ups at the bridge.

ACTION: Durant/Ross/unanimous

TRANSPAC discussed the Draft Strategic Plan spreadsheet and Fact Sheets, and provided direction to the TRANSPAC TAC on project priorities and the elements of the September 29, 2006 submission to CCTA.

8. TRANSPAC and CCTA Representatives' Reports. The minutes of the June 21, 2006 CCTA meeting were included in the packet.

a. CCTA meeting

Member Pierce reported that the CCTA and Planning Committee meetings were not scheduled in August.

b. Administration and Projects Committee meeting

There was a special APC meeting on the CCTA's Administrative Code and Office Procedures Guide. Member Pierce reported that the Administration and Projects Committee had 21 items on its agenda but APC managed to get through it. APC received updates on the state infrastructure bonds, legislation, and the model ordinance and administrative procedures code which cities can use. Three long meetings were spent on the ordinance and it actually will be very good.

Councilmember Durant had to leave the meeting at 11:35 a.m.

Extra money was added to the State Route 4(e) Widening Project to provide corridor integration and design services. This action will be subject to full authority approval next week. The committee discussed enhancement of communication between Contra Costa's Representatives to MTC and the Authority. There will be discussion at the Mayor's conference that the representative from the Mayor's Conference to MTC and to the Authority be the same person. This item can't get on the agenda for tonight but they can talk about it before the appointment is made in January. The appointments are both up this year and the Mayor's Conference appointment is a non-revocable 4 year appointment. The goal is to get better attendance from the position for both MTC and the Mayor's Conference. It is a huge job. The only reasonable thing the Mayor's Conference can do is to ask the Supervisors to do the same thing and make one of their CCTA Representatives be their MTC rep and Pierce didn't think that there is a chance that would happen. The other thing would be the Mayor's Conference making an appointment to CCTA a 4-year term to coincide with MTC. The MTC term is set by legislation.

The Committee also received a presentation on the San Pablo Avenue SMART Corridor. There was a request from WCCTAC to provide O & M (Operations and Maintenance costs) and staff recommended that West County's Measure C TDM funds would be an appropriate source of funds. WCCTAC reported the TDM Program budget is oversubscribed. The Committee recommended formalizing appointments to the I-680 Express Bus Access and HOV Lane System Regional Measure 2 Study at the September 20, 2006 CCTA meeting.

The next Authority meeting will focus on the impacts of Prop 90 on transportation. The meeting will be purely educational and is scheduled for 4:45 p.m. to maximize attendance.

Report Received; No Action Taken

9. Reports from Staff/Committees –Accepted

a) Congratulations to 511 Contra Costa. At the 2006 Association for Commuter Transportation (ACT) International Conference in August, Lynn Osborn, our very own 511 Contra Costa Program Manager, accepted a TDM ACT Leadership Award for public agency leadership in the industry. Chair Shinn complimented Osborn on her excellent work and noted that it was nice to see her at the League of California Cities meeting. He applauded her well respected reputation throughout the State of California and said he was glad that she was an integral part of the TRANSPAC TDM Program.

b) At our request, the County's web site now has a link to www.transpac.us.

10. Correspondence/Newsclips/Copies/Information - Accepted

Correspondence:

8/21/06 TRANSPAC status letter to CCTA; 7/25/06 thank you letters from Gayle Uilkema to Lynn Osborn and Barbara Neustadter and other attendees at the July 13 workshop on the Voluntary Clean Air Plan for North Central Contra Costa County; Items Approved by the Authority on July 19, 2006 for Circulation to the Regional Transportation Planning Committees (RTPCs) and items of interest; 7/17/06 SWAT Status letter to CCTA; 8/7/06 and 7/7/06 WCCTAC Status letter to CCTA; County Connection May, June and July 2006 Fixed Route Reports; San Francisco Chronicle: "A call for more highways, Group argues region's focus on mass transit is flawed"; Contra Costa Times: Lisa Vorderbrueggen blog. 8/24/06 "Contra Costa

measure finally finds a champion” discusses how Mark Ross is stepping up to the plate in support of Measure L, the Urban Limit Line ballot measure.

Newsclips:

511 Contra Costa News: 511 Contra Costa (TRANSPAC/TRANSPLAN TDM Program) Monthly Status Report; Regional Rideshare Program 8/1/06 Press Release

RM 2 I-680 Express Bus Access and HOV System Study: Copies of the letter sent to request Policy Advisory Committee and Technical Advisory Committee members were included in the packet. Neustadter has heard from a few people on the list and is receiving appointments.

11. For the Good of the Order – 5 minutes

Engelmann commented that the meeting was robust in the amount of information that was disseminated.

Chair Shinn reminded everyone that it is more beneficial to the decision making process when more voices are heard and opinions rendered. He encouraged more participation in the discussion.

12. Adjournment. The meeting was adjourned at 11:42. The next TRANSPAC meeting is scheduled for OCTOBER 12, 2006. Pierce noted that she will not be able to attend the TRANSPAC meeting scheduled for October 12th and hoped those present would all be able to attend in order to ensure a quorum. Ross, Abrams, Durant and Shinn said they would be in attendance. It was noted that it would be very helpful to have a representative from the Board of Supervisors in attendance to present the County’s perspective on a number of issues.