

**Summary Minutes
TRANSPAC Meeting – March 8, 2007**

ATTENDANCE:

Elected Officials: Julie Pierce, Clayton, CCTA Representative, TRANSPAC Chair; David Durant, Pleasant Hill, TRANSPAC Vice-Chair; Susan Bonilla, Contra Costa County; Charlie Abrams, Walnut Creek, CCTA Representative; Jasmine Heidari, Pleasant Hill “Mayor for the Day”. Absent: Mark Ross, Martinez (excused); Bill Shinn, Concord (excused).

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

Staff: Qamar Khan, Concord; Steve Goetz, Contra Costa County; Martin Engelmann, CCTA; Cindy Dahlgren, CCCTA; Richard Pearson, Martinez; John Hall, Walnut Creek; Eric Hu, Louis Gonzales, Pleasant Hill; Tracy Craig and Beth Lee, Airport; Deidre Heitman, BART; Lynn Osborn, 511 Contra Costa Program Manager; Barbara Neustadter, Julia Fuller, Connie Peterson, TRANSPAC staff.

Public: None

Meeting convened by Chair Pierce at 9:08 AM with a quorum.

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

Barbara Neustadter introduced new TRANSPAC staff member Connie Peterson. In recognition of Julia Fuller’s retirement after 14 years of service, Chair Pierce presented Ms. Fuller with a specially engraved clock commemorating this milestone. Ms. Neustadter presented Ms. Fuller with a special token of appreciation for her support and for serving as the “heart of TRANSPAC.” Ms. Fuller graciously thanked TRANSPAC members for their respect and support over the years.

2. Public Comment - none

CONSENT AGENDA:

3. Approve February 8, 2007 TRANSPAC meeting minutes

ACTION: Durant/Abrams - Unanimous

END CONSENT AGENDA

4. Presentation/Update on the Buchanan Field Master Plan by Beth Lee, Airport and Business Development Manager, Contra Costa County

Beth Lee provided a PowerPoint presentation to update TRANSPAC on the Buchanan Field Airport Master Plan. Ms. Lee noted that the handout was an announcement for the next public meeting to be held on Thursday, March 15th. Ms. Lee said that the study for the Master Plan

began two years ago and is now coming into its final stages, and will be going to the Board at the end of the year. Throughout the presentation an emphasis was made on the importance of engaging the public in this process and of working collaboratively to meet the community's needs and addressing their issues.

Ms. Lee discussed the points of the presentation, which included airport layout, the project team, public participation process, master plan development (including forecasts of aviation activity, airfield development options), the FAR Part 150 study process, noise abatement alternatives evaluation process and recommendations, and the Strategic Business Plan. The Strategic Business Plan, which would identify funds and costs, would also be discussed at the public meeting in March at the Crowne Plaza.

Ms. Lee noted that although the FAA did not consider noise to be an issue, they are working to involve the community and to educate pilots to help minimize public impact. The recommendations would not require the expenditure of public money that would benefit private plane owners.

Chair Pierce asked Vice Chair Durant if he had any concerns to be addressed.

Durant replied that the Steering Committee had robust discussions, and staff and consultants were making great progress while being sensitive to community concerns.

Deidre Heitman asked for clarification about the projected increase in traffic.

Ms. Lee responded that it was a result of a reduction in commercial traffic, a further consequence of September 11th and increased costs, among many changes that have occurred since the last Master Plan was developed in the 1980s.

A discussion followed about the airport layout and the location of commercial enterprises such as Sam's Club, the Dodge dealership, and the Sports Authority that are operating on leased property with 30-50 year leases. Growth and development limitations on Solano Drive by the airport were also discussed.

Tracy Craig suggested making a return visit in August or September to report on the outcome. Beth Lee would also be available to talk to any community group.

Abrams stated that the TRANSPAC area is proud to have an airport and would like to see more coordination between the airport and other transportation modes.

ACTION: Report accepted.

5. Update on the Diablo Valley College Transit Center Project by Cindy Dahlgren, Director of Administration, County Connection.

Neustadter began discussion of this item, noting that TRANSPAC had been receiving reports over the course of this project. There had been a successful community outreach meeting on February 22. Cindy Dahlgren has prepared a PowerPoint presentation and video animation that outlines the problems encountered in this project and the alternatives that were

considered.

Cindy Dahlgren described the presentation as the process the TAC went through as it looked for potential fatal flaws, any issues to be addressed, and possible alternatives. The TAC made a final determination on the location that seemed the most workable and began developing a conceptual plan. Ms. Dahlgren noted that because of cost constraints, the consultant and architect were not asked to be present today to discuss the project. Ms. Dahlgren went on to say that the funding sources for this project included a TLC grant, a federal earmark with help from Ellen Tauscher's office for construction, and RM2 money to match the federal earmark. Also, since the conceptual plan and a cost estimate have been prepared, another million dollars of funding will be sought from FHWA which is not earmarked. All the funding sources combined will make this project fully funded.

Ms. Dahlgren talked about the cooperation of the stakeholders and partners for this project with CCCTA as the lead. She described the project's objectives: to separate buses from college activities, to increase capacity in the future, and to increase the use of transit while making the transit center a safer, more attractive, and ADA-compliant facility. Ms. Dahlgren continued discussing the points of the slide presentation, including outlining the project timetable and noting the key issues for the College and County Connection. The new design included improving the lighting; adding 12 new parking spaces by reconfiguring and re-striping the parking lot, with the capacity to expand; separating the buses from pedestrians and other vehicles; adding wind shelters to make waiting for the bus more comfortable; and improving the general attractiveness by adding landscaping and an art feature. Now that the option for further development has been chosen, it meets the objectives that the College and CCCTA wanted to accomplish. The next step is to develop the cost estimate for construction and plans with DKS and Richard Thompson. The college may ask for a presentation to the College Board.

Abrams said that this design was impressive and added that because this bus stop area is currently located in a plain parking lot, the proposed landscaping and art feature should help improve the overall image of the bus system.

Chair Pierce said it was good to see that the choices involved a configuration that was a considerable improvement from the current one, as cars and buses would be separated from pedestrians when the project is completed. This effort will be a great addition to the campus and should help to increase ridership.

Ms. Dahlgren commented that when transit centers are built or improved, ridership tends to increase.

Neustadter pointed out that Richard Thompson was also the architect that had designed the Martinez Amtrak station.

Martin Engelmann clarified that one of the funding sources for this project was T-PLUS, not TLC. He voiced a concern that the transit center might attract the homeless, vandals, or others that would misuse the facility, and added that it could also be a potential maintenance issue.

Ms. Dahlgren said that such situations had been considered in the planning of this project, and cited the example of the design of the transit center in Napa. Public restrooms were not planned in the Napa transit center for this reason. However, a change machine had become a theft issue—but with this design, everything that is usually accessible can be securely fenced off. County Connection will work with the college for upkeep. Because public safety is a concern, live feed cameras will connect with the campus security system. The Transit Center should be safer with the installation of cameras and additional lighting, as well as the anticipated increased activity.

Chair Pierce mentioned an observation made during a recent trip to Portland, where transit centers had been built near parks. Although it might seem that transit shelters built in these areas might encourage abuse by the homeless or vandals, no significant damage had occurred over the years because the shelters were designed with an expectation that damage and abuse could occur.

Simmons asked if this was going to be a “green” building, suggesting that long term considerations might outweigh the short term objectives of keeping down costs.

ACTION: Report accepted

6. Update on Measure J Strategic Plan

Barbara Neustadter introduced this topic, stating that TRANSPAC had prepared an initial prioritized list of projects for its \$172 million share of funds of the expected bond proceeds for 2009. The Authority’s policies are shown in the packet attachments.

The TAC had previously reviewed these policies and will discuss the new policies further in March and April. The May TRANSPAC meeting will be primarily devoted to discussion of policies for the Measure J Strategic Plan. A lot of the proposed policies are reasonable and some are issues that call for elected official guidance. One outstanding issue is that Central County has exceeded its overall target. TRANSPAC came in about \$17 million low for the 2009 target, and rolled it over in the 2012 target in the arterials category. The time has now arrived to do further work on this. One of the issues has to do with advanced State Transportation Improvement Program (STIP) programming. In the past, the Authority was not interested in taking this kind of approach. It is now on the table for discussion as the Measure J Bond moves forward. Included in the packet is the Authority’s staff report and Central County’s draft Measure J Strategic Plan programming spreadsheet.

Chair Pierce said a way we can come into line from being over target would be to tighten up the estimate for the arterials. It would be best to estimate on the high side as cash flow is what qualifies for STIP programming.

Neustadter noted that arterials are usually poor STIP contenders as most of the funding is spent on State Highway System projects such as the Caldecott Tunnel and Highway 4 East. It is hoped that Pleasant Hill will be in a position to make a decision on the Buskirk realignment and other projects.

Chair Pierce asked if Kirker Pass Road would qualify for this resource.

Steve Goetz said that the bond measure passed in November set aside funds for cities' and County's road improvements. One of the projects, the Kirker Pass Road truck climbing lanes, is a priority.

Chair Pierce said that other money is for safety programs, not capital improvements.

Steve Goetz added that the federal program is to address safety improvements on rural roads, and some work was done recently in the past couple of months by the Public Works Department involving prioritizing projects such as Marsh Creek Road.

Neustadter agreed that it is going to be difficult to fund all of the arterials with Measure J.

Chair Pierce said this is scheduled for May with a final decision in June or July and to the Authority in September for the Regional Committees to work on and refine.

ACTION: Information accepted.

7. **TRANSPAC and CCTA Representatives' Reports.** The minutes of the January 17, 2007 CCTA meeting were included in the packet.

a. CCTA Planning Committee (PC) meeting (March 7, 2007)

Member Abrams reported that the Planning Committee discussed a number of items including: comments on the draft Growth Management Element and Urban Limit Line (noting that TRANSPAC had requested some minor changes); approving a request to enter into a consulting agreement for updating the Action Plans (DKS will work with TRANSPAC); status of MTC's Regional Transportation Plan (RTP) and the issue of paratransit funding concentrating on large operators. Abrams also reported that the PC commemorated the Authority's Executive Director Robert McCleary's birthday with a rendition of "Happy Birthday".

Member Bonilla also noted the significant impact of MTC's proposed paratransit funding on smaller operators and thought that MTC should come to give a report.

Martin Engelmann stated that at the last Planning Committee meeting, approval was not given to finalize the agreement for the Action Plan consultants. The budget will be \$500,000 for the five subregions at \$100,000 each, but this amount could be less for Lamorinda and TVTC. Staff was asked to come back to the PC with a budget showing how the money will be allocated before approval. For this reason there is an urgent need for a special meeting with the TAC in March for a scoping session on the Central County Action Plan.

b. Administration and Projects Committee meeting (March 1, 2007)

Member Pierce reported that the Administration and Projects Committee discussed the Measure J Strategic Plan development. It was also announced that CMIA project requests were approved for funding.

ACTION: Reports received. In response to Engelmann's request, Neustadter stated that it would not possible to hold a special TAC meeting in March; however, the March TAC agenda could be rearranged to accommodate this discussion.

8. Reports from Staff Committees

- a) The RM2 I-680 HOV Express Bus Access Study TAC met on February 22 to develop a preliminary draft scope of work, and John Hall incorporated changes that were forwarded to the PAC.
- b) The 511 Contra Costa report was presented by Lynn Osborn, TDM Manager.
- c) The Martinez-Benicia Bridge tour will take place on April 12.
- d) A reminder was given that the Caldecott Tunnel tour is scheduled for June 14.

ACTION: Reports accepted.

9. Correspondence/Newsclips/Copies/Information - Accepted

Correspondence:

Chair Pierce commented that the letter from Steve Goetz and John Greitzer regarding the Concord General Plan was an exceptionally good letter and raised some important points.

Neustadter said that Michael Wright, Director of the Concord Naval Weapons Station Reuse Project, is requesting a representative from TRANSPAC to serve on a technical advisory group focusing on transportation. This will be on the next TAC agenda.

10. For the Good of the Order:

To coincide with the change in TRANSPAC administrative staff, the question was raised by Chair Pierce if this might be a good time to reconsider the format of the meeting minutes: should minutes be transcribed verbatim or as action items. The discussion among members, pointed out that a benefit of verbatim minutes is to provide a thorough record of meeting discussions; however, the availability of such detail might also encourage members not to attend the meeting. Vice Chair Durant mentioned that although the tape recordings are kept from 6-12 months, important commentary could be lost. Member Bonilla agreed the minutes could be shortened as long as tapes remained available for a period of time. Engelmann recommended that notes should be included when the board voices a concern about an issue.

ACTION: It was agreed the minutes could be shortened as long as documentation of high points of a discussion or items to be brought back later were included; that meeting recordings would be maintained for a reasonable length of time; and that notes on presentations were not necessary.

11. Adjournment. The meeting was adjourned at 10:26 AM. The next TRANSPAC meeting is scheduled for May 10, 2007.